



Planning Commission Meeting Agenda

January 13, 2026
5:00 PM

City Hall Aspen Room

415 W. 6th Street | Vancouver, WA

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Dial: +1 347-941-5324

Meeting ID: 210 968 057 270 19

1. Call to Order and Roll Call

2. Approval of Minutes

Meeting Minutes - December 9, 2025

3. Workshop

Comprehensive Plan Update: Draft Land Use, Housing
and Economic Opportunity Chapters
Rebecca Kennedy, Deputy Director | Dominique Martinelli,
Senior Long-Range Planner, Community Development
Department

4. Break 6:00 – 6:30 pm

5. Community Forum

To provide public testimony, please see instructions below.

6. Workshop

Comprehensive Plan Update: Code Details Pt. 1
Rebecca Kennedy, Deputy Director | Mark Person, Senior
Land Use Planner, Community Development Department

7. Staff and Chair Communications

Adjournment

Members

Patrick Adigweme
Chair

Zach Pyle
Vice Chair

Nena Cavel
Sandra Beck
John Jay
Alyssa Wheeler
Kate Castenson

Community Development Department

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

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1. 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 Teams (details on each agenda). Staff will call on you to speak when it's your turn.
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.

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

Meeting Minutes

Tuesday, December 9, 2025

6:30 p.m.

City Hall Council Chambers

415 W. 6th Street | Vancouver, WA

The meeting was called to order at 6:32 pm

Commission Members Present: Patrick Adigweme, Nena Cavel, Alyssa Wheeler, John Jay, Sandra Beck, Marjorie Ledell, Zach Pyle

Staff Present: Rebecca Kennedy, staff liaison, Bryan Snodgrass, staff liaison, Becky Rude, staff attorney, Maricsa Acosta, Support Staff

Motion by Commissioner Jay, seconded by Commissioner Cavel to approve November 18, 2025, meeting minutes. Motion carried unanimously.

Community Forum (Not Recorded)

Due to a recording delay, the Community Forum portion of the meeting was not captured on the record. The following speakers provided comments prior to the start of the workshop.

Speaker: Roger Speas – Commented on short-term rentals in residential areas.

Speaker: Atul Mathur – Commented on the Comprehensive Plan, with a focus on the Preferred Land Use Map.

Workshop: Comprehensive Plan Update: Preferred Land Use Map Pt. 2

Presenter: Rebecca Kennedy, Deputy Director, Community Development Department

Planning Context and Preferred Alternative Development

Staff reviewed the Comprehensive Plan update process that began in late 2022, and key drivers and Council-directed framework used to narrow the two land use alternatives analyzed through the Draft Environmental Impact Statement (DEIS) process into one Preferred Land Use Alternative. Key drivers included accommodating projected population and associated housing and job growth, addressing housing affordability, advancing climate and equity goals, and meeting Growth Management Act requirements.

Members

Patrick Adigweme
Chair

Zach Pyle
Vice Chair

Marjorie Ledell

Nena Cavel

Sandra Beck

Alyssa Wheeler

John Jay

Community Development Department

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Staff summarized the framework used to merge the two DEIS action alternatives into a single preferred alternative, including: incorporating public comments when consistent with Council direction; prioritizing housing near parks, schools, transit, and services; protecting significant tree canopy; preserving employment land; leveraging existing facilities and infrastructure, and reducing emissions and vulnerability to climate impacts. Staff emphasized that zoning changes provide long-term flexibility and do not result in immediate development.

Application, Refinements and Council Direction - Staff described how the framework was applied at the parcel level, including avoiding downzoning in areas already developed at higher intensities, refining centers and corridors based on local context, implementing a Manufactured Home Park zoning district, correcting mapping errors, and aligning zoning with existing master plans and development agreements. Refinements since the November Council workshop included expanded medium-scale buffers near parks and schools and adjustments to mixed-use and institutional campus areas.

Staff presented the second draft of the Preferred Land Use Alternative, highlighting how Council direction and site-specific analysis informed refinements across the city. Examples were provided to illustrate adjustments near parks, schools, transit, employment centers, and areas with existing master plans. Staff noted that an online interactive map is available for parcel-level comparison between existing zoning, DEIS alternatives, and the preferred alternative. Council reviewed the second draft on December 1st and expressed support for moving forward without additional revisions, emphasizing increased housing capacity near amenities and services, the incremental nature of zoning changes, and the importance of reducing regulatory barriers while maintaining long-term flexibility.

Next Steps - Staff outlined next steps, including Planning Commission and Council workshops to review draft Plan chapters and development code details beginning in January, publication of a draft of the updated Comprehensive Plan and new Development Code coinciding with Department of Commerce review, continued opportunities for community engagement, and an anticipated Planning Commission recommendation to Council in spring, with adoption targeted for June.

Commissioner Discussion and Staff Responses

Chair Adigweme

Q: Asked for clarification on whether the purpose of the workshop was to solicit feedback, mark an inflection point, or provide a status update following Council review? Staff explained that the workshop was intended to close the loop following Council direction. Council has provided clear guidance, and no changes to the Preferred Land Use Map are anticipated at this stage. The intent was to provide context on how prior Planning Commission input informed the map and how Council direction was applied. Staff noted that feedback on how plan elements and code are presented is welcome. The project continues incrementally, with the Planning Commission providing a final recommendation later in the process.

Commissioner Ledell

Stated no questions and expressed appreciation for staff's work, commenting positively on completing the Comprehensive Plan Land Use Alternative. Staff thanked the Commission.

Vice Chair Pyle

Q: How is the City managing long-term employment lands, particularly at the Columbia Business Center, and whether coordination is occurring to account for potential displacement of industrial

users over time? Staff explained that many buildings at the Columbia Business Center are aging and that the industrial overlay is intended to maintain existing jobs while allowing phased, long-term redevelopment. Ownership groups have committed to maintaining jobs on-site, consistent with Council's framework for employment lands and long-term clean technology and manufacturing goals.

Vice Chair Pyle highlighted the importance of integrating medium-scale neighborhood zoning thoughtfully, particularly for transitions between existing development and areas that could reach four- to five-floors of height. Staff responded that transition standards will be informed by precedents such as the Evergreen and Grand corridor plan and existing code provisions. Development standards will account for both adjacent zoning and existing conditions to ensure context-sensitive transitions.

Q: Can you remind us about commercial ground-floor requirements, and which zones they will apply to? Staff responded that active ground-floor use requirements will apply in limited areas around the City, and that these are primarily located in mixed-use and regional activity center zones. The requirements are designed to be feasible, encouraging uses such as retail, personal services, or office where appropriate, without imposing commercial uses where they are not viable. Design standards are being considered to support flexibility and future conversion, reflecting current market conditions and broader planning goals.

Commissioner Cavel

Stated no questions and expressed appreciation for staff's work and anticipation of the plan's completion next year.

Commissioner Jay

Q: Can you close the loop on mobile home zoning—criteria to balance the needs of property owners and residents? Staff responded that we are drafting a new Mobile Home Park zone to cover the city's 16 existing parks. The purpose is to preserve these uses while allowing rezoning if maintaining a park is financially unfeasible. This approach also considers best practices from other jurisdictions and provides a clear process for property owners while protecting residents' interests.

Q: Asked whether new mobile home parks are anticipated. Staff responded that at this time, new mobile home park development is unlikely, so the City's focus is on preserving existing parks. Conditions could change, but no new parks have been added recently.

Q: If a park is financially infeasible, what is the process? Staff advised a zoning change application would be required to convert the park to another use, with documentation showing financial infeasibility. Outreach has been conducted with park owners and residents to get feedback during the process.

Commissioner Wheeler

Stated no questions and expressed strong support for increased medium-scale zoning near parks, schools, and BRT stops, along with appreciation for staff's work.

Commissioner Beck

Stated no questions and expressed support for the Columbia Business Center designation and the zoning adjustment at 136th Avenue and Mill Plain, noting the changes feel appropriate for the area.

Chair Adigweme

Commented positively on the context provided regarding state requirements and building safety updates and asked whether additional presentation content could be included in meeting packets even if not discussed during the session. Staff responded that new Plan chapters and development standards will be reviewed in forthcoming workshops. Most of this review will occur prior to the release of the draft Plan and code for community review, with the exception of the equity, public facilities and services, annexation and implementation chapters. These chapters will be reviewed at workshops scheduled for early March, within the draft plan review timeframe.

Commissioner Adigweme Noted the extensive community engagement and asked staff to comment on outreach efforts. Staff shared that engagement was coordinated by Meredith Herbst and Dominique Martinelli and included outreach to community members via surveys, forums, tabling at events, community mapping activities, public workshops, briefings with community organizations, meetings and workshops with schools and youth-focused organizations, and coordination with agency partners. Past engagement and all Planning Commission and Council touchpoints are documented on Be Heard Vancouver.

Staff thanked the Planning Commission for its continued engagement and noted that Commission input has been critical to reaching this milestone.

Public Hearing: Election of Officers

Presenter: Rebecca Kennedy, Deputy Director, Community Development Department

The Commission conducted its annual election of officers for 2026, including the positions of Chair and Vice Chair, as outlined in the bylaws. Staff reviewed the roles of the Chair, who presides over meetings and supports the Commission, and the Vice Chair, who fills in as needed and assists with meeting preparation. A call for nominations was opened, with Commissioners encouraged to nominate members only if they had coordinated with them beforehand. The staff liaison served as secretary for the election process.

The call for nominations for Chair was opened.

- Commissioner Beck nominated Patrick Adigweme. No additional nominations were made after three calls. A roll call vote was conducted:
 - Commissioner Jay – Aye
 - Commissioner Wheeler – Aye
 - Commissioner Beck – Aye
 - Commissioner Cavel – Aye
 - Vice Chair Pyle – Aye
 - Commissioner Ledell – Yes
 - Commissioner Adigweme – Aye

The nomination was approved unanimously, and Commissioner Patrick Adigweme was reelected as Chair for 2026.

The call for nominations for Vice Chair was opened.

- Commissioner Beck nominated Zach Pyle.
- Commissioner Pyle nominated Commissioner Beck.

- Commissioner Beck withdrew her nomination in support of Commission unity. After three calls for additional nominations, no further nominations were received. A roll call vote was conducted on the nomination of Commissioner Pyle:
 - Commissioner Jay – Aye
 - Commissioner Wheeler – Aye
 - Commissioner Beck – Aye
 - Commissioner Cavel – Aye
 - Vice Chair Pyle – Aye
 - Commissioner Ledell – Yes
 - Chair Adigweme – Aye

The nomination was approved unanimously, and Commissioner Zach Pyle was reelected as Vice Chair for 2026.

The Chair and Vice Chair expressed appreciation for the Commission’s support. Staff thanked the Commission for their continued leadership and engagement, noting the productive discussions and progress on ongoing work, including the Comprehensive Plan.

Staff & Commissioner Communications

Farewell to Commissioner Marjorie Ledell

Commissioners, staff, and the Mayor and Mayor Pro Tem recognized and celebrated Commissioner Marjorie Ledell, who is leaving the Commission after nine years of dedicated service, including six years as Chair. Reflections focused on her leadership, mentorship, and lasting impact on both the Commission and the community.

- **Vice Chair Pyle** praised Ledell’s strong values, pragmatic approach, and exceptional listening skills. He highlighted her ability to guide discussions thoughtfully, clarify intentions, and build consensus without being the loudest voice in the room. Pyle shared personal appreciation for her mentorship, humor, and guidance.
- **Commissioner Beck** noted Ledell’s steady presence and thoughtful consideration of all perspectives, particularly the human impact of land use decisions. Beck emphasized the importance of her insight and patience in helping Commissioners balance complex issues.
- **Commissioner Wheeler** expressed gratitude for Ledell’s welcoming approach and attentive listening, recalling how she remembered her previous testimony and made her feel valued as a participant in Commission discussions.
- **Commissioner Jay** highlighted Ledell’s long-term vision and guidance, noting the institutional knowledge loss her departure represents. He expressed confidence that she will continue to be engaged in the community and appreciated her mentorship.
- **Commissioner Cavel** thanked Ledell for her patience, guidance, and extensive knowledge, describing it as a privilege to serve alongside her.
- **Chair Adigweme** reflected on Ledell’s lasting impact on the Commission and in the community. He highlighted her clarity, kindness, and dedication to thoughtful engagement, and praised her for modeling leadership that values humility, collaboration, and meaningful community involvement.

- **Chad Eiken, Community Development Director**, acknowledged Ledell’s role in guiding staff and Commission work through complex policies and plans, noting her steadiness, kindness, and clarity in providing feedback.
- **Rebecca Kennedy** highlighted Ledell’s numerous contributions behind the scenes, including onboarding new Commissioners, shaping public engagement processes, coordinating training, and supporting staff transitions. She recounted her involvement in major projects and ordinances, including the Heights District Plan, Shoreline Management Program updates, Climate Action Framework, Critical Areas Ordinance, and the Comprehensive Plan, noting Ledell’s tireless attention to detail and mentorship of new leaders.
- **Mayor Pro Tem Erik Paulsen** shared personal reflections on Ledell’s grounded, commonsense approach combined with sophisticated experience, noting the profound influence her guidance has had on his own public service.
- **Mayor Anne McEnerny-Ogle** thanked Ledell for her leadership, patience, and steady hand in navigating complex planning issues. She emphasized her dedication to fair discussion, informed participation, and thoughtful decision-making, presenting her with a certificate recognizing her valuable service and professional contributions.
- **Closing remarks** from staff encouraged Ledell to enjoy her well-earned post-service leisure, with warmth and humor reflecting her personal impact on the team.

Commissioners and staff collectively acknowledged Ledell’s dedication, mentorship, and lasting influence on the Commission, the City, and the community, recognizing her as a role model for public service and civic engagement.

Commissioner Ledell

Expressed heartfelt appreciation to the Mayor, Mayor Pro Tem, former colleagues, Commissioners, and staff, sharing personal reflections and lighthearted anecdotes that highlighted the relationships built over her nine years of service.

She offered individualized comments to each Commissioner and staff, recognizing their unique strengths, growth, and contributions to the Commission, often with humor and personal insight.

Commissioner Ledell closed by expressing gratitude to everyone in the room for their partnership, mutual respect, and shared commitment to public service.

Adjournment

With no further business, the November 18, 2025, meeting of the Vancouver Planning Commission was adjourned at 8:10 pm

Patrick Adigweme, Chair

Date



MEMORANDUM

DATE: January 13, 2026

TO: Chair Adigweme and Planning Commissioners

FROM: Rebecca Kennedy, Deputy Director, Community Development Department
Domenique Martinelli, Senior Planner, Community Development Department

RE: **OUR VANCOUVER – Draft Comprehensive Plan Chapters – Land Use (LU), Housing (H), and Economic Opportunity (EO)**

Intent

This is the first in a series of three workshops focused on draft Our Vancouver - Comprehensive Plan 2045 chapters. The intent of these workshops is to provide the Planning Commission with early drafts for review, consideration and comment prior to releasing a full draft for community review.

Today's workshop is focused on the draft Land Use and Development (LU), Housing (H), and Economic Opportunity (EO) chapters. Staff is looking for Planning Commission review and comment on the draft chapters broadly as well as the following:

- Layout, readability, information presented
- Completeness and legibility of information presented, including vision statement, community feedback, supporting analysis and data, and goals and policies.
- Gaps and areas needing further clarification or refinement

This memo summarizes the legal framework guiding each chapter, the key issues identified through technical analysis and community engagement, the overarching policy strategies, and how each chapter is organized to support implementation.

Background

The City of Vancouver's Comprehensive Plan provides the overall long-term vision and policy direction to manage the built and natural environment in Vancouver for the next 20 years and provide necessary public facilities to achieve that vision. The City adopted its first comprehensive plan under Washington's Growth Management Act in 1994 (Chapter 36.70A RCW), with a major re-write occurring in 2004, and a less substantive update occurring more recently in 2011. As demographic changes, market conditions, council priorities and other factors have shifted since 2011, it's necessary to re-imagine the existing growth strategy as part of the current Comprehensive Plan Periodic Review cycle.

The city began the process of updating the plan in late 2022, and has conducted a multi-phase, equity-centered community engagement process to inform the Plan’s vision, the land use framework, and overall policy direction. Engagement included hundreds of in-person and virtual conversations, extensive survey and mapping activities, sustained collaboration with Community Partners representing equity-priority populations and community working groups representing specific interest groups, and multiple City Council and Planning Commission workshops at key milestones. Input gathered across visioning, alternatives development, Draft EIS review, and refinement of the Preferred Alternative directly informed the draft policies and growth framework now before Planning Commission.

Since 2023, several foundational technical analyses have been prepared to inform this update, including the Housing Needs Assessment, Economic Conditions and Opportunities Analysis, Equity Analysis, Climate Vulnerability Assessment, and Health Impact Assessment. This work is reflected in each chapter narrative related to analysis and data, as well as the goals and policy sections.

Problem Statement and Input from Engagement

Across all three chapters covered in this workshop—Land Use (LU), Housing (H), and Economic Opportunity (EO)—technical analysis and community engagement revealed a consistent set of interrelated challenges shaping Vancouver’s future. Rapid population and employment growth, a constrained land supply, and restrictive zoning regulations have placed significant upward pressure on housing costs and decreased household stability and community prosperity. While Vancouver functions as a major employment center in the region, many residents face barriers to accessing living-wage jobs, affordable housing, and essential services close to where they live. Historic land use patterns, characterized by low-density development and separation of uses, have contributed to car dependence, uneven access to amenities, and disparities in health, economic opportunity, and environmental conditions across the city.

Community members repeatedly emphasized the importance of creating connected and accessible neighborhoods that provide housing choices, access to jobs, services, parks, and community spaces, and opportunities to build social connection. Residents expressed concern about displacement, housing affordability, and the loss of neighborhood-serving businesses, particularly in communities that have historically experienced underinvestment and more recently face increasing displacement pressure. Small businesses, community-based organizations, and workforce partners highlighted the need for land use and economic strategies that support local entrepreneurship, workforce pathways, and inclusive economic growth without pricing out residents or businesses.

At the same time, engagement underscored strong support for allowing more housing in neighborhoods across the City, directing significant growth to centers and corridors, improving walkability and transit access, protecting employment lands, and using land more efficiently to meet climate and sustainability goals. Participants consistently called for policies that align housing, land use, and economic development decisions to reduce long commutes, lower transportation costs, and ensure that new investment benefits existing communities. The goals and policies in these chapters respond to these shared concerns by advancing a coordinated strategy that accommodates growth, expands access to

opportunity, and improves quality of life while addressing inequities rooted in past planning decisions.

Land Use and Development

Legal Requirements - The Land Use and Development chapter is a mandatory element under RCW 36.70A.070(1) and establishes the land use framework that supports all other Comprehensive Plan elements. State law requires cities to designate the general distribution and intensity of land uses, including housing, commerce, industry, recreation, and open space, and to demonstrate sufficient land capacity to accommodate projected population and employment growth. State law establishes both substantive requirements for what must be included in the land use element and procedural requirements for how land use decisions must be supported, coordinated, and demonstrated through data and analysis.

Under RCW 36.70A.070(1) and outlined in WAC 365-196-405, the land use element must designate the proposed general distribution, location, and extent of land uses within the City. At a minimum, the land use chapter must address:

- General land use categories, including:
 - Housing
 - Commerce
 - Industry
 - Recreation
 - Open space and green space
 - Public facilities and utilities
 - Urban and community forests (as applicable)
- Population densities and building intensities sufficient to accommodate projected growth
- Estimates of future population growth, consistent with adopted countywide population allocations
- General development patterns, including where growth is intended to occur and where it is limited

The land use element must demonstrate that sufficient land capacity exists to accommodate anticipated residential and employment growth over the 20-year planning period. Land Use assumptions must be realistic and capable of achieving the adopted growth targets.

Policy Direction- The draft chapter reflects a deliberate shift from historic development patterns that emphasized separation of uses toward a more compact, connected, and inclusive urban form. As described in the chapter introduction, past development in much of Vancouver primarily emphasized low-density, single-use zoning, limited mixing of uses, and concentration of higher-intensity development largely in downtown, resulting in car dependence, fewer walkable destinations, and uneven access to services and community spaces. While the 2011 Comprehensive Plan began redirecting growth toward infill and transit-oriented development, the updated Land Use chapter responds to today's realities: limited remaining vacant land, housing unaffordability and underproduction, and widening disparities in access to opportunity.

- **Growth Concept** – This plan’s policy direction is mobilized through an updated growth concept that organizes future development into a connected network of centers, corridors, employment districts, and conservation areas. The framework directs a significant portion of new housing, jobs, and services to places already served—or planned to be served—by infrastructure, transit, and community amenities, while also allowing for more housing and mixing of uses in neighborhoods around the City. The draft chapter includes a Connected and Accessible Neighborhoods analysis that demonstrates significant disparities in access to parks, grocery stores, healthcare, and transit across the City. The growth concept responds to this data by adding more capacity for housing and jobs in areas well served, and outlining strategies for areas that are underserved.
- **Health and Climate** - The chapter further advances land use policy as a tool to improve economic mobility and address climate change. Goal LU-3 frames the built environment as a determinant of health and a major driver of greenhouse gas emissions, citing transportation and buildings as the largest contributors to community-wide emissions. Policies that emphasize compact development, transit-oriented growth, adaptive reuse of existing buildings, and investments in active transportation are identified as key strategies to reduce emissions while improving health outcomes and mobility options.
- Goal LU-4 focuses on the **efficient use of land**, recognizing Vancouver’s finite land supply and the need to prioritize infill, redevelopment, and reuse of underutilized spaces. This goal also reinforces coordination with capital facilities planning and regional partners to ensure growth occurs where services can be provided efficiently and sustainably.

Chapter Organization - The chapter is organized to reflect this integrated strategy and to guide the reader from vision to implementation:

- **Introduction and Vision** - Establishes the role of land use in shaping growth, equity, health, and quality of life, and sets a vision centered on accessibility, inclusion, efficient land use, and preventing displacement.
- **Citywide Growth Concept** - Presents the overarching centers and corridors framework and identifies different types and scales of growth nodes and employment areas, supported by a citywide Growth Concept Map.
- **Growth Nodes** - Defines the role, scale, and function of the Urban Core, Regional Centers, Local Centers, Neighborhood Centers, Employment Centers, Campuses, and Greenway and Conservation Areas, and identifies where each occurs within the city.
- **Plan Designations and Development Types** - Explains how the growth framework is implemented through Comprehensive Plan designations and updated zoning districts, including expected building scale, intensity, and mix of uses.
- **Connected and Accessible Neighborhoods** - Presents analysis of access to daily needs and establishes connected and accessible neighborhoods as a core organizing principle guiding land use decisions.
- **Goals and Policies** - Organizes policies around four land use goals:
 - LU-1: Connected and Accessible Neighborhoods
 - LU-2: Preserve and Invest in Employment Land
 - LU-3: Reduced Carbon in the Built Environment
 - LU-4: Efficient Use of Land

Housing

Legal Requirements - The Housing chapter is a mandatory element of the Comprehensive Plan under RCW 36.70A.070(2) and must address the existing and projected housing needs of all economic segments of the community. State law requires cities to plan for sufficient land capacity and policies to accommodate housing growth over the 20-year planning period, while also addressing affordability, housing stability, and access to opportunity.

Under RCW 36.70A.070(2) and WAC 365-196-315, the housing element must include an inventory and analysis of existing and projected housing needs, identify sufficient land capacity to accommodate those needs, and establish policies to encourage the availability of housing affordable to households at a range of income levels. The Housing chapter must also demonstrate consistency with countywide planning policies, adopted population allocations, and recent state housing legislation related to housing supply, middle housing, STEP (shelters, transitional, emergency and permanently affordable) housing, fair housing, and racially disparate impacts.

The Housing chapter is required to be internally consistent with other elements of the Comprehensive Plan, particularly Land Use, Transportation, Capital Facilities, and Economic Opportunity, to ensure that housing growth is supported by adequate infrastructure, access to jobs and services, and coordinated investment.

Policy Direction - The Housing chapter establishes housing as essential infrastructure that underpins community health, economic mobility, climate resilience, and overall quality of life. Technical analysis and engagement conducted during the plan update confirm that Vancouver faces a significant housing supply deficit, rising housing costs, and growing displacement risk, particularly for low-income households and communities of color. The Housing Needs Assessment identifies the need to accommodate more than 38,000 new housing units by 2045 to meet future growth and address existing shortfalls.

Rather than treating affordability and supply as separate issues, the chapter advances a comprehensive housing strategy that links increased housing production, expanded zoning capacity, and targeted affordability interventions. Policies emphasize increasing overall housing supply—including middle housing and higher-density residential development in areas served by transit and amenities—while also expanding affordable and supportive housing options for households most at risk of housing instability.

A central component of the chapter is a focus on housing stability and displacement prevention. The chapter applies an equity and displacement lens to identify neighborhoods where market pressures intersect with vulnerable populations and pairs new housing capacity with policies that preserve existing affordable housing, support homeownership

opportunities, and mitigate displacement impacts. Housing policies are intentionally coordinated with land use and economic development strategies to promote job–housing balance, reduce long commutes, and ensure that new investment benefits existing communities.

Chapter Organization - The Housing chapter is organized to move from need to response, ensuring that policies are grounded in data, equity considerations, and implementation feasibility:

- **Introduction** - Establishes housing as essential infrastructure for health, economic stability, and quality of life, and frames the primary challenges the chapter addresses, including underproduction, affordability, homelessness, and displacement.
- **Vision Statement** - Articulates a future where all residents have access to safe, stable, and attainable housing, with an emphasis on housing choice, affordability, cultural inclusion, and opportunities for long-term stability and wealth-building.
- **Housing Needs Assessment Foundation and Engagement Themes** - Explains that the chapter is grounded in the Housing Needs Assessment and summarizes key themes heard through community engagement, including the need for middle housing, culturally responsive housing, long-term affordability, and supportive housing options.
- **Community Demographics and Household Trends** - Presents data on population growth, changing household composition, income distribution, aging trends, and job–housing relationships that influence housing demand and location preferences.
- **Existing Housing Conditions and Market Trends** - Describes current housing stock, tenure, cost escalation, cost burden trends, and how historic zoning and development patterns shaped today’s housing supply and affordability challenges.
- **Projected Housing Needs and Required Targets** - Establishes the total housing need through 2045 and breaks that need down by income level and housing type, including permanent supportive housing and emergency shelter needs.
- **Relationship to the Growth Concept and Zoning Capacity** - Explains how the Land Use Growth Concept and updated zoning framework increase residential capacity, expand allowed housing types, and serve as the primary implementation tools for meeting housing needs.
- **Displacement Risk and Housing Stability Analysis** - Identifies neighborhoods and populations most vulnerable to displacement, explains displacement risk factors, and frames housing stability as a core policy priority.
- **Equity Lens and Racially Disparate Impacts** - Applies a racial equity lens to housing conditions and outcomes, acknowledging how historic and current policies have produced disparate impacts and setting the foundation for more equitable housing policies.
- **Goals and Policies** - Organizes policies around key goals, including:
 - H-1: Housing Production
 - H-2: Diverse and Accessible Housing
 - H-3: Reduce Homelessness
 - H-4: Prevent Displacement

- H-5: Access to Homeownership
- H-6: Affordable Housing

Chapter 5 – Economic Opportunity

Legal Requirements - The Economic Opportunity chapter is an optional element of the Comprehensive Plan under **RCW 36.70A.070(7)** and provides a policy framework for addressing economic growth, employment, and access to opportunity. While not required by statute, state law expressly authorizes jurisdictions to include an economic development element, and the City of Vancouver has elected to do so in recognition of its role as a regional employment center and the importance of inclusive economic growth to existing policy priorities and overall plan implementation.

Under **RCW 36.70A.070(7)** and outlined in **WAC 365-196-435**, an economic development element should be informed by an analysis of the local economy and address employment conditions, workforce characteristics, and future economic needs. Consistent with this guidance, the Economic Opportunity chapter addresses:

- Existing economic conditions and historical context
- Employment trends and industry composition
- Workforce characteristics and access to opportunity
- Major employment centers and commuting patterns
- Projected job growth and employment land capacity

The Economic Opportunity chapter must also be internally consistent with required elements of the Comprehensive Plan, as outlined in **WAC 365-196-300**. Accordingly, economic policies are coordinated with land use designations, housing availability, transportation access, and infrastructure planning to ensure that economic growth is supported by adequate capacity and services.

Policy Direction and Chapter Organization – Economic Opportunity

The Economic Opportunity chapter establishes a comprehensive framework for supporting inclusive, resilient, and sustainable economic growth in Vancouver through 2045. While Vancouver functions as a major employment center in the region, economic benefits have not been evenly distributed across communities. Rising housing costs, transportation barriers, and disparities in access to education, training, and capital have limited economic mobility for many residents, particularly those in historically marginalized communities. At the same time, the City faces increasing competition for talent and investment, evolving workforce needs, and the need to align economic growth with climate and equity goals.

This chapter advances a policy direction that prioritizes inclusive economic development, recognizing that a strong economy depends on the ability of residents to access living-wage jobs, career pathways, and entrepreneurship opportunities close to where they live. Rather than focusing solely on job growth or business attraction, the chapter emphasizes economic mobility, workforce access, and support for small businesses and local employers. A key

component of the chapter includes a focus on place based economic development that is integrated with future growth nodes and responsive to community needs. It also reinforces the importance of preserving and strengthening employment lands to ensure Vancouver can continue to support a diverse range of industries, including manufacturing, logistics, healthcare, education, and emerging sectors.

The Economic Opportunity chapter is aligned with the Land Use and Housing chapters, recognizing the ties between land use patterns, housing affordability, inventory of commercial space and shovel ready sites, and transportation access. Policies emphasize supporting job-housing balance, and directing employment growth to employment centers outlined in the growth framework that are well served by infrastructure and transit. The chapter also integrates equity considerations by prioritizing investments and strategies that address barriers faced by BIPOC communities, LGBTQIA+ residents, people with disabilities, youth, and low-income households.

Chapter Organization - The chapter is organized as follows:

- **Introduction and Economic Context** - Describes Vancouver’s role in the regional economy, key employment trends, and workforce characteristics, including industry composition, wage distribution, and job accessibility.
- **Vision Statement** - The chapter vision focuses on building an inclusive, resilient economy where all residents can access stable, living-wage jobs and achieve long-term financial security. It prioritizes wealth creation for historically excluded communities, supports a green and innovative economy, and advances community-centered strategies that strengthen the workforce, support small businesses, and expand upward mobility.
- **Current Economy and Shifting Trends** - Documents current conditions in the Vancouver market today and describes a transition from a manufacturing and natural resource-heavy economy toward a more professional, service-oriented, and knowledge-based economy. It describes population growth, increasing educational attainment, rising incomes, and the influence of remote work and migration from the Portland metro area, while also noting the implications of these trends for housing demand and land use.
- **Equity Lens and Barriers to Opportunity** - Identifies disparities impacting the workforce, emphasizing that rising incomes and job growth have coincided with increasing housing costs, displacement risk, and uneven economic outcomes. It highlights racial and ethnic disparities in income, educational attainment, and housing cost burden, and establishes housing affordability as a critical constraint on economic participation and productivity—creating a clear linkage to the Housing and Land Use chapters.
- **Employment Land Capacity and Projections** – Grounds the economic strategy in the Economic Conditions and Opportunity Analysis findings and countywide employment forecasts. This section establishes Vancouver’s expected share of regional job growth, the amount of available employment land within the city and UGA, and the need to plan proactively for future job capacity.

OUR VANCOUVER – Draft Comprehensive Plan Chapter Review

December 1, 2025

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- **Engagement Feedback** – Highlights key engagement takeaways gathered during the planning process related to the chapter, which include:
 - Increasing family wage jobs that do not require advanced education or training.
 - Accommodating a variety of uses and use cases for small businesses in land use and zoning codes and supporting entrepreneurs.
 - Encouraging programs to provide workforce development opportunities and technical assistance for small and emerging businesses, especially for equity priority communities
 - Prioritizing youth education and developing a workforce pipeline
- **Goals and Policies**
Organizes policies around key goals, including:
 - EO-1: Invest in People
 - EO-2: Thriving Economy and Industries
 - EO-3: Circular and Sustainable Economy
 - EO-4: Place Based Economic Development

Next Steps

Over the next few months, the Planning Commission will continue its review of the draft Comprehensive Plan and implementing regulations through a series of workshops. The Planning Commission will conduct a second round of chapter review on February 10, with discussion centered on the Climate, Parks, Transportation, and Public Facilities chapters, followed by a third workshop on March 10 focused on the Equity and Inclusion, Community Experience, Annexation, and Implementation chapters. These workshops will be paired with additional workshops focused on Planning Commission review of the updated development code. The Draft Comprehensive Plan and Title 20 Land Use and Development Code will be released for public review in mid-February, to ensure alignment with State Department of Commerce review timelines and meeting the June 2026 adoption deadline.

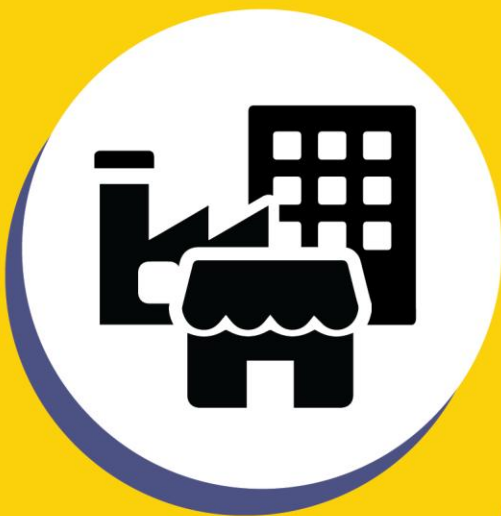
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Attachments

- Draft Land Use Chapter
- Draft Housing Chapter
- Draft Economic Opportunity Chapter

Land Use and Development



3



OUR VANCOUVER

Introduction

One of the biggest opportunities that the City has to influence positive change in community is through regulating the use of land. The Land Use Chapter of the Comprehensive Plan serves as a framework to guide the development, preservation, and management of land resources within Vancouver. It identifies a growth concept for future development and provides a set of policies to guide and manage this growth. As the population grows and the demand for housing, jobs, services, amenities, parks and open space, and the infrastructure needed to serve this demand increases, it is essential to establish a plan for how land will be utilized to meet current and future needs while balancing environmental sustainability, economic vitality, and quality of life.

Since WWII, areas in Central and East Vancouver have developed as low-density, suburban expansions of previously exurban and rural land. Past Comprehensive Plans adopted by the City focused and emphasized lower density development patterns aimed at preserving single family neighborhoods, discouraging integration and mixing of different uses, and concentrating higher



Vision: Land Use and Development

Vancouver is a connected and accessible City, with neighborhoods that provide a mix housing, services and amenities, and employment centers that provide opportunities for family-wage jobs and economic mobility. We envision a City with a variety of affordable housing options, a robust economy that provides employment opportunities to all our residents, a strong network of healthcare, childcare and social service organizations, and plentiful urban and natural amenities that foster a sense of inclusion for people of all backgrounds. We recognize that change will occur incrementally, in neighborhoods and corridors across the city, and that we must accommodate this change while preventing displacement, maintaining livability and protecting the natural environment. Our land use strategy will meet the needs of a growing City by building a resilient, thriving, connected, and inclusive urban landscape that creates harmony between the built and natural environment and fosters choice and opportunity for all.

intensity buildings in downtown and along major transportation corridors. Neighborhoods developed with fewer community gathering spaces or walkable destinations, leading to increased car dependence and fewer “third places” such as cafés, libraries, and parks where residents naturally build connections. These patterns have contributed to uneven access to services, particularly in areas with limited childcare, grocery stores and health facilities, and for community members that rely on walking, rolling and transit to access daily needs and educational and economic opportunities.

The 2011 Comprehensive Plan looked to address some of these impacts, by making a shift toward infill and redevelopment, with policies aimed at maximizing the use of available sites and encouraging transit-oriented development. These efforts have, over time, led to the development of more compact neighborhoods and mixed-use districts, and facilitated significant investment in previously underserved and underutilized areas. Given projected population growth and associated demand for housing and jobs as well as a lack of undeveloped land in the City, the 2025–2045 Comprehensive Plan seeks to build and expand on the 2011 Plan, supporting development in areas with access to public transportation and essential services, allowing for more and different housing

Community Feedback

Below is feedback that was received during the engagement process for the Comprehensive Plan, that informed the approach outlined in the growth concept and

- **Important places** – Many people value access to specific uses in the community and would like to see them maintained and increased.
 - **Community centers**, including teen centers, religious facilities, and a desire for more grassroots gathering spaces.
 - **Food-related uses**, including grocery stores, the farmers market, and restaurants.
 - **Medical and healthcare** uses, including hospitals, specialty clinics, and emergency rooms.
 - **Parks and natural areas**, including the Columbia River, sports fields, and the Waterfront.
 - **Educational facilities**, including trade and specialty schools, the Water Resource Education Center, and libraries.
 - **Commercial spaces**, including Vancouver Mall, gyms, and amusement/entertainment spaces
- **Identity-specific places** – Many people value and desire places that reflect a specific aspect of their identity and that allow them to express themselves and connect with others who share that identity.

choices in neighborhoods around the City, and facilitating job growth and investment in mixed use centers and corridors.

Vancouver's updated growth concept directs future development into a network of centers, corridors, and employment districts designed to create more connected, equitable, and resilient neighborhoods. Instead of continuing past patterns of low-density sprawl that fueled car dependence and disparities in access to services, the new framework prioritizes compact, mixed-use growth in the Urban Core and a variety of Regional and Local Centers and Corridors. Residential neighborhoods will diversify with a broader mix of housing types and commercial services, while employment and industrial areas will be conserved for jobs and greenways and natural areas will be protected as critical community assets.

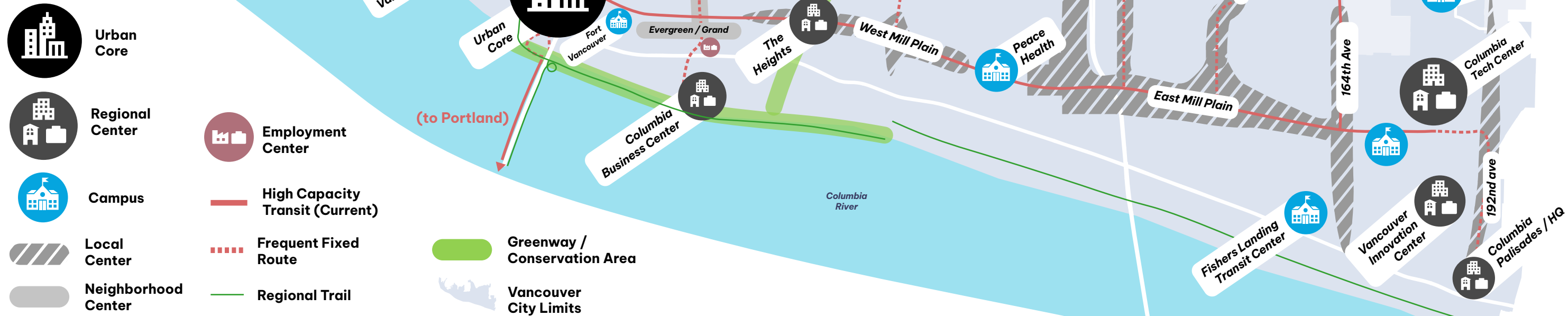
The remaining sections of this chapter outline the plan's growth concept and the corresponding classifications, a comprehensive zoning map for the City based on the growth concept, a detailed description of each of the zone districts that outlines the uses and scale of development associated with each, and the goals and policies designed to support implementation.

Countywide Planning Policies

The Land Use Chapter is consistent with Clark County Countywide Planning Policies and reflects coordination with the countywide population and housing allocation process. Vancouver's growth concept, land use designations, and zoning approach supports regional goals for compact urban development, efficient service delivery, and environmental stewardship, ensuring local land use decisions align with broader county and regional planning efforts.

Growth Concept

Legend



Urban Core

The Urban Core represents the City’s highest concentration of housing, jobs, services, and amenities. It is envisioned as a vibrant, mixed-use environment that brings people together to live, work, shop, and engage in civic and cultural activities in a walkable and transit-rich setting. Growth in the Urban Core emphasizes density and vertical mixed-use development types, while also celebrating preserving historic areas.

The area is defined by a rich layering of uses—housing above active retail, large community gathering spaces such as Esther Short Park, Main Street, the Waterfront, the Convention Center, and the Farmers Market, and a strong presence of local businesses, restaurants, and entertainment. The Urban Core functions as a regional anchor that draws community members and employees from around the region and is a focal point for visitors to Vancouver. The Urban Core has a walkable, pedestrian oriented street network, and is connected to major arterials and accessible via the state highway system.

Sub-Focus Areas

1. Downtown / Esther Short
2. Waterfront
3. Downtown West
4. Uptown
5. Historic Preserve



Regional Center



Regional Centers are planned as compact, high-intensity hubs that serve as secondary anchors for housing, amenities, services and jobs outside of the Urban Core, and function as regional hubs that reduce the need to travel long distances for work or daily needs. Regional Centers are strategically located along major transportation corridors that are or will be served by frequent transit, and are intended to grow into vibrant districts that complement the Urban Core by offering accessible opportunities for living, employment, and entertainment.

These areas are envisioned with mid-rise housing, regional office space, retail districts, and community services, all supported by strong multimodal connections. Public investments in infrastructure, streetscapes, and transit access will support and catalyze private development. Regional Centers should be a focal point for locating affordable housing and essential services, ensuring that historically underserved communities benefit from new investment. Over time, these centers are expected to evolve into distinctive destinations with unique characters and identifies.

Identified Areas

- Columbia Business Center
- The Heights
- Van Mall
- Columbia Tech Center
- Vancouver Innovation Center
- Columbia Palisades/HQ

Local Center

Local Centers are intended to be hubs of housing, essential services and amenities that are accessible to most neighborhoods in the city via public transportation or small-scale mobility. They provide local and often smaller-scale destinations for shopping, dining, small businesses, and cultural life that are more accessible than regional centers or the Urban Core, and they accommodate a greater share of housing capacity than typical neighborhoods. They include jobs and may have employment centers nearby.

These areas are characterized by a mix of uses but a lower scale of development than what is seen in the urban core and regional centers, and include mixed use buildings as well as stand alone housing, office, retail and services. Local centers are served by busy arterial streets and accessible via the City’s pedestrian and bike and small mobility modal networks. Where current multimodal facilities do not meet City standards, these areas should be priorities for future improvements. Local centers should be focal points for affordable housing and business district development.

Identified Areas

- Main Street
- Central Fourth Plain
- East Fourth Plain
- West Mill Plain
- Central Andresen
- East Mill Plain
- Mill Plain and 205
- 112th corridor
- 136th/137th corridor
- 164th corridor
- 192nd corridor



Neighborhood Center

Neighborhood Centers are smaller-scale destinations that serve surrounding neighborhoods with access to everyday goods and services. They typically feature a mix of small grocery stores, cafes, childcare facilities, healthcare offices, and other neighborhood-serving businesses. They feature a variety of low and medium scale housing options, including townhomes, plexes, apartments, and small mixed-use buildings, as well as standalone commercial and office buildings. Neighborhood Centers help more evenly distribute connected and accessible neighborhoods throughout the city so residents can walk or bike to basic services and amenities. Development will often occur incrementally through adaptive reuse of existing buildings, small infill projects, and more middle housing options. These areas are generally served by lower volume streets with existing or planned multimodal facilities, reducing reliance on cars for short trips.

Identified Areas

- Fruit Valley Residential Area
- 39th Street
- West Fourth Plain
- 33rd Street
- 29th Street– Kauffman to Norris
- Evergreen and Grand
- Grand between Mill Plain and Fourth Plain
- St. Johns/St. James couplet
- 18th Street
- Andresen South of Fourth Plain
- Burton & 86th



Campus

Campuses are large, multi-building sites that serve as anchors for education, healthcare, government, and employment. They include universities, hospitals, corporate headquarters, and research facilities and often integrate these primary uses with housing, services, amenities, athletic facilities, public open space or cultural venues. Their development is primarily guided by multi-phase master plans and public-private partnerships to improve infrastructure.

In Vancouver, these institutions include Clark College, the Department of Veteran’s Affairs, Clark County Public Health, the Fort Vancouver Historic Reserve, C-TRAN, and the PeaceHealth Medical Campus, as well as priority redevelopment sites like Section 30, the Fisher’s Landing Transit Center and the existing and new City Operations Center sites.

Many are looking to expand their uses to accommodate population-specific housing, and are often important providers of social services and workforce development opportunities. Their expansion will require strong partnerships between the City and other public agencies as well private developers to align growth with broader plan goals.

Identified Areas

- Clark College / VA
- Fort Vancouver
- Peacehealth Medical Campus
- Columbia Tech Center
- Section 30
- Fisher’s Landing Transit Center
- Fourth Plain Ops Center
- New City Ops Center
- Clark College at CTC



Employment Centers

Employment Centers are districts primarily dedicated to providing jobs, with limited or no housing. They protect and enhance Vancouver’s supply of industrial, manufacturing, office, and research space, ensuring the city maintains a strong economic base. These areas often include large parcels and flexible development sites that can support advanced manufacturing, logistics, warehousing, and associated office needs. Employment Centers are vital for sustaining living-wage jobs, diversifying the economy, and retaining businesses that may not be viable in higher-cost mixed-use environments.

Future development is expected to include modernization of industrial facilities, integration of clean and green industries, and improvements to freight and logistics infrastructure. To remain competitive, Employment Centers will often require significant investments in utilities and transportation connections. These areas must balance economic productivity with environmental stewardship, ensuring land use efficiency while aligning with the city’s climate and equity goals. Concentrating job growth in well-defined areas protects employment lands and creates stable locations for long-term workforce opportunity.

Identified Areas

- Port of Vancouver
- Fruit Valley Industrial Area
- Lower Grand Employment Area
- West Minnehaha Industrial Area
- Van Mall North Industrial Area
- Andreesen + Fourth Plain
- 112th Industrial Area
- East Fourth Plain Industrial Area



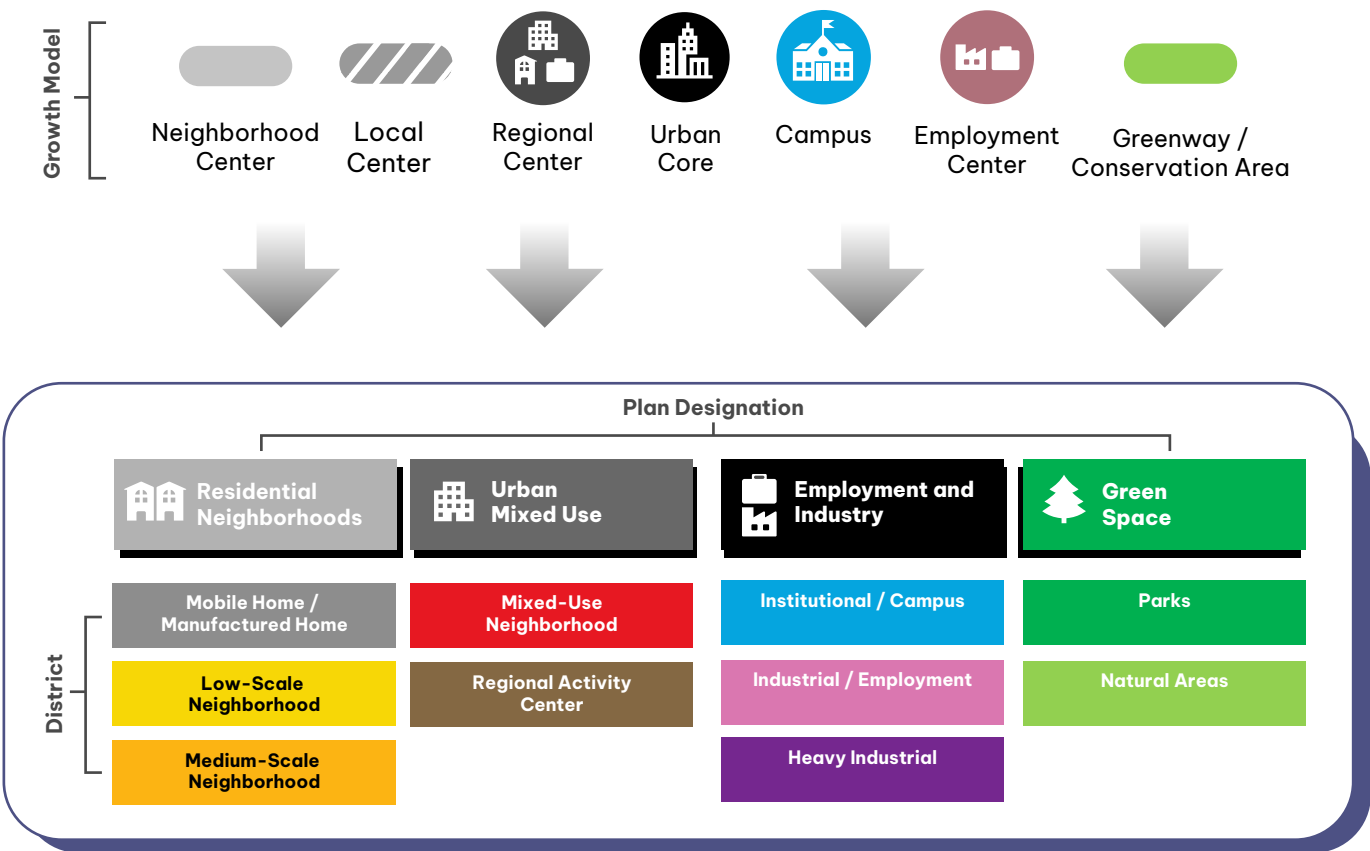
Moving From Concepts to Implementation

Areas designated as Urban Core, Regional Center and Local Center will likely require place-specific subarea plans (new or updated) to achieve the long term intended outcomes. Areas like the Heights and Evergreen and Grand have recently completed subarea plans that largely align with new Comprehensive Plan goals and policies. Other existing plans – including those for Fruit Valley, Downtown, Central Fourth Plain, the 112th Corridor and Section 30- will require updates. Several other areas – including Upper Main Street, Mill Plain east of the Heights, the St. Johns/St. James couplet, Vancouver Mall, East Fourth Plain, and the 136th /137th, 164th and 192nd corridors – do not have existing subarea plans and will likely need them in the future. Subarea Plans address location-specific issues and opportunities at a greater level of detail than a citywide Comprehensive Plan can do.

While the growth concept describes how places function and relate to one another at a citywide scale and Comprehensive Plan designations group these into broad categories, zoning districts provide the specific rules and development standards that govern land use on individual sites. These rules—such as allowed building types, uses, and intensity of development – ensure the growth model is implemented consistently across the city.

Comprehensive Plan land use designations provide the broad framework for distributing uses and scales of development around the City. The updated Comprehensive Plan groups land into four broad designations: Residential Neighborhood, Urban Mixed Use, Employment and Industry, and Green Space.

Each Comprehensive Plan designation is implemented through one or more zoning districts with specific standards outlined in the City’s Land Use and Development Code, which is the primary regulatory tool used to implement the growth concept and ensure new development aligns with the plan’s vision.



Land Capacity

The following table summarizes the total acreage, estimated housing unit capacity, and employment capacity associated with each zone district, demonstrating that the City has sufficient land capacity to meet its 20-year population, housing, and job growth allocations.

Zone District	Acres	Housing Units	Jobs
Mobile Home / Manufactured Home			
Low-Scale Neighborhood			
Medium-Scale Neighborhood			
Mixed-Use Neighborhood			
Regional Activity Center			
Institutional / Campus			
Industrial / Employment			
Heavy Industrial			
Parks			
Natural Areas			
Citywide Totals			

Land Uses Not Present

As a fully urbanized city, Vancouver does not contain designated agricultural, timber, or mineral resource lands of long-term commercial significance, nor rural land uses. Land use planning within the City is therefore focused on accommodating urban residential, mixed-use, employment, institutional, recreational, and conservation uses within the capacities stated above.

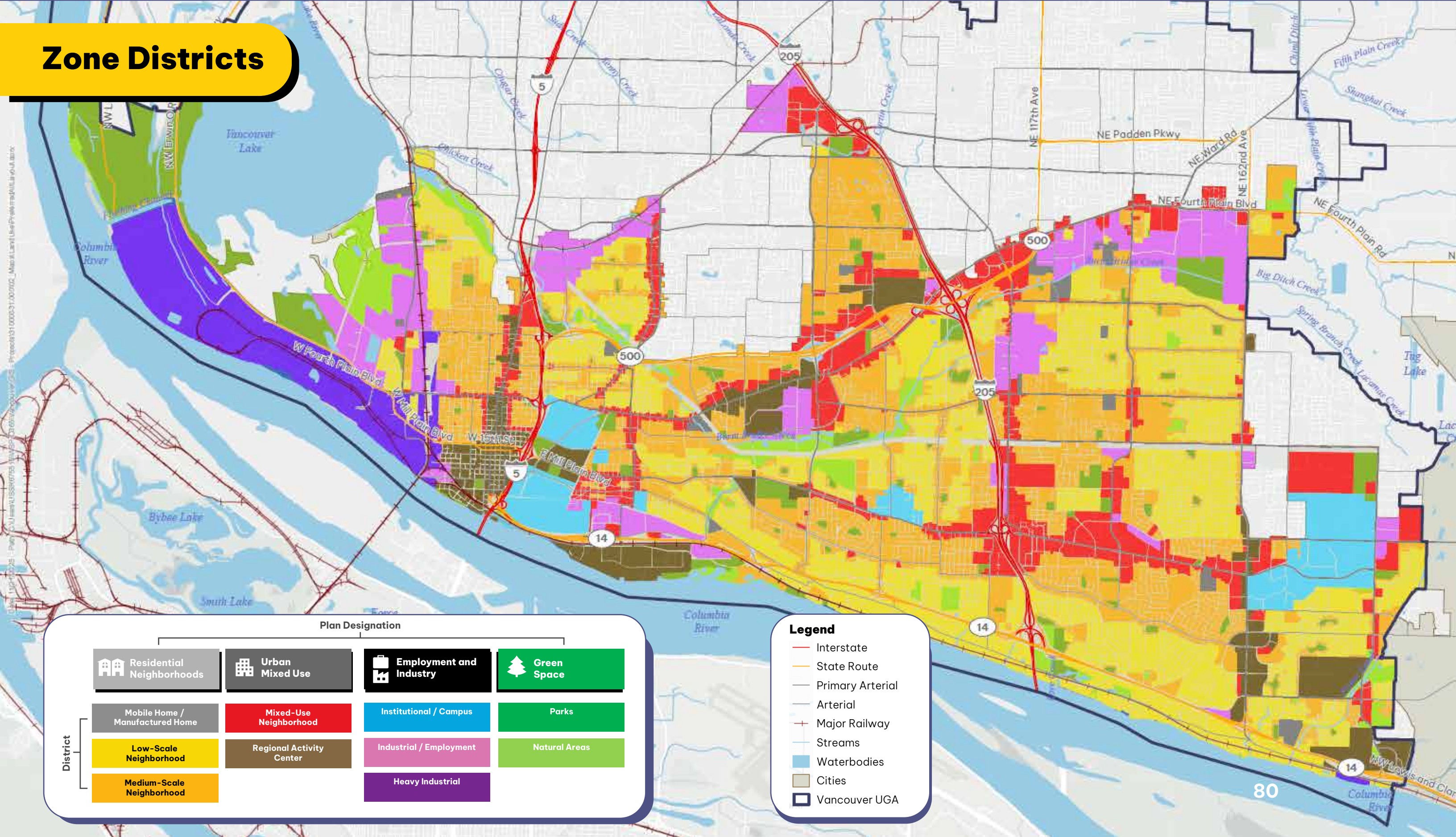
Groundwater Resources

Protection of groundwater resources used for public water supplies is addressed primarily through critical areas regulations and the Shoreline Master Program that limit incompatible activities and guide development practices in sensitive areas. The City coordinates land use decisions with adopted water system plans, watershed planning efforts, and applicable state and local regulations to protect aquifer recharge areas and maintain long-term water supply reliability while accommodating planned growth. More detail can be found within the Public Facilities Chapter of this plan.

Plan Designations



Zone Districts



 Residential Neighborhoods

Residential neighborhoods make up a majority of the developed land within City limits. They form the everyday places where people live, connect with neighbors, and access schools, parks, and local services, providing a foundation for many neighborhoods in Vancouver.

1-2
Stories

Mobile Home /
Manufactured Home

Applied to existing manufactured home parks to retain long-term affordability and prevent displacement of existing residents; no other uses allowed unless ongoing use as manufactured home parks demonstrably unfeasible.



1-4
Stories

Low-Scale
Neighborhood

Allows up to 6 housing units per parcel and building heights of up to 3 stories (maximum of 45 feet tall) and a limited range of neighborhood commercial uses.



2-4
Stories

Medium-Scale
Neighborhood

Allows a broad range of housing types and building heights of 2 to 5 stories (maximum of 75 feet tall) and more neighborhood commercial uses.



 Urban Mixed Use

Urban mixed-use areas combine housing, commercial spaces, community oriented spaces, office, employment, and culture into compact, walkable districts. These areas concentrate activity in centers and corridors, supporting vibrant daily life and efficient use of land and infrastructure.

3-7
Stories

Mixed-Use
Neighborhood

Allows a broad range of housing, commercial, and civic/institutional use types, with building heights of 3 to 8 stories (maximum of 110 feet tall).



3-12
Stories

Regional
Activity Center

Allows for a range of commercial, employment, civic and entertainment uses and amenities; facilitates dense housing and mixed-use buildings and has no maximum building heights. Intended to provide activated public spaces that draw people from around the community.





Employment and Industry

Employment and industry areas conserve land for jobs that drive the regional economy and provide pathways to family-wage employment. They encompass campuses, industrial districts, and specialized sites where production, logistics, research, and office activity are clustered.

2-12
Stories

Institutional /
Campus

Includes lands that support academic, civic and medical buildings; a broad range of commercial uses; dense housing types, large campus employment and phased master-planned developments.



1-12
Stories

Industrial /
Employment

Includes lands with large-scale, single-tenant industrial, warehouse and flex space buildings, and smaller, multi-tenant industrial buildings. No maximum building heights and no new residential uses allowed.



1-4
Stories

Heavy
Industrial

Includes lands that are currently zoned for heavy industrial uses, such as manufacturing and production. No new housing allowed.



Green Space

Green spaces serve ecological, recreational, and cultural functions for the community. These areas provide access to nature and recreation while protecting natural environments systems that sustain the community over time.

Parks

Lands currently zoned as public community and neighborhood parks. They provide neighborhoods with accessible, inclusive spaces that foster health, community identity, and cultural life.



Natural Areas

Includes lands currently zoned for greenways and natural areas. They strengthen biodiversity and natural systems, while connecting people to nature while protecting resources for future generations.



**Goal:
LU-1**

**Connected and Accessible
Neighborhoods.**

Vancouver neighborhoods are places where community members can walk, bike, or roll to a diverse mix of community and open spaces, services, retail, fresh food, healthcare and educational opportunities and amenities within 15 minutes or less

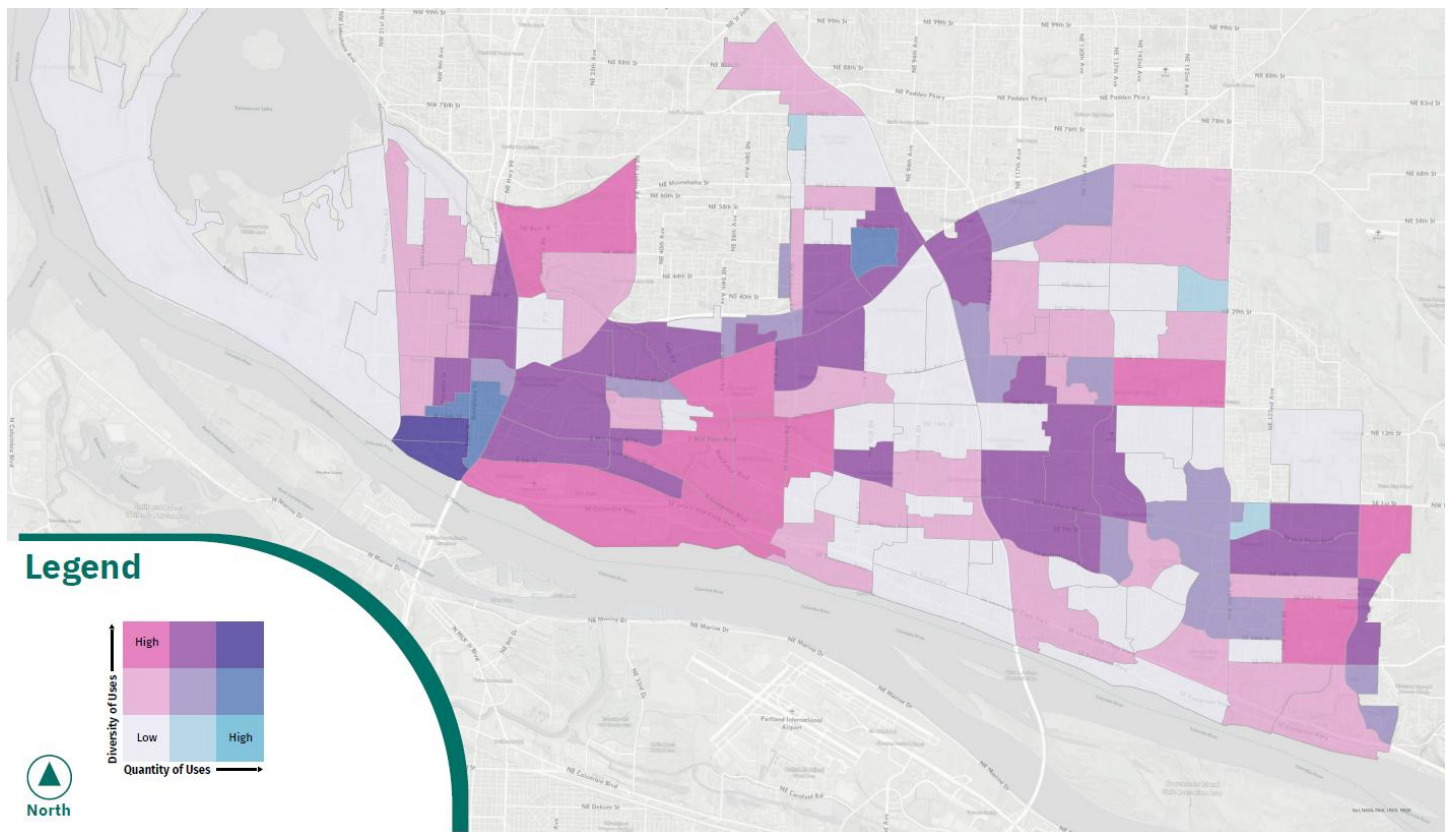
Key Actions

placeholder for top 5 actions identified through staff technical working groups

Connected and accessible neighborhoods are an overarching goal of the 2025–2045 Comprehensive Plan and associated growth concept. This concept envisions every neighborhood as a place where residents can walk, bike, or roll within 15 minutes—or roughly a quarter mile—to reach daily needs such as grocery stores, schools, childcare, health care, parks, community spaces, and local businesses. The benefits of this type of development pattern are numerous, including decreasing the time people spend in transit and the costs and climate impacts of transportation, reducing disparities in access to essential services, facilitating more efficient use of land, and providing options for healthier lifestyles and more opportunities for neighbors to gather and engage with each other. Currently, Vancouver has gaps in this accessibility: only 47,000 residents live within a quarter mile of frequent transit, and most transportation routes lack safe and comfortable walking and rolling facilities. Access to parks, healthy food options and childcare centers are unevenly distributed; neighborhoods such as Fruit Valley, Rose Village, and parts of Fourth Plain Village have less than 20% of the park acreage needed to meet City standards and higher proportions of households with limited access to grocery stores.

Addressing these limitations is essential for equity, climate resilience, and public health, as well as creating urban spaces that foster a sense of community and inclusion. The different types of centers and corridors included in the growth framework and guided by the new land use map and zoning code are intended to facilitate an evolution to more self-sustaining connected and accessible neighborhoods. In the past, a significant amount of the City’s growth occurred in areas with low food

and park access and substandard transportation facilities – future development that efficiently utilizes land, increases mixing of uses and invests in infrastructure improvements helps to close these gaps.



Map 1. Connected and Accessible Neighborhoods Analysis.

The map above is an index for connected and accessible neighborhoods that illustrate the uneven distribution of the number and diversity of services around the City. Areas with high scores (in purple) which are near downtown and in established corridors—combine proximity to essential uses like grocery stores, urgent care, schools, parks, childcare, and transit with a diversity of supportive uses like cafes, community centers, and retail. Areas with low scores (gray color) must travel farther distances to access both essential and supportive services. Unequal access to services reinforces patterns of inequity, as these same communities often have lower incomes, higher housing cost burdens, and disproportionate climate risks such as extreme heat and poor air quality.

Together with the growth concept, new land use map and updated zoning code, the policies below will help ensure that future growth and investment builds more neighborhoods that are equitable, multimodal, and resilient. They focus on strengthening neighborhood business districts into vibrant hubs, encouraging infill and mixed-use development, and designing buildings and streetscapes at a human scale that invite walking, biking, and rolling. By linking resources and housing to existing and future transit and expanding access to essential services like food, healthcare and childcare, the City can begin to reverse inequities in the built environment and past patterns of disconnected

growth, making it possible for all residents to live in neighborhoods where daily needs are close at hand and safely reachable without a car.

Supporting Policies			Related Goals
40	Access to Services and Amenities	Expand access to essential services and amenities through regulation and public investment.	PFS-1 EI-1
41	Sub-Area and Corridor Plans	Develop and update subarea plans for key centers and corridors citywide, facilitating the development of integrated residential, commercial, employment and community uses.	LU-4 PFS-1
46	Underdeveloped Lots and Brownfields	Prioritize, facilitate, and incentivize development on infill and underutilized lots, and clean up of brownfield sites.	LU-4 PFS-1
59	Pedestrian Oriented Design	Ensure ground floor building facades, public spaces, and streets are designed at a human scale and provide comfort, accessibility and visual interest for pedestrians.	EO-4
60	Equitable Transit Oriented Development	Tailor regulations, incentives and investments to facilitate development near current and future transit stations and make this development accessible to transit-reliant and historically excluded and underserved communities.	LU-2 TM-2
67	Resources Near Transit	Locate community resources near current and future transit routes to ensure access for those most reliant on public transit.	TM-2
69	Increase Access to Community Spaces	Facilitate and provide access to public or private community gathering spaces, with a focus on populations vulnerable to social isolation.	LU-4 CE-1 EI-2

81	Increase Food Access	Incentivize and remove regulatory barriers to locating grocery stores and neighborhood markets near housing and in underserved areas.	PR-3, LU-1
84	Income Based Housing in Connected and Accessible Neighborhoods	Facilitate development of income-based housing, particularly in areas near transit and services.	H-2, EI-1

**Goal:
LU-2**

**Preserve and Invest in Employment
Land**

Vancouver preserves and invests in employment land to sustain a strong economic base, provide access to middle- and high-wage jobs, and support community stability and long-term opportunity.

Preserving and investing in employment land is critical to Vancouver's long-term economic health, community stability, and ability to provide access to quality jobs. Industrial areas and designated Employment Centers support businesses that generate middle- and high-wage employment, contribute to the City's tax base, and provide opportunities across a range of industries and skill levels. Maintaining sufficient and well-located employment land ensures that Vancouver can continue to accommodate job growth while supporting a balanced and resilient urban structure.

As the city grows, employment land faces increasing pressure from competing development demands. Without clear policies to preserve these areas, industrial and job-producing lands can be incrementally lost to incompatible or higher-value uses, reducing the City's long-term capacity to support employment. Protecting employment land safeguards space for businesses that require specialized infrastructure, freight access, or larger sites and helps ensure these uses can remain and reinvest in Vancouver over time.

Key Actions

placeholder for top 5 actions identified through staff technical working groups

Supporting Policies		Related Goals
32	Conserve Lands Providing Employment Conserve and invest in industrial lands and other areas that provide employment for middle & high wage jobs.	LU-2, EO-2
144	Employment Centers Direct new employment growth into Employment Centers with close proximity to housing, commercial activities, public services, employment and amenities.	EO-2

**Goal:
LU-3**

Reduced Carbon in the Built Environment

We have successfully decreased local carbon emissions associated with Vancouver's built environment through investments in energy-efficient buildings, compact urban design, access to frequent transit, and infrastructure that supports active modes of travel.

Key Actions

placeholder for top 5 actions identified through staff technical working groups

The built environment is one of the most significant contributors to community-wide greenhouse gas emissions, accounting for both the direct energy used to heat, cool, and power buildings and the indirect emissions from how land use patterns shape transportation choices. On-road transportation (37%) and buildings and energy use (37%) together account for nearly three-quarters of community-wide emissions in 2023. While total community emissions have fallen 27% since 2007, primarily due to a cleaner electricity grid and temporary shifts in travel behavior during the pandemic, natural gas use in buildings has risen and transportation remains the largest single source of local emissions. This underscores the central role that land use plays in determining Vancouver's climate future. Dispersed, auto-dependent growth patterns lock in high vehicle miles traveled, energy-intensive buildings, higher infrastructure demands, and increased heat island effects. Conversely, compact development supported by frequent transit, safe walking and rolling networks, and energy-efficient buildings provides one of the most effective strategies to reduce emissions while creating healthier and more livable neighborhoods. Vancouver's new growth concept and land use map respond to these dynamics by aligning growth management with the City's Climate Action Framework, ensuring that how and where the community grows actively advances larger climate goals.

Reducing emissions in the built environment requires both retrofitting existing systems and reimagining new development. Energy-efficient building design, adaptive reuse of older structures, and the use of low-carbon and locally sourced materials help limit emissions from construction and operations. At the same time, policies supporting low-carbon fuels and electric vehicle adoption transition the city’s transportation system toward cleaner options. Just as importantly, expanding safe, connected networks for walking, biking, rolling, and transit provides residents with practical, low-carbon alternatives to driving, reducing vehicle miles traveled while improving health and mobility. The Climate Vulnerability Assessment underscores that the same neighborhoods most burdened by heat and air quality impacts are often those with the fewest mobility options, making it critical that these strategies prioritize equity.

The policies under this goal work together to create a comprehensive pathway for reducing carbon emissions tied to land use. Investments in building energy efficiency, adaptive reuse, and low-carbon construction materials lower emissions from the building sector. Support for alternative fuels and electric vehicles, paired with active transportation and multimodal connectivity, reduces transportation emissions. Compact development and connected streets reduce infrastructure demands and enable sustainable travel. Collectively, these approaches position Vancouver to reduce its carbon footprint while creating healthier, more livable neighborhoods. This shift will help the city meet its climate targets, protect public health, and ensure that future growth supports both environmental sustainability and community well-being.

Supporting Policies			Related Goals
44	Adaptive Reuse	Support efforts to retrofit or repurpose underutilized buildings, structures and infrastructure for the development of new housing and commercial spaces.	LU-2, CL-3
45	Shared Parking	Facilitate and expand allowances for shared utilization of parking facilities.	LU-3, LU-4
47	Maximize the utilization of existing on street parking	Implement strategic pricing mechanisms to regulate the availability of on-street parking in mixed use and regional activity centers.	TM-2, LU-4
57	Low Carbon Transportation Alternatives.	Adopt new technologies and invest in supportive infrastructure to increase the adoption of electric, hybrid, and alternative fuel vehicles to reduce community emissions.	CL-3

64	Multimodal Access Through Street Connectivity	Adopt connectivity standards to improve pedestrian and small mobility safety and accessibility. Apply standards to development, capital, maintenance, and planning projects including maximum block length, unconnected streets, cul-de-sac connections, linkages between land uses, and multiple access points.	TM-1, TM-2, TM-4
75	Climate Resilient Spaces	Incorporate elements of climate resiliency into new privately and publicly developed public spaces.	CL-1, CE-1, PR-1, PFS-3, LU-3
119	Acquire Land for Public Parks	Acquire and reserve land for the development of parks for public use and recreation in areas experiencing growth, prioritizing underserved neighborhoods and areas currently not meeting parks service standards.	LU-3, PR-2

Goal: LU-4

Efficient Use of Land.

Finite land and material resources will be used efficiently and practically for new development, primarily within previously developed areas with existing infrastructure, minimizing environmental impact, contributing to a compact urban form and improving efficiency of service provisions.

Key Actions

placeholder for top 5 actions identified through staff technical working groups

Vancouver's land supply is finite, and how it is used will shape the city's livability, affordability, and sustainability for decades to come. Efficient land use means concentrating growth in areas already served by infrastructure and utilities, reducing the need for costly system expansions while minimizing environmental impacts. By focusing on infill, redevelopment, and compact urban form, the city can support affordable housing, expand access to economic opportunities, reduce greenhouse gas emissions, and protect open space and sensitive lands outside of the Vancouver Urban Growth Boundary (VUGA). In a fast-growing city where population is projected to increase by nearly 81,000 residents by 2045, directing growth in and up is critical to meeting the City's climate, equity and housing priorities.

Maximizing density in appropriate areas makes development more feasible by leveraging existing infrastructure and spreading the cost of new or upgraded infrastructure across more housing units and commercial and industrial space. Compact form also enhances transit viability by concentrating demand along corridors and around stations, creating the ridership base needed for frequent, reliable service. Site design and parking management are equally important: shared parking, on-street parking strategies, and right-sized parking requirements reduce the need to dedicate large swaths of land to vehicle storage. This lowers development costs and reduces heat islands, and also opens up space for creative land uses—plazas, pocket parks, cultural spaces—that enhance the uniqueness and character of Vancouver's neighborhoods.

The policies in this plan mobilize these ideas by encouraging integrated employment hubs close to housing and services, facilitating infill and redevelopment, and advancing strategies for shared and managed parking. Regional coordination ensures that growth is managed consistently across Clark County, with annexation and land supply decisions supporting efficient service delivery. The plan also calls for regular reassessment to ensure land use aligns with the City's ability to provide necessary facilities and services. Taken together, these approaches recognize that efficiency is not about uniformity, but about making the most of Vancouver's limited land base to foster innovation, identity, and sustainability in every neighborhood.

Supporting Policies		Related Goals
45	Shared Parking Facilitate and expand allowances for shared utilization of parking facilities.	None
46	Underdeveloped Lots and Brownfields Prioritize, facilitate, and incentivize development on infill and underutilized lots and clean up of brownfield sites.	LU-1, PFS-1
47	Maximize the utilization of existing on street parking Implement strategic pricing mechanisms to regulate the availability of on-street parking in mixed use and regional activity centers.	TM-2
89	Regional Planning Coordinate closely with Clark County, other cities, and other government entities such as C-TRAN, the Regional Transportation Council (RTC), and school districts to sustainably manage urban growth areas, efficiently deliver urban services, expand regional transit and multimodal connectivity, and coordinate on shared goals and responsibilities, in accordance with adopted countywide planning policies.	CL-3, TM-2, TM-1
105	Facilitate Annexation Work with Clark County and residents in the Urban Growth Area to facilitate orderly, fiscally sustainable annexations, ensuring urban standard service levels with logical boundary considerations.	None

108	Periodically Reassess Land Use	Assure consistency of overall land use and capital facilities plans by reevaluating Vancouver’s land use plan if funding is inadequate to provide necessary public facilities and services to implement the plan.	PFS-1
138	Growth Model	Use the Growth Model and Comprehensive Plan Land Use Designations to guide how and where growth and development occurs in the City.	LU-1
153	Airfield Compatibility and Airspace Protection	Ensure land uses, development patterns, and building heights in areas surrounding Pearson Airfield and PDX flight path are compatible with aviation operations and do not interfere with active airspace.	None

Housing



4



OUR VANCOUVER

Introduction

Adequate, safe, and affordable housing for all residents is essential to the health of a community. This chapter describes Vancouver’s existing housing conditions and the direction the City will take to meet community housing needs from 2025 to 2045. The chapter includes goals and policies to address long-standing housing underproduction, and to better accommodate the diverse housing needs of the whole community across the income spectrum. Like other communities across the state, Vancouver is facing serious housing challenges, including an existing deficit of housing to meet the needs of current residents, rising homelessness, limited attainability and affordability, and prices that continue to push homeownership out of reach for many families. Addressing these challenges will require improved access to a broad range of housing types, the development of innovative housing products, and greater allowances for emergency, transitional and permanently supportive housing, all while supporting equitable outcomes and minimizing displacement. This plan aims to close the gap in housing needs by addressing Vancouver’s unique community and market conditions, and builds on the City of Vancouver’s existing Housing Action Plan (see Appendix TBD).



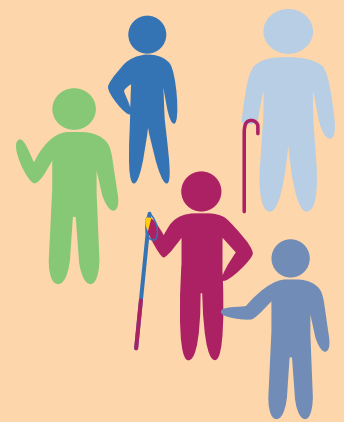
Vision: Housing

Vancouver is a community where people have many choices about where they will live, all within thriving, active, and affordable neighborhoods that they are proud to live in. We envision a future where housing is affordable and accessible to everyone and reflects the diversity of housing needs in the community. We commit to increasing opportunities for homeownership and wealth creation and prioritizing the needs of historically excluded communities. Our strategy aims to maximize the number and range of housing options available, embrace non-traditional design, construction and ownership methods, add middle, culturally specific and multigenerational housing, and increase housing options near essential services like education, healthcare, grocery stores, childcare and recreation opportunities.

In order to develop housing goals and policies, we first need to understand the housing market in 2025. The Housing Needs Assessment (Appendix TBD), summarized below, identifies the range of housing needs by analyzing the best available data describing Vancouver's housing stock, workforce, household demographics, housing market dynamics, and expected housing demand. The analysis answers questions about the current availability of different housing types, who lives and works in the Vancouver area, and what range of housing is needed to meet current and future housing needs. Vancouver, like other communities in the region, has changed over the years and housing needs have not been successfully met. The affordability of housing has changed, and access to housing has never been equal, especially for families with lower incomes and communities of color. The Housing Needs Assessment was prepared in 2023 using the best available data at that time (primarily 2022 data). Where possible, demographic data and statistics in this chapter were updated to 2023 or 2024, to

Community Feedback

- Center equity and historically excluded communities in housing policy
- Provide a diverse mix of housing types that meet different needs, incomes, cultures, and stages of life of community members.
- Increase housing supply and densify strategically to mitigate impacts
- Make housing and homeownership affordable and attainable.
- Prevent and address homelessness by increasing housing and supportive services.
- Support aging in place and housing for people with disabilities
- Locate housing near essential services, transportation options, employment and educational opportunities, and green space.
- Prevent displacement and protect vulnerable residents, including seniors, renters, and households with low income.



include the most recent available data in an effort to highlight consistent trends. The year associated with various data points is noted throughout the chapter.

Community Demographic and Household Trends

Population Growth. Vancouver and the region have grown substantially over the last two decades and are projected to continue to grow over the 20-year planning period (2025–2045). From 2000 to 2023, Vancouver's population, including annexation areas, grew by just over 56,000 residents, or 39%, which is slightly higher than Washington state (35%) but lower than Clark County as a whole (53%)⁵. The pandemic may have shifted or accelerated migration patterns and housing preferences permanently, and Portland outmigration has contributed to Clark County's rapid growth.

⁵ Washington State Office of Financial Management analysis of U.S. Census data, 2021: <https://ofm.wa.gov/washington-data-research/population-demographics/population-estimates/population-density>

Demographics. Vancouver’s population is getting older. The share of Vancouver residents aged 65 years and older increased from 13% in 2011 to 16% in 2023, a higher share than in Clark County overall. The share of residents under 20 years remained about the same, at 24% of the population⁶.

Vancouver became more racially and ethnically diverse over the last decade. From 2011 to 2023, the Hispanic/Latino population increased by 8% (from 9% to 17%), while the Asian and Black populations remained about the same (5% and 3%, respectively)⁷.

Income. Vancouver households tend to have lower incomes compared to Clark County. In 2023, the city’s median household income was around \$80,000 per year, roughly \$17,000 less than the countywide median of \$97,000. In addition, a larger share of Vancouver households earn less than \$75,000 and a smaller share earn more than \$100,000 annually than the county overall.⁸ As of 2023, the Area Median Income (AMI) determined by the US Department of Housing and Urban Development (HUD) for the Portland-Vancouver-Hillsboro Metropolitan Statistical Area (MSA) was \$114,400 for a family of four.

Household Size. Vancouver’s average household size decreased slightly from 2.4 persons in 2011 to 2.3 in 2023 and the overall share of households with children declined. The share of 1- and 2-person households increased, while 3- and 4-person households decreased.⁹ In addition, the percent of households with children in Vancouver dropped by 7% between 2011 and 2021.¹⁰

Employment Location. About a third of people (30,655) employed in Vancouver live in Vancouver, which is higher than all nearby jurisdictions, except Portland (2022). The second most common workplace destination for Vancouver residents is Portland (2022).¹¹ As of 2021, the City of Vancouver had a higher jobs-to-housing ratio than the County’s goal of 1:1, with 1.18 jobs for every household compared to 0.82 jobs for every household in Clark County¹² (see Appendix TBD, Economic Conditions

Key Demographics and Trends

39% population growth from 2000 to 2023

8% Hispanic/Latino population increase from 2011 to 2023

16% residents age 65+ (2023)

\$80k median household income (2023)

7% decrease in households with children between 2011 and 2021

1 in 3 Vancouver residents work in Vancouver (2022)

⁶ ACS 1-Year Data Tables, Table S0101, 2023

⁷ ACS 1-Year Data Tables, Table B03002, 2011, 2023

⁸ ACS 1-Year Data Tables, Table S1901, 2023

⁹ ACS 1-Year Data Tables, Table S2501, 2011, 2023

¹⁰ ACS 1-Year Data Tables, Table S1101, 2011, 2021

¹¹ Office of Financial Management, LODES, 2010-2022

¹² Office of Financial Management, LODES, 2011-2021

and Opportunities Analysis). This trend is reflective of Vancouver's role as an employment hub but could also indicate a shortage of housing options available for people who work in Vancouver.

Existing Housing Conditions, Types, Tenure, Affordability, and Market Trends

The cost of housing in Vancouver rapidly increased over the last decade. Median home sales prices nearly tripled and average rents increased over 90%, from \$879 to \$1,683, between 2012 and 2023¹³. During the same period, average income increased 76% when adjusted for inflation¹⁴. The widening gap between housing costs and incomes indicates declining attainability and affordability in Vancouver's ownership and rental market. Rents in Vancouver have now surpassed those in Portland¹⁵.



Approximately half of Vancouver households rent their homes and half own their homes, which is a similar homeownership rate as other nearby cities, but lower than Clark County (67%) and the state (66%).¹⁶

Renters are three times more likely to be cost burdened (when a household spends 30% or more of its monthly income towards housing costs) compared to homeowners. In 2023, 53% of renters were cost burdened, and 26% were severely cost-burdened (households paying 50% or more of monthly income towards housing costs).¹⁷ This highlights the need for more affordable rental units and increased homeownership opportunities, particularly for households with low and moderate incomes.

¹³ Redfin, 2023. Data not adjusted for inflation.

¹⁴ ACS 1-Year Data Tables, Table S1901, 2012, 2023

¹⁵ CoStar

¹⁶ ACS 1-Year Data Tables, Table B25003, 2023

¹⁷ ACS 1-Year Data Tables, Table B25091, 2023



In 2023, Vancouver's dominant type of housing was single-family detached, which comprises nearly half (48%) of the total number of housing units in the city. This is a slightly lower share of single-family detached than Clark County overall (65%). Vancouver's other housing stock as of 2021 consists of multifamily housing (buildings of five or more units), accounting for 35% of total units citywide, and attached housing "plexes" (2-4 units) accounting for 16% of citywide housing.¹⁸ Vancouver's existing housing supply reflects market conditions and policy choices over the years. The 2011 Comprehensive Plan zoned approximately 46% of citywide land for low-density single family residential housing with new small, attached types permitted only through additional review. The remaining 54% of citywide land accommodated all multi-family, commercial, office and industrial uses combined. Vancouver has a higher share of existing multi-unit housing than Clark County overall, with significant development occurring in recent years. Nearly 80% of new multifamily housing developments permitted from 2019-2021 had more than five units. This points to future opportunities to diversify the housing mix, especially expanding middle housing options like duplexes, triplexes, and townhomes.

Racial disparities exist in Vancouver's housing access. White households have significantly higher rates of homeownership than Hispanic and/or Black households, and are less cost-burdened by housing ownership or rental expenses.¹⁹ See the Equity Lens section of this chapter for more information about racially disparate impacts.

Vancouver provides most of the existing affordable housing in Clark County, with 1,447 rent restricted affordable units sponsored by the City's Affordable Housing Fund (AHF) that are either existing or currently in progress for development as of 2025. Of these units, 32% are set aside for seniors and 9%

¹⁸ The U.S. Census provides generalized survey-based information describing the main categories of housing units, including single-family detached, "plex housing" (which includes townhomes and row homes, and buildings up to four units), and multifamily (five or more units). ACS 1-Year Data Tables, Table B25024, 2023.

¹⁹ SEVA, ACS 5-Year Estimates, 2017-2021

of the units are set aside specifically for populations with special needs or mental health issues. All housing units sponsored by the AHF must serve households below 50% AMI.

Housing Needs

Continued strong population growth is anticipated through the planning period. Clark County adopted a total population forecast of 718,154 persons countywide in 2045, which requires 103,696 new housing units. The City of Vancouver's allocated share to accommodate is **36,527 new housing units**. In order to accommodate new population growth and address the existing housing deficit and



associated affordability crisis, the City of Vancouver is planning for **38,129 new housing units by 2045**. This means an estimated 1,733 housing units need to be built on average per year from 2023 to 2045 to meet the City's projected housing need.

Under state law, new housing is required to be affordable at different income levels. The 2045 housing unit targets shown in Table 1 City of Vancouver Future Housing Need by Income Category include units for Permanent Supportive Housing (PSH)²⁰ and extremely low (<30% AMI), low (30-80% AMI), moderate (80-100% AMI), middle (100-120% AMI) and high (>120% AMI) incomes. Additionally, the City needs to plan for an additional 1,374 emergency shelter beds²¹. The analysis indicates that about one-third of new housing units will need to be affordable to households at or below 50% of AMI. Historically, units affordable to households making 60% of median or below require significant public subsidy to make development and long-term affordability feasible. As of the date of this draft, the state has allocated no new resources to support the development of additional rent restricted units affordable at this level.

²⁰ Permanent Supportive Housing (PSH) is “subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors” Washington RCW 36.70A.030(31).

²¹ Emergency Units are “temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement.” - Washington RCW 36.70A.030(14).

Table 1 City of Vancouver Future Housing Need by Income Category

	0 to ≤30% AMI (subsidized)	0 to ≤30 AMI (nonsubsidized)	>30 to ≤50%	>50 to ≤80%	>80 to ≤100%	>100 to ≤120%	>120% AMI
Units Needed	2,651	4,371	5,890	5,788	3,351	3,175	12,902

The goal of 1,733 units per year on average spreads out housing needs equally over the 20-year Comprehensive Plan time horizon and is intended to guide land use planning decisions and actions that accommodate the total number during this time period. However, the City's 10-year Housing Action Plan (Appendix TBD) front loads needed housing production and calls for 2,500 units per year to meet current housing needs rather than wait the full 20-years of the Comprehensive Plan time horizon. The Housing Action Plan calls on the City to enact policies to increase housing production as soon as possible to meet housing needs. The land use designation changes as part of the Comprehensive Plan update also support the shorter timeline identified in the Housing Action Plan, reflecting City Council direction to "pull every lever" to meet current and anticipated housing needs as soon as possible.

The land use map (Chapter 2, Land Use) simplifies citywide zoning districts to ten new zones, six of which allow residential uses as indicated in **Error! Reference source not found.** below. Per the updated zoning districts and the City's adopted land use map, there is capacity for an additional [TBD] housing units in Vancouver.

The land use map and new zoning districts increase capacity for new housing units citywide and allow for a greater diversity of housing types given market feasibility and redevelopment potential. In comparison to the current land use map, the new one designates more land for higher-intensity multifamily development types through the application of Medium Scale Neighborhood, Mixed-Use Neighborhood, and Regional Activity Center zoning districts. These denser zoning districts allow for a broader range of housing types with more and smaller units, and more potential for lower cost units. Zoning code standards are intended to be easier and simpler to understand, which may also reduce the costs and barriers to housing production.

New state laws require the City of Vancouver to allow for at least four dwelling units per lot on all lots in single family zones, and up to six dwelling units per lot if within a quarter mile of a major transit stop, or if two of the units are affordable. Lands designated Low Scale Neighborhood have the potential for a greater diversity of housing types, such as duplexes, quadplexes, sixplexes, and townhomes than current low density zoning districts.

Affordable and Senior Housing

The required zoning updates will allow for greater density, a broader array of housing types and sizes, and new housing units throughout the city. However, there are challenges to building housing that serves all households, especially those with lower incomes. In general, the higher capacity for new housing units allows for greater opportunities to construct different smaller housing typologies, which in turn have the potential to be more affordable for a broader range of household income levels. However, certain households will likely not be served by the private market without additional subsidies for housing. Development of regulated affordable housing can face a number of challenges and typically requires substantial public subsidy to make these projects financially feasible to build.



One of the major funding sources for affordable housing in Vancouver comes from the City's Affordable Housing Fund. This fund supports people experiencing very low-income in Vancouver by providing affordable housing and services.²² Established in 2016, it awarded funds of almost \$20M between 2017 and 2023 and supported production of 701 new rent-restricted affordable housing units. This levy was renewed by voters to provide \$100 million in additional funding for affordable housing from 2024 through 2033.²³ Of the \$100 million allocated for 2024-2033, \$60 million goes towards housing production and preservation, \$20 million for rent assistance and housing services, \$10 million for temporary shelter, and \$5 million each towards homeownership and implementation.

The Housing Needs Assessment includes a full list of income restricted, project-based affordable housing sponsored by the City's Affordable Housing Fund. As of 2025, there are 1,447 rent-restricted units designated for various populations in Vancouver (including both completed and in-progress projects and those supported by the Affordable Housing Fund as well as other public sources).

The availability of housing for seniors (65 years or older) is important to track and assess to ensure the city has sufficient housing for the growing senior population. From 2011 to 2023, Vancouver's senior population (aged 65 years or older) increased by three percentage points, from 13% to 16% of the total population, likely increasing the demand for senior housing facilities and units that allow for aging in place. Addressing housing needs for those age 65 years and above will require a range of housing opportunities. For example, while the 82-to-86-year cohort dominates the assisted living

²² <https://city-of-vancouver-wa-geo-hub-cityofvancouver.hub.arcgis.com/documents/CityOfVancouver::affordable-housing-fund-investment/explore>

²³ <https://www.cityofvancouver.us/economic-prosperity-and-housing/affordable-housing-fund/>

and more intensive care sector, new or near-retirees may prefer aging in place or active, age-targeted communities.²⁴ Immigration status and ethnicity play a role in the likelihood of living in multigenerational households, with older Asian and Hispanic community members more likely to live in a multigenerational household than White or Black community members.²⁵ Households with adults 65 years or older have different income profiles from the general working age population that require them to make distinctive housing choices. For instance, seniors with low income may not have the financial resources to live in a nursing home and may instead choose to downsize to smaller, more affordable units. Others with nearby relatives may choose to live in multigenerational households. The aging of the Baby Boomer generation will very likely increase the demand for smaller “downsized” housing options and housing with assistance and age-in-place amenities.

Accessory Dwelling Units (ADUs)

Accessory Dwelling Units, or ADUs, are defined as 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.²⁶ ADUs are primarily found in low and medium scale neighborhood zones and are permitted in all residential zoning districts in Vancouver that contain a single family home. State legislation referred to as H.B. 1337 requires cities like Vancouver to allow up to two ADUs on a residential lot, assuming compliance with development regulations.



ADUs provide homeowners the ability to establish separate living quarters within or adjacent to their home and increase the range of housing options and supply of accessible and affordable housing units in the community.²⁷ In 2024 Vancouver updated its current development code to comply with this legislation, and the new code will also incorporate compliant standards.

Connected and Accessible Neighborhoods

Connected and accessible neighborhoods are intended to support a mix of uses within a 15-minute walk, bike, or roll to provide access to essential services like grocery stores, childcare, education and

²⁴ Source: Urban Land Institute (2018). Emerging Trends in Real Estate, United States and Canada.

²⁵ Source: Herbert, Christopher and Hrabchak Molinsky (2015). Meeting the Housing Needs of an Aging Population. https://shelterforce.org/2015/05/30/meeting_the_housing_needs_of_an_aging_population/

²⁶ VMC 20.810.020

²⁷ VMC 20.810.010

healthcare as well as opportunities for shopping, entertainment, cultural amenities, and employment within proximity to housing.

The placement of higher density residential zones near commercial areas and transit routes increases the potential for a substantial amount of new housing in connected and accessible neighborhoods. As summarized in Table 2, [TBD, final numbers forthcoming]% of the new housing capacity is in areas with five or more existing services or amenities within walking distance. These services or amenities include full-service grocery stores, transit stops, parks and open spaces, trails, libraries, ambulatory healthcare services, schools, and other essential places such as higher education institutions. This proximity to services benefit resident wellbeing in terms of access to healthcare, food, and daily needs, as well as opportunities to interact with others. More details about connected and accessible neighborhoods are available in Appendix TBD, Community Atlas and in the Land Use Chapter.

Table 2 Estimated Capacity for New Housing Units in Connected and Accessible Neighborhoods

Metric	Housing Units
Projected Capacity for New Housing Units in Connected and Accessible Neighborhoods	[TBD, final numbers forthcoming]
Percent of Total Projected Capacity for New Housing Units	[TBD, final numbers forthcoming]%

Displacement Risk

As Vancouver continues to grow and housing demand rises, the city faces new challenges related to involuntary displacement of existing households. Housing underproduction, combined with a highly competitive regional market, exerts upward pressure on housing costs which poses significant challenges for communities, particularly vulnerable populations. “Displacement risk” describes when these pressures in the real estate market could force households to relocate due to rising costs for housing or increased feasibility and interest in redevelopment. The goals and policies in this comprehensive plan are designed to mitigate displacement in high-risk areas to reduce the unintended consequences of new development and growth and facilitate long-term equitable development across the City.

Those at the greatest risk of housing displacement include:

- ➔ **Households with low incomes and children in the home, particularly those who rent,** are at greatest risk of being forced to move due to rising rents, since they have limited ability to cover rent increases and may already be facing tradeoffs between paying rent and covering other basic needs for their household. Washington State and local regulations offer some protections for renters, including caps of annual rent increases and notice requirements for rent increases and evictions. Under Washington’s recently passed statewide rent control laws, private property owners may increase rent up to 7% plus the Consumer Price Index, or 10%, whichever is less.²⁸ There are exceptions for the control of rent in buildings under public-private

²⁸ HB1217 Landlord Resource Center <https://www.commerce.wa.gov/housing-policy/hb1217-landlord-resource-center/>

agreements to provide regulated affordable housing.²⁹ Taken together, these protections may delay but do not ultimately prevent displacement of households with low incomes.

- ➔ **Adults without college degrees** have less ability to increase their income to cover higher housing costs and may have to work multiple low-wage jobs to make ends meet. Educational attainment (as well as income) is not protected under federal housing legislation, leaving these adults more vulnerable to discrimination.
- ➔ **Black, Indigenous, and People of Color (BIPOC)**—particularly people who are Black, Indigenous, and/or Latinx—tend to face greater housing discrimination and may have a harder time finding other housing if they are forced to move. Race, color, and national origin are all protected by the Fair Housing Act, but the long history of racist housing policies in the United States continues to impact household wealth and housing options for many BIPOC people and families. The legacy of these practices contributes to ongoing disparities in homeownership and housing cost burdens nationwide. Past policies that excluded people of color from homeownership have played a role in systemically preventing the accumulation of generational wealth. In contrast, many White families have benefited from long-term property appreciation. This is an example of how historic discrimination and exclusion has contributed to persistent disparities by race and ethnicity related to housing generally and displacement risk specifically.
- ➔ Additionally, **households with limited English proficiency, people with disabilities, and adults age 65+** face unique challenges to finding and securing housing due to language barriers and accessible housing options.

The City of Vancouver created a Displacement Risk Assessment Map to better understand displacement pressures citywide and further the City’s equity goals by pairing investments with anti-displacement strategies in areas shown to have greater displacement risk.

Table 3 outlines how socioeconomic vulnerability, and location specific demographic change and housing market dynamics are analyzed to understand displacement risk. The risk assessment uses the demographic factors described above to measure socioeconomic vulnerability³⁰ to displacement. Whether or not demographic change is underway Table 3 indicates the extent to which displacement is already occurring. Housing market data, specifically trends in home sales prices, indicates where market pressures are or are likely to increase prices. The year 2007 was used as the base year for housing market data in order to capture prices when the market was at its peak before the 2008 crash; changes in home values looked at changes between 2010 and 2020. The City’s Displacement Risk Assessment Map is updated every five years using new data.

²⁹ RCW 36.01.130 pre-empts jurisdictions from adopting local rent control ordinances, but other state regulations provide some protections around notice to vacate.

³⁰ The City’s study defined vulnerable tracts by analyzing the distribution of quintile scores, and then set the threshold at approximately the 75th percentile.

The methodology included seven different categories of displacement risk, based on the combination of socioeconomic vulnerability factors and real estate market trends by census tract, grouped into early-stage, mid-stage, or late-stage gentrification as defined in Table 3.³¹

Table 3 Description of Displacement Risk Typologies

	Typology	Vulnerable Population	Demographic Change	Housing Market
Early-Stage Gentrification	Susceptible	Higher share	No	Low to moderate, adjacent to high or increasing values
	Early: Type 1	Higher share	No	Low to moderate, high appreciation since base year
	Early: Type 2	Higher share	Yes	Low to moderate, adjacent to high or increasing values
Mid-Stage Gentrification	Dynamic	Higher share	Yes	Low to moderate, high appreciation since base year
Late-Stage Gentrification	Late: Type 1	Higher share	Yes	High
	Late: Type 2	Lost previous high share	No	Low to moderate, appreciation since base year
	Continued Loss	Lost previous high share	No	High

Per the Displacement Risk assessment, of the 64 census tracts within or intersecting the City’s boundaries, 14 census tracts in Vancouver face early-stage gentrification. Four tracts face mid-stage gentrification, and one is in late-stage gentrification. Late-stage gentrification means a neighborhood has lost an increasing share of vulnerable populations over the study period and is facing rising housing costs. See Appendix TBD, Housing Needs Assessment, for additional details and methodology.

The Image Neighborhood is the only area that has reached late-stage gentrification based on the City’s methodology. The Fourth Plain Village and North Image Neighborhoods fall into the Dynamic category, which refers to areas where new anti-displacement actions can still help to prevent loss of vulnerable populations before the areas reach more advanced displacement types. Neighborhoods facing early-stage gentrification are concentrated in Central Vancouver, including along Fourth Plain Boulevard, I-205, and WA SR-500. In these areas, preserving low-cost housing and preventing

³¹ City of Portland Bureau of Planning and Sustainability, “Gentrification and Displacement Neighborhood Typology Assessment,” October 2018.

displacement of vulnerable populations can help keep neighborhoods from advancing into mid- or late-stage gentrification.

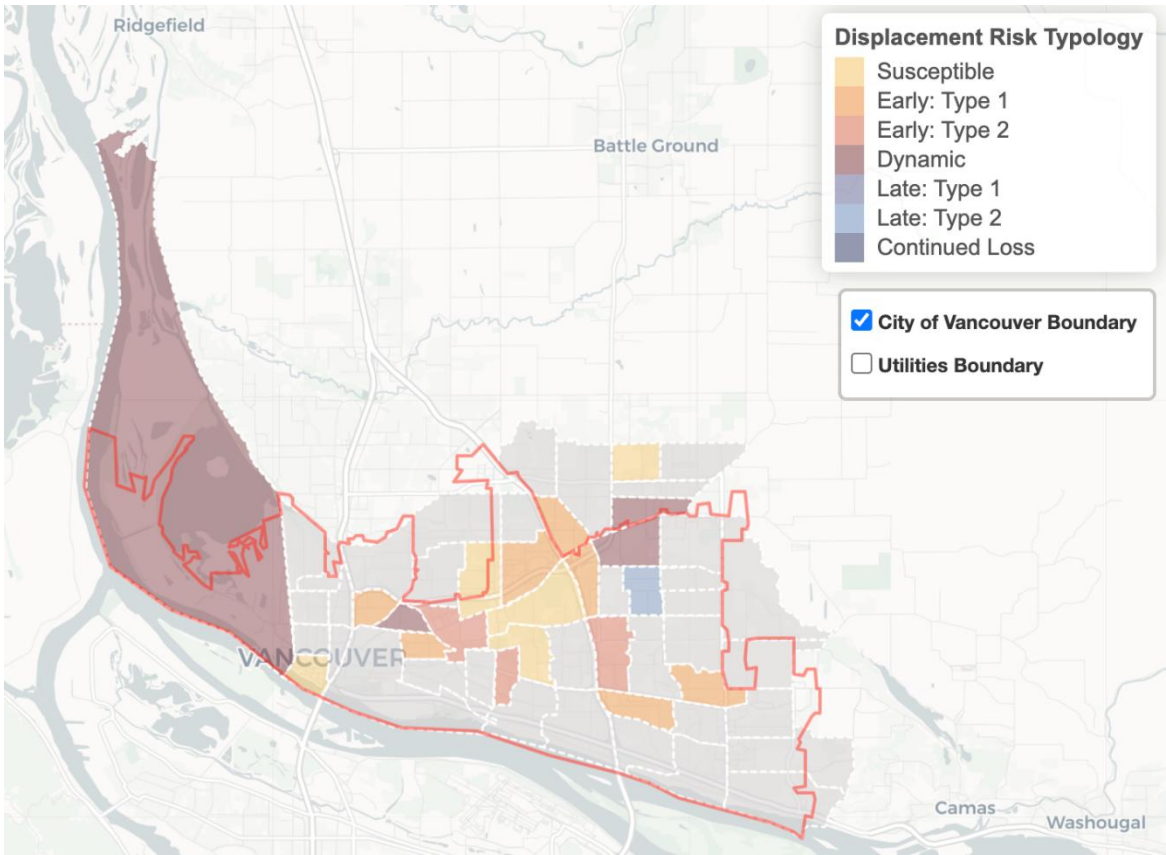


Figure 1 Displacement Risk Map, Vancouver, 2010-2020

The most effective anti-displacement strategies vary by location-specific characteristics and displacement stage. The City’s 2020 Reside Vancouver Plan (Appendix TBD) identifies recommended strategies for preventing displacement, which include citywide strategies as well as geographically specific strategies for the Fourth Plain Corridor. Goals and policies throughout this comprehensive plan aim to prevent displacement by preserving existing low-cost housing, creating new affordable housing options, increasing economic opportunities for residents, and supporting homeownership to stabilize households. The City’s Equitable Development Strategy (see Appendix TBD) identifies a range of strategies to ensure equitable development and reduce displacement pressures, and incorporates existing work from the Heights Equitable Development Strategy, Citywide Economic Development Strategy, and Housing Action Plan as well as new best practice research and community-identified priorities.

Table 4 Estimated Capacity for New Housing Units in High Displacement Risk Areas

Metric	Housing Units
Projected Capacity for New Housing Units in High Displacement Risk Areas	[TBD, final numbers forthcoming]
Percent of Total Projected Capacity for New Housing Units	[TBD, final numbers forthcoming]%

The Washington State Department of Commerce published a displacement risk map that similarly shows areas on the west, north-central and east sides of the city as being higher risk for displacement based on market trends, demographic change and social vulnerability. **Error! Reference source not found.** summarizes the estimated number of new housing units that are anticipated in areas defined as high risk in the Washington State Displacement Risk Map.

Equity Lens: Racially Disparate Impacts

The Washington State House Bill 1220 included a component to ensure that new and existing housing policy addresses and mitigates racially disparate impacts, displacement, and exclusion. See Appendix TBD, Racially Disparate Impacts Memo, for additional data and information.

- ➔ **Displacement:** The process by which a household is forced to move from its community because of conditions beyond their control (can include physical, economic and/or cultural displacement).
- ➔ **Exclusion in housing:** The act or effect of shutting or keeping certain populations out of housing within a specific area, in a manner that may be intentional or unintentional, but which leads to non-inclusive impacts.
- ➔ **Racially disparate impact (RDI):** When policies, practices, rules or other systems result in a disproportionate impact on one or more racial groups.

Historically, policies such as redlining, restrictions in Veterans Administration homeownership loans, and housing covenants resulted in segregated housing and limited the ability of people of color to gain generational wealth. Today in Vancouver, people of color are more likely to live in multifamily housing, rent instead of own their home, be housing cost-burdened (spending more than 30% of income on housing), rely on public transit or carpooling for commuting, and live in areas of the city with less tree canopy. This data demonstrates racially disparate impacts exist in the community.

The comprehensive plan update includes goals and policies to directly address increasing housing production, providing diverse and affordable housing types, preventing displacement of existing residents, and increasing access to homeownership specifically for those who have previously been excluded from buying a home.

Goal: H-1**Housing Production**

In 2045, the city will have added a minimum of 38,000 net new housing units to its current stock, eliminating the current housing deficit and providing enough housing to serve Vancouver’s diverse and growing community.

Vancouver’s housing supply in 2045 will serve the entire community, regardless of income, age, disability status, educational attainment or household composition. It will do this by providing a range of diverse housing options affordable to a broad spectrum of incomes. The City will need to take a broad range of actions, pull multiple levers and find new and innovative ways to support housing production. This includes changes to Vancouver’s land use map and zoning code occurring as part of this Comprehensive Plan periodic review cycle, which seek to simplify the development code, provide flexibility, and reduce the time, process and cost associated

with new development. These updates will provide greater clarity to applicants and the community, minimizing unnecessary delays in the review of residential permit applications. In addition to changes to regulations and process, meeting housing production goals will require additional implementation steps that could include fee reductions or exemptions, advocating for new resources at the state and federal levels, updating existing or developing new incentive programs, and supporting innovative design and construction methods.

In order to support the construction of housing affordable to low and extremely low-income households, the City will continue to partner with local, state, and national agencies to secure supportive funding for the construction of rent-restricted, permanently affordable housing, as these levels of affordability are not supported by the private market without substantial subsidies and or incentives.

Key Actions (TBD)

✓ Actions 1

✓ Action 2

✓ Action 3

Supporting Policies			Related Goals
38	Streamline the Development Process	Simplify the development review process where feasible and as needed to reduce permitting timelines and improve housing costs.	None
83	New Funding Methods for Affordable Housing	Explore and develop additional funding methods and resources to support affordable housing and community ownership opportunities	H-6
98	Housing Innovation	Promote and remove regulatory barriers to new financing methods, homeownership models and design and construction techniques.	CF-4

Goal: H-2

Diverse and Accessible Housing

A wide range of new housing types are provided to fit a variety of household sizes, cultures, incomes, and abilities, and where community members can access housing that meets their needs at all stages of life.

A wide range of housing types and sizes are needed to ensure all community members can find housing that meets their needs throughout their lives. This goal focuses on expanding housing choice by encouraging more diverse housing types, scales, and densities that respond to changing household sizes, ages, incomes, and abilities, while improving access to services and amenities.

The City's policy approach emphasizes reducing regulatory barriers and modernizing zoning and development standards to better align with housing needs. Historically, Vancouver's housing stock has been constrained by limited housing types and density patterns that artificially constrain housing production and do not reflect today's demographics.

To address this, the City will support middle housing forms—such as two-to-six unit plexes, townhomes, cottage clusters, courtyard apartments, and stacked flats and accessory dwelling units—in all low- and medium-scale neighborhoods.

Accessibility is a central component of this goal. As the population ages and the need for inclusive housing grows, policies will encourage accessible design, visitability, and housing that supports aging in place and multigenerational living. The City will also work with community-based partners to facilitate culturally specific and identity-based housing that reflects the lived experiences and needs of Vancouver's diverse communities.

Together, these policies support a housing system that is more adaptable, inclusive, and responsive, and provides more options, so that people can remain in their neighborhoods as their needs change. By allowed a greater range and size of housing in neighborhoods across the City, including those with existing services, new housing provides more people with access to connected, accessible neighborhoods.

Key Actions (TBD)

✓ Action 1

✓ Action 2

✓ Action 3

Supporting Policies		Related Goals
51	Universal Design	Incentivize universal design principles in private development. Support accessibility retrofits for existing homes and prioritize affordable housing options tailored to multi-generational living, aging in place, and a wide range of abilities.
	Multigenerational Households	Incentivize development of housing types suitable for multigenerational living.
84	Income Based Housing	Facilitate development of income-based housing, particularly in areas near transit and services.
92	Analyze and Mitigate Displacement Risk	Analyze and mitigate for displacement pressures and risks prior to making large-scale public investments.
99	Allow Middle Housing	Increase housing diversity by allowing a range of missing middle housing types (duplexes, triplexes, townhomes, cottage clusters, and courtyard apartments) in low- and medium-intensity residential areas to expand affordability and accessibility.
100	Culturally Specific and Identity-Based Housing	Work with partners to facilitate and fund housing that reflects the cultures, identities and needs of Vancouver's unique population groups.

Goal: H-3

Reduce Homelessness

The City and its partners work collectively to provide adequate transitional, permanently supportive, and affordable housing in the community, so that all residents have access to safe and stable housing.

Ensuring that all residents have access to safe and stable housing requires coordinated action to address homelessness across the housing continuum. This goal focuses on expanding and sustaining emergency shelters and transitional, permanently supportive, and affordable housing so that individuals and families experiencing housing instability can move toward long-term stability.

The City's policy approach centers on partnership, preservation, and targeted investment. Vancouver will continue working with local, state, and national partners to secure funding and resources for emergency shelter beds, transitional housing, permanently supportive and rent-restricted permanently affordable housing, recognizing that these housing types are rarely delivered by the private market. Policies emphasize integrating housing with services to support individuals with disabilities, behavioral and mental health needs, and other barriers to housing stability.

In addition to expanding housing options, the City will prioritize preserving existing affordable and supportive housing, including naturally occurring affordable units, to prevent further loss of low-cost housing. Protecting existing stock is a critical component of reducing homelessness and preventing households from falling into housing instability.

By aligning housing policy with service delivery and regional efforts, this goal advances a coordinated response to homelessness that prioritizes stability, dignity, and improved long-term outcomes.

Key Actions (TBD)

- ✓ Action 1
- ✓ Action 2
- ✓ Action 3

Supporting Policies		Related Goals
85	Preserve Existing Affordable Housing Preserve the existing stock of affordable housing and discourage conversion of income-based housing to more expensive market rate housing when affordability restrictions end.	H-4 Prevent Displacement
93	Permanent Supportive Housing Expand the availability of permanently supportive housing and emergency shelter beds with integrated services for people with disabilities, houseless individuals, and at-risk populations.	None

Goal: H-4

Prevent Displacement

The City and its partners work collectively to prevent displacement of community members due to direct impacts and market forces by providing resources that support residents remaining stably and securely housed.

As Vancouver grows and housing demand increases, preventing involuntary displacement is essential to maintaining community stability and equity. This goal focuses on minimizing displacement driven by rising housing costs, redevelopment pressures, and public investment and increasing access to homeownership opportunities—particularly for renters, low-income households, and communities of color who face disproportionate risk.

The City’s policy approach emphasizes early intervention, targeted protections, affordable home ownership strategies, and equitable development practices. Using displacement risk data, the City will prioritize anti-displacement strategies in areas most vulnerable to market pressure. Policies support tenant protections, emergency rental assistance, relocation assistance, right-of-first-refusal, and community ownership models that help residents remain housed or return to their communities if displacement occurs.

Preventing displacement also includes supporting existing homeowners, particularly low- and moderate-income households, through home repair and preservation programs that help residents remain safely housed as neighborhoods change. In areas experiencing new development or public investment, policies will encourage community benefits that deliver tangible outcomes—such as affordable housing, local hiring, and community facilities—while reducing unintended impacts.

Together, these strategies aim to ensure that growth and investment strengthen neighborhoods without displacing the people who live there.

Key Actions (TBD)

- ✓ Action 1
- ✓ Action 2
- ✓ Action 3

Supporting Policies			Related Goals
52	Incorporate Community Benefits into Development	Develop mechanisms to integrate community benefits into private development that requires discretionary land use review and City-led redevelopment projects. Integrate community benefits into private developments involving discretionary land use approval or City redevelopment efforts while maintaining project feasibility	EI-4
85	Preserve Stock of Most Affordable Housing	Preserve the most affordable and accessible housing options in the City and discourage conversion to more expensive housing or commercial uses.	H-3
92	Analyze and Mitigate Displacement Risk	Analyze and mitigate for displacement pressures and risks prior to making large-scale public investments.	E-1, H-2, PFS-1
94	Emergency Rental Assistance	Provide financial support to help at-risk households remain in their homes, preventing eviction and displacement.	EI-1
95	Right of First Refusal and Sweat Equity	Explore models and opportunities for existing residences and businesses to have right of first refusal to purchase property when it is being sold, or build an equity stake in the property over time.	EO-1

96

**Reduce
Displacement in the
Face of New Growth**

Implement anti-displacement strategies and actions that protect residents and businesses in advance of public investment so communities can remain in place and benefit from improvements.

97

**Access to Non-
Traditional
Homeownership
Methods**

Broaden access to homeownership in the community for first time owners, low-income residents, and other groups frequently priced out of homeownership through alternative ownership methods.

**Culturally Specific
and Identity-Based
Housing**

Work with partners to facilitate and fund housing that reflects the cultures, identities and needs of Vancouver’s unique population groups.

EI-1

CF-1, H-5, H-6

H-2, CE-2, EI-1

Goal: H-5

Access to Homeownership

Homeownership is attainable for people across the income spectrum, particularly communities previously excluded from buying a home through racial covenants and discriminatory lending practices.

Key Actions (TBD)

✓ Action 1

✓ Action 2

✓ Action 3

Homeownership remains an important pathway to housing stability and wealth creation, yet many Vancouver residents have been excluded from ownership opportunities due to historic and ongoing barriers. This goal focuses on expanding access to homeownership across incomes, with particular attention to communities previously excluded through discriminatory policies and practices.

The City's policy approach centers on broadening the pathways to ownership rather than relying on a single housing product or market condition. Rising land costs, construction expenses, and financing barriers have made traditional ownership models unattainable for many residents. In response, policies under this goal support a wider range of ownership structures and development approaches that reduce upfront costs and maintain long-term affordability while still allowing households to build equity.

To advance this goal, the City will align land use policy, development incentives, and housing programs to encourage ownership opportunities within new residential development, including mixed-income and mixed-tenure projects. Partnerships with nonprofit organizations and housing providers will be critical to implementing alternative ownership models that stabilize households and preserve affordability over time.

By addressing structural barriers and supporting a broader range of ownership options, these policies aim to ensure that homeownership remains a viable option for current and future residents and contributes to neighborhood stability and intergenerational wealth building.

Supporting Policies		Related Goals
86	Mixed Income Housing Develop incentives to integrate below market housing as part of new market rate housing projects.	H-6
87	Affordable Homeownership Facilitate homeownership opportunities through assistance programs, grants, and other methods that reduce barriers to entry for low- and moderate-income households.	H-6
97	Access to Non-Traditional Homeownership Methods Broaden access to homeownership in the community for first time owners, low-income residents, and other groups frequently priced out of homeownership through alternative home ownership methods.	CF-1, H-4, H-6

Goal: H-6

Affordable Housing

Vancouver community members have access to affordable housing regardless of income, including market rate and income-based housing options, and the City prioritizes long-term preservation of existing affordable units.

Key Actions (TBD)

- ✓ Action 1
- ✓ Action 2
- ✓ Action 3

Housing affordability remains one of the most significant challenges facing Vancouver, particularly for households with incomes below the citywide median. This goal focuses on expanding and preserving affordable housing options to ensure that residents across income levels can access safe, stable housing and remain in the community as the city grows.

The City's policy approach recognizes that the private market does not deliver deeply affordable housing and requires sustained public leadership, funding, and coordination. Policies under this goal emphasize long-term affordability through a combination of direct investment, strategic use of public land, and regulatory and financial incentives that support affordable housing development and preservation.

To meet housing needs by income band over the planning time horizon, the City will continue to leverage local funding sources, pursue partnerships with nonprofit and public housing providers, and advocate for more public resources to build and preserve permanently affordable, rent-restricted housing options. Policies also support integrating affordable housing into areas with access to transit, services, and employment, helping to reduce transportation costs and improve access to opportunity.

Ongoing monitoring and evaluation are essential components of this approach. The City will track housing production, affordability levels, and program outcomes to assess progress toward housing targets and adjust strategies as needed. Together, these policies establish a framework for

sustained investment in affordable housing that supports community stability, equity, and long-term resilience.

Supporting Policies		Related Goals
83	New Funding Methods for Affordable Housing Explore and develop additional funding methods and resources to support affordable housing and community ownership opportunities.	H-1
86	Mixed Income Housing Develop incentives to integrate below market housing as part of new market rate housing projects.	H-5
87	Affordable Homeownership Facilitate homeownership opportunities through assistance programs, grants, and other methods that reduce barriers to entry for low- and moderate-income households.	H-5
88	Acquire Land for Affordable Housing Development Pursue strategic acquisition and utilize existing City-owned land for affordable housing.	None
97	Access to Non-Traditional Homeownership Methods Broaden access to homeownership in the community for first time owners, low-income residents, and other groups frequently priced out of homeownership through alternative ownership methods.	CF-1, H-4, H-5

Economic Opportunity



5



OUR VANCOUVER

Introduction

A vibrant local economy is critical to ensuring a high quality of life in our community. To ensure access to living wage jobs and business opportunities, the City must support and encourage the growth of its economy in inclusive and strategic ways to deliver shared prosperity. We must learn from the past and seek opportunities to continue Vancouver's transition into an economic driver of the region and state over the next 20 years.

Vancouver's strategic location along the confluence of several rivers has sustained human settlement for thousands of years. As the City grows and changes, its geography and connection to the river remains an important asset. The Chinook people lived in what is now Vancouver for 10,000 years before European contact, and their proximity to the Wimalah ("big river"), now referred to as the Columbia River, allowed them to become prolific traders who lived in relative abundance. In 1825, the original Hudson's Bay Company (HBC) established Fort Vancouver as the regional center of commerce. After HBC relocated to Canada, and until the Second World War, Vancouver's economy was composed of logging and lumber mills, railroads and agriculture, primarily prune farming.



Vision: Economic Opportunity

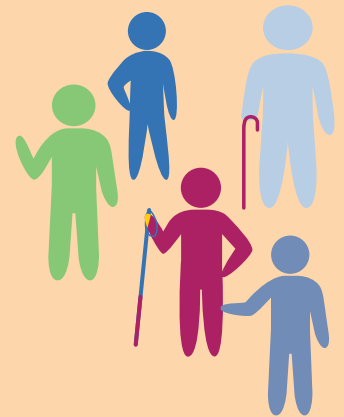
We envision a future where all community members have access to stable jobs that allow them to support themselves, their families and communities. We commit to prioritizing wealth creation and financial stability for historically excluded groups, growing economic opportunity for all, developing a green economy that mitigates the impacts of climate change, and supporting innovation in business and industry. We recognize that access to housing and childcare is essential to building a resilient and equitable economy. We believe in community-centered economic development that focuses on people and uplifts our existing workforce while providing options for those who will be here in the future. We commit to building and strengthening partnerships to support small businesses and startups, expand workforce training opportunities, break down barriers to entry and promote upward mobility, particularly for historically underserved and excluded communities.

World War II brought industry, primarily shipbuilding, and a growing population to Vancouver, but a decline in industrial jobs after the war led to unemployment, population loss and disinvestment, particularly in the African American community. The construction of I-5 and later the I-205 further disrupted the existing urban fabric of the city, making downtown more difficult to access and encouraging growth in more suburban settings.

More recently, Vancouver has attracted a growing and diverse community and economy. Situated in the heart of the Pacific Northwest, Clark County is exceptionally well-positioned to access major West Coast, Midwest and international markets. Currently, the city of Vancouver encompasses 51.84 square miles and has an estimated 2023 population of 196,441.1 It is the fourth most populous city in Washington State and the second largest city in the Portland-Vancouver-Hillsboro MSA. Vancouver is considered an economic hub of both the region and state, benefitting from proximity to three deep water ports (Port of Vancouver, Port of Portland, and Port of Columbia County), the Portland

Engagement Feedback

- Neighborhood access to coffee shops, restaurants, and grocery stores
- Accommodate a variety of uses and use cases for small business in land use and zoning codes
- Enable opportunities for flexible use space, food carts, and incubator spaces
- Encourage programs to provide workforce development opportunities and technical assistance for small and emerging businesses, especially for equity priority communities
- Prioritize youth education and developing workforce pipeline
- Require large corporations and developers to support local workforce development priorities



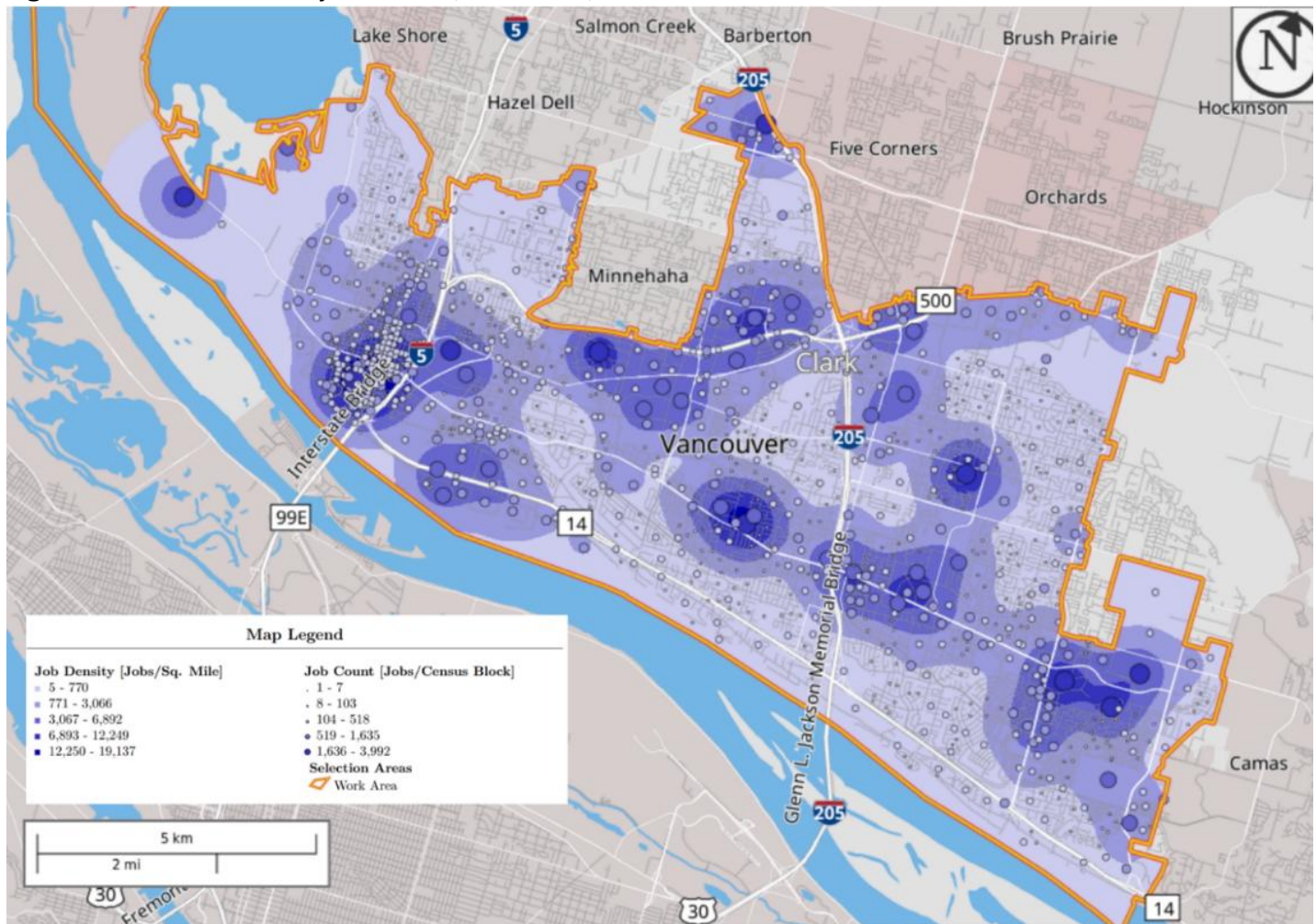
International Airport (PDX), two interstate highways (I-5 and I-205), and two freight rail lines (Burlington Northern Santa Fe and Union Pacific).

Vancouver's Economy

Vancouver's economy is undergoing a transformative shift. As the city attracts a more professional, service-oriented, and creative workforce, the city is becoming less dependent on traditional manufacturers and more dependent on knowledge-based industries to drive economic growth. Vancouver has experienced rapid population growth over the past two decades, attracting more educated and higher-income workers in targeted sectors like computers and electronics, software, clean tech, metals and machinery manufacturing, and life sciences. This growth and transformation is due to a combination of factors including the City's lack of income tax, recent investments in public infrastructure, access to outdoor amenities, and a relatively lower cost of living compared to other West Coast locations. Because of these factors and a revitalized urban core, Vancouver has grown

into a desirable place for many in the region to live, resulting in in-migration. In particular, white-collar workers gaining greater locational flexibility due to remote work during the COVID-19 pandemic have shifted or accelerated migration patterns and housing preferences permanently. Overall, outmigration of workers from Portland has contributed to Clark County's rapid growth, as well as more families and peak earning workers leaving Oregon in recent years.

Figure 2 Counts and Density of All Jobs, Vancouver, 2020³²



With rising demand for housing, Vancouver has seen increasing housing costs, rising displacement pressures, and economic disparities among communities. In particular, people of color in Vancouver face higher levels of cost burdening, lower median incomes, lower rates of homeownership, and lower rates of educational attainment. In 2023, the median incomes of Black or African American households or Hispanic or Latino households were below the median income in Vancouver.³³ Housing cost burden was also most prevalent for Black or African American and Hispanic or Latino households, indicating additional economic burdens.

³² Census OntheMap

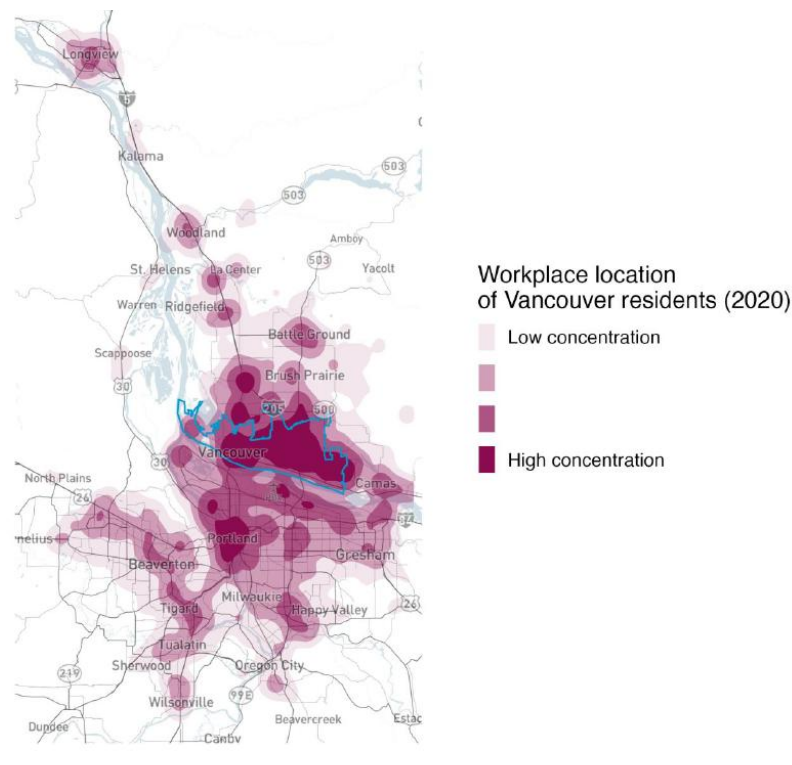
³³ 2023 American Community Survey

The City of Vancouver has several employment centers dispersed throughout the city supporting a higher concentration of jobs (see Figure 3 below). Vancouver's downtown area located near I-5 has the highest concentration of employment, with other centers around major employers like Clark College, the Port of Vancouver, PeaceHealth medical facilities along Mill Plain Boulevard, the Vancouver Mall and other strip shopping centers along WA-500, and technology and innovation hubs such as Vancouver Innovation Center (VIC) on the east side.

Vancouver's Workforce

The region's growth includes more educated and early working age adults, and higher income households. An increasingly educated and skilled workforce can help attract and retain employers, including those in Columbia River Economic Development Council's (CREDC) current target industry clusters for the County (Computers and Electronics, Software, Clean Tech, Metals and Machinery, Life Sciences). A portion of this skilled workforce in occupations allowing for locational flexibility (such as

Figure 3 Workplace Location of Vancouver Residents (2020)



Workforce in 2023

13.2k Net job increase in Clark County

62.4% Employed in white collar professions

19.4% Employed in blue collar professions

18.2% Employed in the service sector

70% of workforce lives outside city limits

66% of residents work outside city limits

tech-intensive industries) could work remotely at least part of the time or in co-working spaces rather than fulltime at a centralized office space. As of 2023, approximately 16.2% of Vancouver's workers worked remotely and 53% of these workers earn over \$65,000 per year³⁴ (see the Vancouver Housing Needs Assessment for more information).

Compared to the national average, Vancouver has higher-than-average employment concentrations in the transportation and real estate sectors. An estimated 70% of people who *work* in Vancouver *live* outside the city, while approximately 39.5% of people who *live* in Vancouver *work* outside the city.

³⁴ 2023 American Community Survey

As higher-income households move into the city, it is likely to increase housing costs and displacement pressures for lower-income households. Renters are nearly three times as likely to be cost burdened than homeowners, with over a quarter of renters severely cost burdened, spending more than 50% of income on rent. In Vancouver, Black or African American households and Hispanic or Latino households experience the highest rates of cost burden. The Land Use and Housing chapters of the plan address housing disparities in Vancouver and include goals and policies that aim to provide diverse housing opportunities for all residents.

Employment Land

Clark County made several updates to its Vacant and Buildable Land Model (VBLM) in February 2024. This version incorporates yield estimates from local jurisdictions and updates the configuration to consider zoning and allowed residential densities. **Error! Reference source not found.** below shows updated assumptions for jurisdictions in Clark County. In Vancouver and the City's Urban Growth Area (UGA), the changes to the VBLM indicate a slightly lower jobs assumption than the previous 2022 model. The City is still expected to account for roughly half (51%) of jobs in the County, with capacity for 33,193 total jobs through 2035, across 2,414 buildable acres in the City and 3,503 buildable acres in the UGA.

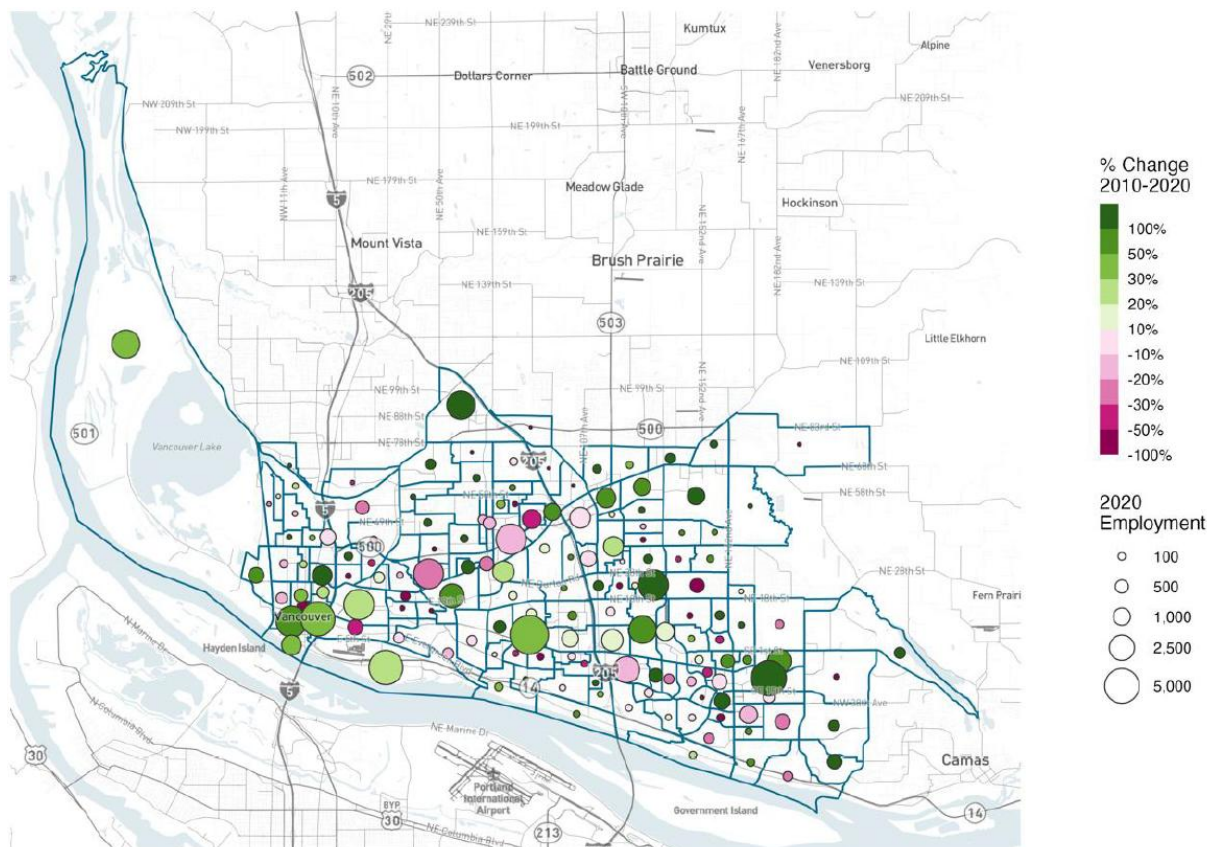


Figure 4
Change in
Employment by
Census Tract,
Vancouver,
2010-2020³⁵

³⁵ LODS 2020

Clark County recently adopted a countywide employment projection of 269,000 total jobs to be used with the County's 2025 Comprehensive Plan Update. Vancouver is projected to add anywhere between 46,000 new jobs and 49,000 new jobs Citywide by 2045, and an additional 18,221 jobs in its UGA by 2045 (the most of any jurisdiction in the County). According to US Census data, between 2010 and 2020, Downtown Vancouver, the Columbia Business Center in East Vancouver and the 122nd avenue corridor have absorbed the most job growth. Areas surrounding the Vancouver mall have seen the greatest overall decrease in employment.

Equity Lens

Vancouver's economic opportunity strategies must be grounded in the lived realities of its residents—particularly those who have long been excluded from wealth-building systems. While the city's median household income reached \$76,733 in 2023, this figure masks stark disparities. Black or African American and Hispanic or Latino households earn well below the citywide median and face the highest rates of housing cost burden, with more than 50% of renters in these groups spending over half their income on housing. Business ownership is disproportionately concentrated among white residents, and educational attainment gaps persist: less than 20% of Black and Latino residents over 25 hold a bachelor's degree, compared to over 40% of white and Asian residents. Vancouver's Gini Index—a measure of income inequality—stood at 0.42 in 2024, meaning the top 10% of earners make more than double the income of the bottom 45%. These disparities are not incidental; they are the product of policies and systems that have excluded BIPOC, immigrant, and low-income communities from full participation in the local economy. To reverse these trends, implementation must prioritize place-based investments in neighborhoods like Fourth Plain and Rose Village, expand culturally specific small business assistance and workforce programs. Policymakers should use disaggregated data—such as business ownership by race and neighborhood-level income trends—to track outcomes and guide public investment.

The goals and policies in this plan are consistent with the City's Economic Development Strategy and support a balance of jobs for workers in diverse fields that are resilient to fluctuations in the global and regional economy and pay living wages that allow workers to continue to live in Vancouver. Workforce development programs can contribute to a more equitable and sustainable local economy by targeting disadvantaged groups. Additionally, this plan includes inclusive economic development policies that prioritize both the growth and retention of industries that provide employment opportunities for those without advanced degrees or specialized skills, such as traditional manufacturing jobs, construction related jobs, or labor in skilled trades.

Goal: EO-1

Invest in People

Vancouver has a robust local economy that supports community-wide prosperity, with a range of employment opportunities that provide stable, family-wage jobs, and an ecosystem of training and skill building resources to build the workforce of the future.

Vancouver's ability to build a resilient, inclusive economy hinges on whether all residents can access stable, family-wage employment. This goal recognizes that economic development is not just about business recruitment or industrial land capacity, but enabling human potential. The policies supporting this goal work to reduce barriers to education and employment, expand access to affordable and available childcare, support small business ownership in historically excluded communities, create clear and equitable pathways into high-demand careers, and create opportunities for generational.

wealth. While Vancouver is attracting higher-income residents and businesses in growing sectors like professional services and tech, these opportunities have not been widely shared. BIPOC households continue to experience lower median incomes, higher housing cost burdens, and lower educational attainment rates, underscoring the need for intentional, equity-focused economic policy. Service sectors like retail, education, and healthcare – which employ a large portion of Vancouver's workforce – often do not provide living wages, and the city's ability to close that gap depends on investments in workforce training, apprenticeships, small business support, and a competitive business climate. Vancouver's high jobs-to-housing ratio and rising cost of living create real barriers for low-income families work and live in the city. By coordinating across these policy areas, Vancouver can ensure that new economic growth translates into shared prosperity. Measurable indicators such as the number of living-wage jobs, the

Key Actions

*placeholder for top 5 action items identified through technical working groups

successful launch and growth and small businesses, access to affordable childcare, apprenticeship placements, and post-secondary enrollment will help the city track its progress toward the vision and adjust strategies to meet the evolving needs of the community.

Supporting Policies		Related Goals
29	Access to Education and Employment Reduce barriers to accessing education and employment opportunities, so all community members can reach their full potential.	EI-1, EI-5
30	Support Access to Childcare Support the development of new childcare facilities in the City and eliminate regulatory barriers preventing their creation.	EI-3
31	Support Small Businesses Foster inclusive economic growth through access to capital and technical assistance that support small business owners and from historically excluded and underserved communities.	EO-4, EI-1
35	Expand Workforce Development and Career Pathways Ensure all residents have access to career pathways, workforce training, and entrepreneurship opportunities that lead to living-wage jobs and wealth creation, with a focus on underrepresented communities.	EI-1, CF-4
95	Right of First Refusal and Sweat Equity Explore models and opportunities for existing residences and businesses to have right of first refusal to purchase property when it's being sold or build an equity stake in the property over time.	H-4

Goal: EO-2

Thriving Economy and Industries

By 2045, Vancouver will have added 44,000 new jobs by attracting diverse businesses and industries, fostering innovation and entrepreneurship, supporting local small businesses and startups, leveraging new technologies, and providing the infrastructure, workforce, and resources the economy need to thrive and grow sustainably.

Vancouver's economic competitiveness in 2045 will be measured not just by the number of jobs added, but by the quality, diversity, and sustainability of the businesses and industries that fuel economic growth. The city is projected to add over 44,000 new jobs by 2045, with Vancouver and its Urban Growth Area expected to capture more than half of all employment growth in Clark County. This includes 26,317 new jobs within city limits and 19,253 in the adjacent UGA. Much of this growth will rely on preserving and activating the city's industrial lands – which comprise over 2,400 net buildable acres, or 62% of the county's industrial land capacity – and ensuring it remains accessible to employers offering living wage jobs. The city must take an active role in shaping a business environment that supports startups and entrepreneurs through policies like leveraging city-owned land for affordable commercial space and streamlining permitting processes. Job-creating businesses must also have access to multimodal freight corridors and modern port infrastructure, particularly in sectors that depend on the efficient movement of goods. Vancouver's strategic location—at the nexus of I-5, I-205, multiple national rail lines, and deep water ports make it a prime hub for production based industries. Supporting local job growth also means investing in place-based development and flexible spaces that can

Key Actions

*placeholder for top 5 action items identified through technical working groups

respond to the evolving needs of businesses. Policies under EO-2 reinforce these strategies, from conserving employment lands and leveraging public infrastructure to optimize freight mobility. The city will measure its progress through the total number of jobs created, business retention and attraction data, and the number of new small businesses that remain in operation beyond their first two years – all of which serve as indicators of a thriving, resilient, and inclusive economy.

Supporting Policies			Related Goals
32	Conserve Lands Providing Employment	Conserve and invest in industrial lands and other areas that provide employment for middle & high wage jobs.	LU-2
34	Leverage City-Owned Assets for Affordable Commercial Space	Utilize City-controlled real estate to provide affordable commercial opportunities for small and emerging businesses.	EO-4, EI-1
36	Facilitate Job-Creating Business Growth and Investment	Support businesses that create high-quality jobs by reducing barriers to growth, streamlining development processes, and ensuring access to necessary resources and infrastructure.	EO-4, CF-4
42	Employment Hubs	Support integrated development, with commercial activities, public services, employment and amenities near residential development.	LU-2, LU-4
90	Optimize Freight Corridors	Designate and enhance freight corridors to facilitate the efficient movement of goods and reduce congestion.	TM-3
91	Enhance Port Access and Multimodal Freight Solutions	Improve infrastructure and connectivity to and from the Port of Vancouver to streamline freight operations.	TM-3

Goal: EO-3

Circular and Sustainable Economy

Vancouver's economy is sustainable, circular, and supports climate action and resiliency. City investments in economic development promote holistic cycles of consumption and production, prioritizes renewable resources, and support industries that advance environmental health and economic stability.

A sustainable and resilient economy is one that not only grows—but does so in alignment with climate goals. This idea reflects Vancouver's commitment to building an economy that reduces waste, supports local supply chains, and prioritizes industries that regenerate rather than deplete natural resources. As Vancouver prepares for over 43,000 new housing units and new commercial development to support that growth by 2045, the opportunity to scale circular practices—such as sourcing materials locally, reducing embodied carbon in construction, and expanding access to recycled and reclaimed inputs—has never been greater. This transition requires rethinking the full economic cycle: from where materials come from, to how goods are produced, consumed, reused, and ultimately reintegrated into the economy. The city's evolving employment landscape also underscores the need for economic resilience. Vancouver's workforce is still concentrated in service sectors vulnerable to climate disruptions, but growth is emerging in clean technology, life sciences, and green construction. At the same time, 17% of workers are now remote—many earning above \$65,000 a year—highlighting a shift in where and how people work, and an opportunity to localize more jobs that support community self-sufficiency. A more circular economy will reduce vehicle miles traveled, create durable green jobs, and decrease waste at every stage of the supply chain. Collectively, the policies under EO-3 ensure that economic development in Vancouver strengthens both environmental health and long-term economic stability.

Key Actions

*placeholder for top 5 action items identified through technical working groups

Supporting Policies		Related Goals	
18	Embodied Carbon	Source materials used in the construction and development of new housing and commercial spaces from within the region, utilize low carbon materials, or utilize materials found on site, reducing embodied carbon.	CL-3
23	Recycling and Organic Material Management	Use green materials and practices when procuring materials and services, and while carrying out maintenance functions.	CL-3
113	Build a Resilient Economy	Encourage business retention and expansion, with an emphasis on family-wage jobs and foster resilience within Vancouver's economy.	CL-1

Goal: EO-4

Place Based Economic Development

Vancouver strengthens a sense of place by directing investment, policy, and partnerships to key activity hubs that support local businesses, community-serving amenities, job access, and shared prosperity.

Key Actions

*placeholder for top 5 action items identified through technical working groups

A strong and inclusive economy is one that is rooted in place—where economic activity strengthens neighborhoods, reflects community identity, and creates opportunity close to where people live. This approach reflects Vancouver’s commitment to directing investment, policy, and partnerships toward key hubs of activity that support local businesses, community-serving amenities, job access, and shared prosperity. Rather than relying solely on citywide growth strategies, place-based economic development focuses on the specific conditions, assets, and needs of different neighborhoods, recognizing that economic opportunity is shaped by geography, access, and the built environment.

As Vancouver continues to grow and evolve, the opportunity to reinforce neighborhood-scale economic hubs has never been greater. New housing development, infrastructure investments, and public realm improvements will reshape how people live, work, and access services across the city. Targeted investment in neighborhood business districts, employment centers, and mixed-use hubs—particularly in historically underinvested corridors—allows the City to strengthen local entrepreneurship, expand access to daily goods and services, and support small businesses that anchor community life. These areas

serve not only as centers of economic activity, but also as social and cultural gathering places that contribute to neighborhood vitality and identity.

Vancouver's economic landscape also underscores the importance of localizing opportunity. Small and emerging businesses—particularly those owned by historically marginalized entrepreneurs—often face barriers related to rising commercial rents, permitting complexity, and limited access to capital. Place-based strategies allow the City to respond to these challenges by aligning land use, infrastructure, public space, and economic tools in ways that support business stability and prevent displacement as neighborhoods change. The policies under EO-4 ensure that economic development in Vancouver strengthens a sense of place while advancing equitable access to opportunity and shared prosperity across the city.

Supporting Policies			Related Goals
31	Support Small Businesses	Foster inclusive economic growth through resources that support small business owners, entrepreneurs and members of historically excluded and underserved communities.	EO-1 EI-1
37	Strengthen Neighborhood Business Districts	Ensure neighborhood business districts are safe, vibrant, and accessible hubs of economic activity through strategic public and private investment.	LU-1
41	Sub-Area Plans	Develop and update subarea plans for centers identified in the plan's growth model, facilitating the development of integrated residential, commercial, employment and community uses.	LU-1, CL-3, CL-4
73	Center Impacted Voices in the Development of Community Spaces	Engage community organizations and individuals representing diverse lived and cultural experiences in the planning, design and programming of community spaces.	CE-1, CE-5 EI-1, EI-4, PR-4
152	Align Place Based Investment with the Growth Model	Align City investments, incentives, and programs to reinforce key centers identified in the growth model as points for local economic development efforts and community investment.	None



Comprehensive Plan Update Draft Chapter Review (pt 1)

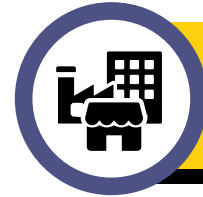
Rebecca Kennedy (she/her), Deputy Director, Community Development
Domenique Martinelli (she/her), Senior Planner, Community Development

January 13, 2026

Welcome

Purpose / Agenda

- Provide a high-level overview of draft chapters currently under development
- Discuss *why* each chapter is organized the way it is
- Highlight legal requirements, policy direction, and chapter organization
- Seek Planning Commission input on overall direction, clarity, and alignment
- Review next steps / discussion



Land Use and Development



Housing



Economic Opportunity

Legal Framework: GMA

- Washington's Growth Management Act (GMA) establishes:
 - ➔ What elements must be included in a Comprehensive Plan
 - ➔ How those elements must relate to one another
- Implemented through:
 - ➔ RCW 36.70A – statutory requirements
 - ➔ WAC 365-196 – detailed guidance and Commerce checklists
- The Plan must demonstrate:
 - ➔ Internal consistency
 - ➔ Data-supported assumptions
 - ➔ Capacity to accommodate growth through 2045
- All chapters must be informed by analysis and coordinated with required elements



Legal Requirements by Chapter

- **Land Use and Development**

- ➔ Mandatory element under RCW 36.70A.070(1)
- ➔ Must designate the general distribution, location, and intensity of land uses within the city and UGA, establish densities sufficient to accommodate adopted population and employment growth, and demonstrate adequate land capacity over the 20-year planning period.

- **Housing**

- ➔ Mandatory element under RCW 36.70A.070(2)
- ➔ Must identify existing and projected housing needs across income levels, demonstrate sufficient capacity and zoning to meet those needs, address affordability and displacement, include shelters and supportive housing, and generally comply with recent state mandates (*HB 1220, HB 1110, HB 1337, etc.*)

- **Economic Opportunity**

- ➔ Authorized element under RCW 36.70A.070(7), but not required
- ➔ Must be based on analysis of the local economy and workforce, address employment trends, industry composition, commuting patterns, and future job needs, and remain internally consistent with land use, housing, transportation, and capital facilities.



Chapter Organization

Context → Strategy → Implementation

- Each chapter is designed to move the reader through:
 - ➔ Historical context & current conditions
 - ➔ Vision Statement
 - ➔ Identification of key challenges and trends the policy strategy is responding to
 - ➔ Relevant engagement feedback to support the claims
 - ➔ Equity Lens – relevant supporting data and fact finding – how are equity priority communities impacted, and how do we address from a policy standpoint?
 - ➔ Goals and policies to address those challenges and guide future decisions
- This structure ensures:
 - ➔ Policies are grounded in data and lived experience
 - ➔ Planning Commission can clearly see how decisions today affect long-term outcomes

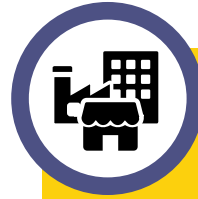


Vision Statements

Plan Vision Statement

“Vancouver is an equitable and prosperous community, which ensures that all residents, businesses and organizations benefit from the growth and advancement we make together.

Vancouver will be recognized for our quality of life, as evidenced by affordable housing in vibrant, safe and walkable neighborhoods, access to jobs and economic opportunity for all, and leading-edge efforts to address climate change.”



Land Use and Development (LU)

Vancouver is a connected and accessible City, with neighborhoods that provide a mix of housing, services and amenities, and employment centers that provide opportunities for family-wage jobs and economic mobility. We envision a City with a variety of affordable housing options, a robust economy that provides employment opportunities to all our residents, a strong network of healthcare, childcare and social services, and plentiful urban and natural amenities that foster a sense of inclusion for people of all backgrounds. We recognize that change will occur incrementally, in neighborhoods and corridors across the city, and that we must accommodate this change while preventing displacement, maintaining livability and protecting the natural environment. Our land use strategy will meet the needs of a growing City by building a resilient, thriving, connected and inclusive urban landscape that creates harmony between the built and natural environment and fosters choice and opportunity for all.

Vision Statements



Housing (H)

Vancouver is a community where people have many choices about where they will live, all within thriving, active, and affordable neighborhoods that they are proud to live in. We envision a future where housing is affordable and accessible to everyone and reflects the diversity of housing needs in the community. We commit to increasing opportunities for homeownership and wealth creation and prioritizing the needs of historically excluded communities. Our strategy aims to maximize the number and range of housing options available, embrace non-traditional design, construction and ownership methods, add middle, culturally-specific and multigenerational housing, and increase housing options near essential services education, healthcare, grocery stores, childcare and recreation opportunities.

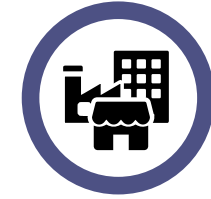


Economic Opportunity (EO)

In Vancouver, all community members have access to stable jobs that allow them to support themselves, their families and communities. Vancouver prioritizes wealth creation and financial stability for historically excluded groups, growing economic opportunity for all, developing a green economy that mitigates the impacts of climate change, and supporting innovation in business and industry. We recognize that access to housing and childcare is essential to building a resilient and equitable economy. We believe in community-centered economic development that focuses on people and uplifts our existing workforce while providing options for those who will be here in the future. We commit to building and strengthening partnerships to support small businesses and startups, expand workforce training opportunities, break down barriers to entry and promote upward mobility, particularly for historically underserved and excluded communities.



Land Use – Policy Approach



LU-1

Connected and Accessible Neighborhoods

LU-2

Preserve and Invest in Employment Land

LU-3

Reduced Carbon in the Built Environment

LU-4

Efficient Use of Land

- Responds to historic development patterns characterized by low-density, single-use zoning that produced uneven access to services and amenities.
- Establishes an updated **growth concept** that directs a lot of new housing, jobs, and services to areas already served by infrastructure and transit, while also adding housing and service options in neighborhoods around the City.
- Uses land use policy to directly address today's constraints: limited vacant land, housing underproduction, affordability pressures, and widening disparities in access to opportunity.
- Preferred alternative is a key factor for coordinating desired housing, transportation, climate, and economic outcomes.



Growth Concept

Legend



Urban Core



Regional Center



Campus



Local Center



Neighborhood Center



Employment Center



High Capacity Transit (Current)



Frequent Fixed Route



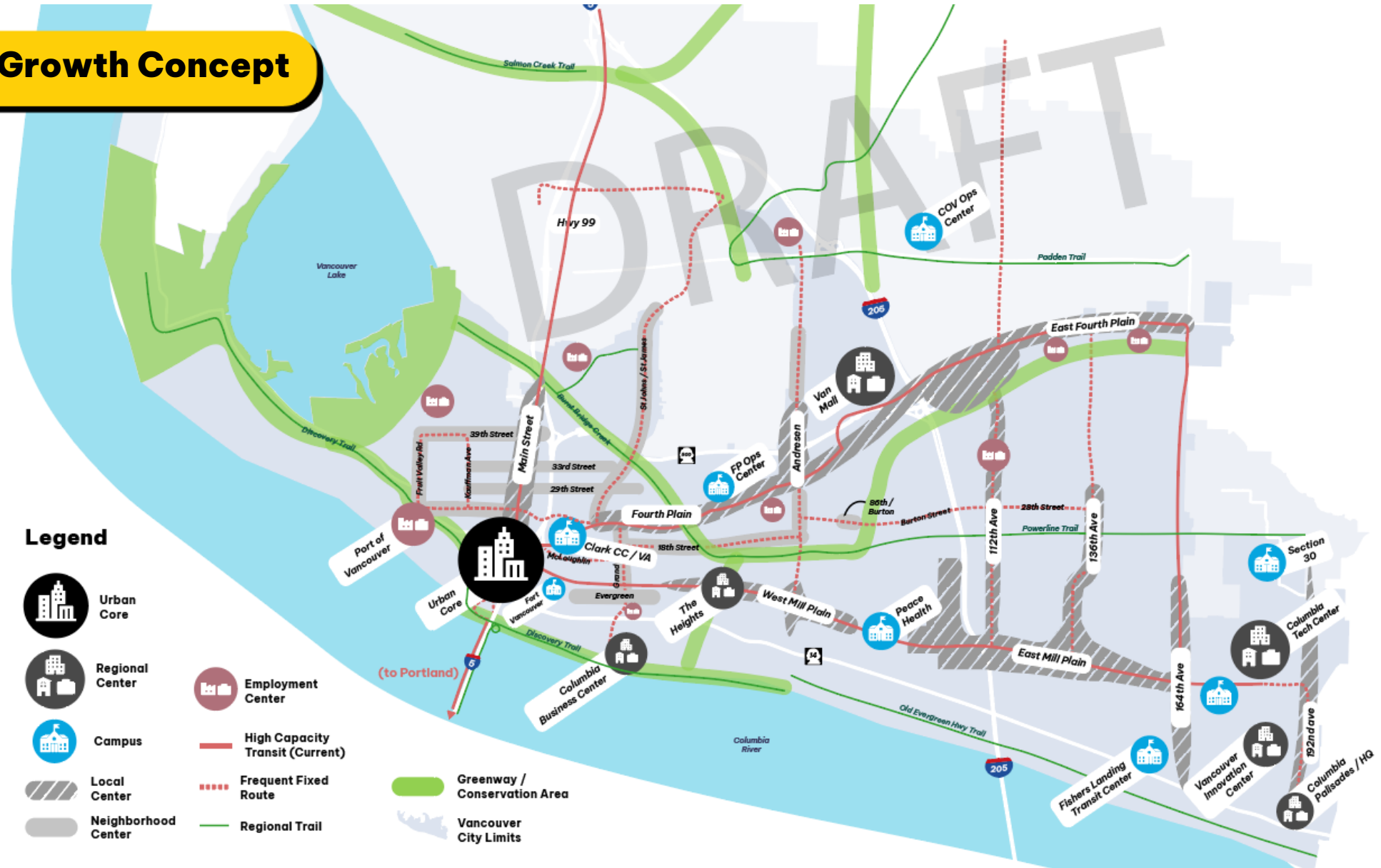
Regional Trail



Greenway / Conservation Area



Vancouver City Limits



Growth Concept

- The Growth Concept functions as the chapter's organizing framework and is intentionally introduced early to anchor all subsequent policies.
- Identifies where growth is **encouraged**, **managed**, or **limited**, creating clarity for future zoning, infrastructure investment, and development decisions.
- Defines a hierarchy of **place types**—*Urban Core, Regional Centers, Local Centers, Neighborhood Centers, Employment Centers, Campuses, and Greenway/Conservation Areas*.
- Each place type establishes expectations for:
 - ➔ Scale and intensity of development
 - ➔ Mix of uses and housing types
 - ➔ Relationship to transit, services, and open space
- This approach allows growth to be concentrated where it can deliver the greatest public benefit while protecting environmentally sensitive areas.



Housing – Policy Approach



H-1

Housing Production

H-2

Diverse and Accessible Housing

H-3

Reduce Homelessness

H-4

Prevent Displacement

- **Grounded in quantified need:** 38,000 new housing units by 2045, spanning permanent supportive housing, deeply affordable units, middle housing, and market-rate homes to both meet future growth and close the existing housing deficit.
- **Production + affordability as a single strategy:** intentionally links overall housing production, zoning capacity, and affordability, recognizing that underproduction is a primary driver of rising costs, displacement, and homelessness.



Housing – Policy Approach (cont.)

H-5

**Access to
Homeownership**

- **Integrated with land use and zoning:** Housing policies are closely aligned with the Land Use chapter and the updated zoning framework.

H-6

Affordable Housing

- **Equity- and displacement-informed:** applies a formal Equity Lens and analyzes displacement risk to identify where growth pressures intersect with vulnerable populations, and pairs new capacity with anti-displacement strategies.



Economic Opportunity – Policy Approach



EO-1 Invest in People

EO-2 Thriving Economy and Industries

EO-3 Circular and Sustainable Economy

EO-4 Place Based Economic Growth

- Establishes a shift from a narrow focus on job growth toward **economic mobility and access** for residents.
- Recognizes Vancouver’s role as a regional employment center while acknowledging uneven distribution of economic benefits.
- Prioritizes:
 - ➔ Workforce development and career pathways
 - ➔ Small business support and entrepreneurship
 - ➔ Preservation and strategic use of employment lands
 - ➔ Emphasizes place-based economic development, particularly along key corridors and in areas experiencing reinvestment pressure.
- Aligns economic policies with housing affordability, job-housing balance, and multimodal transportation access.



Next Steps

- **Draft of Plan & Code**

- ➔ February: PC review of Parks, Transportation, Climate and Public Facilities & Services Chapters + Code
 - Anticipated to publish publicly in February 2026
 - Simultaneous Department of Commerce 60-day review
- ➔ March: PC review of Community Experience, Equity & Inclusion, Annexation and Implementation Chapters + Code

- **Adoption Process**

- ➔ April: Initiate Planning Commission recommendation process
- ➔ May: Initiate Council adoption process
 - Supported by Final Environmental Impact Statement (Final EIS)



Learn More

- Explore preferred alternative on updated online map.
- Sign-up for emails to be notified of draft plan and code release.



An aerial night photograph of a modern city waterfront. The scene features several multi-story buildings with illuminated windows, a prominent bridge with a tall pylon and stay cables, and a river or canal reflecting the city lights. The sky is a mix of deep blue and orange from the setting or rising sun. A large, semi-transparent purple and blue geometric shape is overlaid on the left side of the image, serving as a background for the text.

Questions and Discussion

www.beheardvancouver.org/plan2045



Comprehensive Plan/Title 20 Update Planning Commission Workshop: Code Details Pt. 1

Rebecca Kennedy (she/her), Deputy Director, Community Development

Mark Person (he/him), Senior Planner, Community Development

January 13, 2026

1

Agenda

- Recap
 - Comprehensive Plan
 - Code Framework
 - Council endorsed Preferred Land Use Alternative
- Zoning Code Details
 - Base districts
 - Building types
 - Overlays
 - Additional considerations
- Coming Up + Discussion

Purpose

Get your feedback on the building type and overlay details in the draft zoning code



Recap: Comprehensive Plan

OUR VANCOUVER Comprehensive Plan

- A guide for the city's growth and development over the next **20 years** (2025-2045).

	2024	Growth	2045 Targets
Population	~200,000	+ 81,000	~281,000
Housing Units	~86,000	+ 38,000	~124,000
Jobs	~100,000	+ 43,100	~143,100

Vancouver is an equitable and prosperous community, which ensures that all residents, businesses and organizations benefit from the growth and advancement we make together.

Vancouver will be recognized for our quality of life, as evidenced by affordable housing in vibrant, safe and walkable neighborhoods, access to jobs and economic opportunity for all, and leading-edge efforts to address climate change.

New State Laws

- At a minimum, allow up to 4 units per residential lot and up to 6 units per residential lot if near transit or if at least 2 units are affordable.
 - ➔ Standards for middle housing cannot be more restrictive than those for detached single-family homes
- Make room for set numbers of housing units in all income levels – over 30,000 total new units citywide
 - ➔ Including permanently supportive housing



- Account for racially disparate impacts
- At a minimum, allow 2 ADUs per residential lot
- No parking minimums for affordable housing and no more than 0.5 per unit for all other housing
- Only one stairwell required for residential buildings 6-stories or less
- Align impact fees to size of housing
- Allow for permanently supportive housing

The Process



Learn about our community

- History
- Existing conditions
- **Visioning**



Develop alternatives

- Analyze data
- New zoning districts
- **Community mapping activities**



Understand potential impacts

- Draft EIS
- **Public comment period**

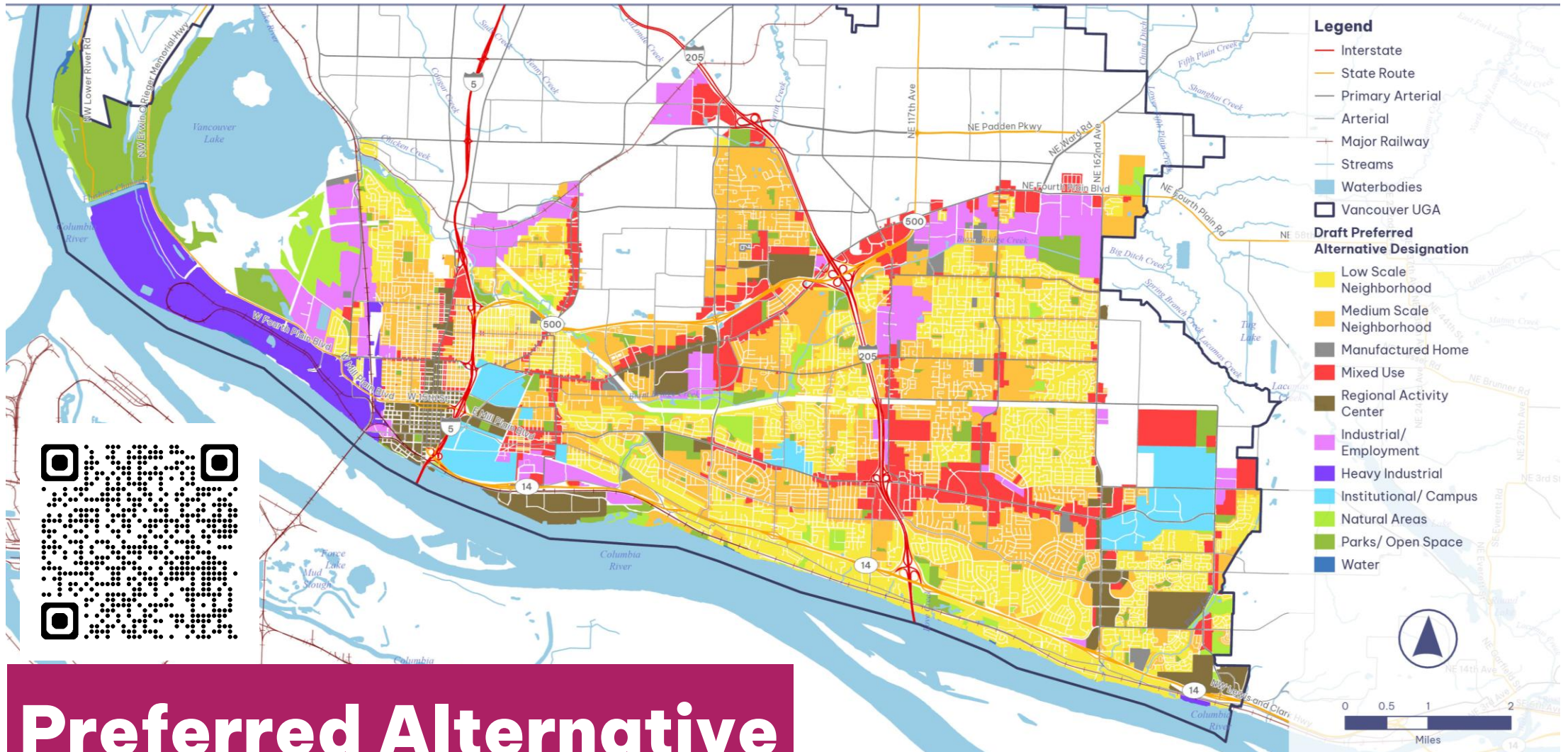


Refine map, policies, & code

- Preferred alternative
- **Share drafts of plan and code**

Adopt plan and code

- Final EIS
- City Council adoption of plan, map, and code



Preferred Alternative

www.beheardvancouver.org/plan2045

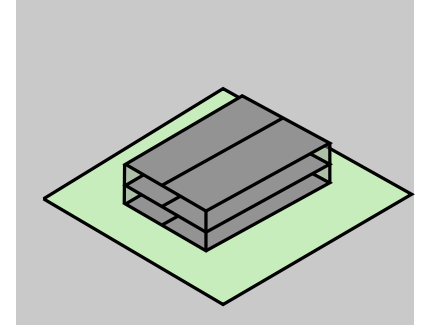
Recap: Code Framework

Goals for the Code

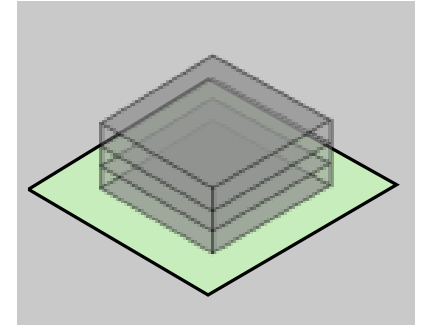
- Easy to understand – graphics, reduced footnotes, simplified districts and overlays
- Supports the creation of
 - ➔ Connected and accessible neighborhoods by allowing commercial and residential uses to mix
 - ➔ Greater number and variety of housing
 - ➔ Unique and authentic places
- Uses land efficiently and balances the built and natural environment
- Focuses on form, relationship between buildings and the street, and impact mitigation
- Reduces non-conformities



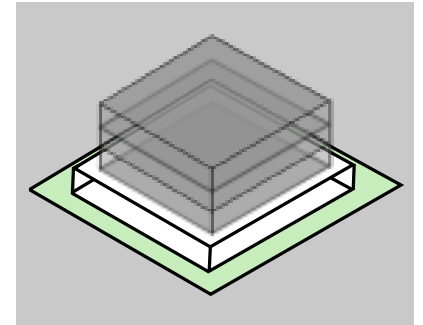
Duplex



Multi-Family

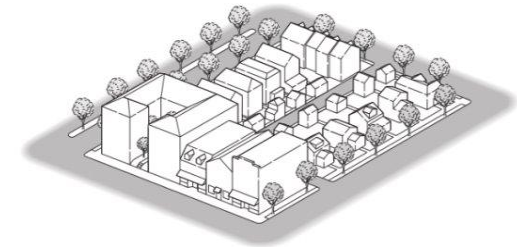
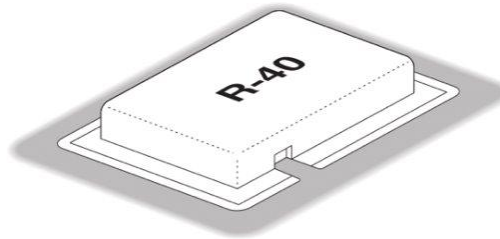


Podium



Zoning Code

The City's zoning code uses zoning districts to regulate what can be built where.



	Existing Code	New Code
Uses	Allowed or prohibited	Mixing uses allowed/required
Density	Focuses on density maximums	Focuses on density minimums
Building Height	Maximums	Maximums
Parking	Emphasis on minimums	Emphasis on maximums
Building placement	Lot coverage, setbacks	Relationship to the street, build-to lines, building types

Four Main Components

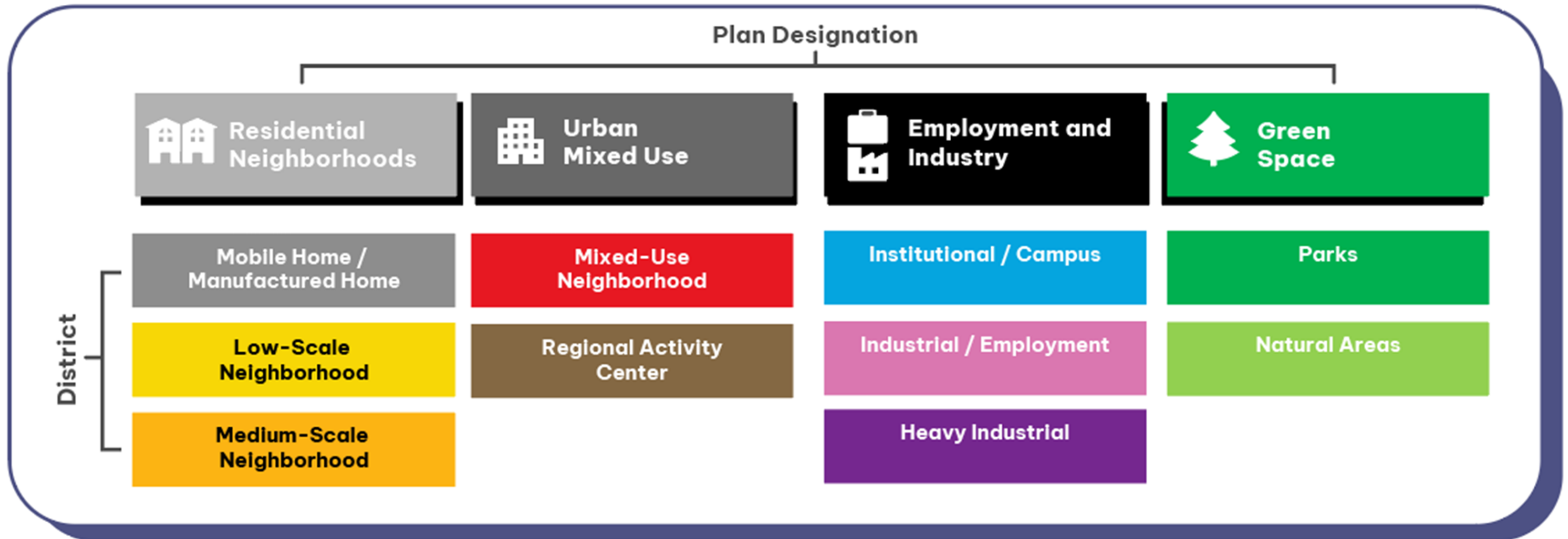
All areas will have a **Base District**

- Minimum density
- Maximum height
- Allowed **building types**
 - ➔ Lot standards
 - ➔ Building and parking placement
 - ➔ Pedestrian access
 - ➔ Lot coverage
 - ➔ Frontages
 - ➔ Landscaping and public space
- Allowed **uses**
 - ➔ What can go in the various allowed building types

Some areas will also have an **Overlay**

- **NEW:** Active Ground Floor Use Required
- **NEW:** Active Ground Floor Use Ready
- **NEW:** Station Areas – LRT and BRT stations
- **NEW:** Industrial Holding
- **EXISTING:** All Downtown-specific overlays
- **EXISTING:** Noise Overlay – existing boundary
- **EXISTING:** Airport Overlay – existing boundary
- **EXISTING:** Historic Overlays – existing boundaries, added Historic Reserve

Plan Designations and Zoning Districts



Recent Updates to Draft Base Districts/Standards

- Removal of minimum heights in all districts
- Removal of maximum height in Institutional/Campus district, more building and use allowances.
- Tie setbacks to base district
 - ➔ A multifamily building in Medium-Scale Neighborhood will need setbacks, versus the same building in Regional Activity Center where no setbacks will be required.

Draft Densities and Heights

Base District	Minimum Density (units/acre)	Maximum Density (units/acre)	Minimum Height	Maximum Height
Manufactured Home	None	None	None	1 story (15')
Low-Scale Neighborhood	8	None	None	*3 stories (45')
Medium-Scale Neighborhood	16	None	None	5 stories (75')
Mixed-Use Neighborhood	32	None	None	8 stories (110')
Regional Activity Center	64	None	None	None
Employment/Industrial	N/A	N/A	None	12 stories (150')
Institutional/Campus	None	None	None	None
Heavy Industrial	N/A	N/A	None	None

Mixed-Use Neighborhood

Provides a broad range of housing, commercial, and civic/institutional use types.

Use Categories	Allowed?	Allowed Building Types
Residential	Most	Townhouse/Rowhouse
Primary retail	All	Vertical Plex / Stacked Multi-Plex
Open Space	Most	Horizontal Plex / Flex Plex
Civic / Institutional	Most	Common Court
Infrastructure	Some	Multifamily
Office	All	Mid-Rise Res
Secondary retail	Some	Mixed-use Res
Industrial	Few	Mixed-use Office
		Commercial Block
		Flexible Use
		Civic / Institutional

[illegible]

Institutional/Campus

Designed to foster areas that will support academic, civic, and medical institutions, office and light industrial and provide housing options.

Use Categories	Allowed?	Allowed Building Types
Residential	Most	Townhouse/Rowhouse
Primary retail	All	Vertical Plex / Stacked Multi-Plex
Open Space	Most	Horizontal Plex / Flex Plex
Civic / Institutional	Most	Multifamily
Infrastructure	Some	Mid-Rise Res
Office	All	Mixed-use Res
Secondary retail	Some	Mixed-use Office
Industrial	Few	Commercial Block
		Flexible Use
		Civic / Institutional

Min Density None	Max Density None
Min Height None	Max Height None

Building Type Details

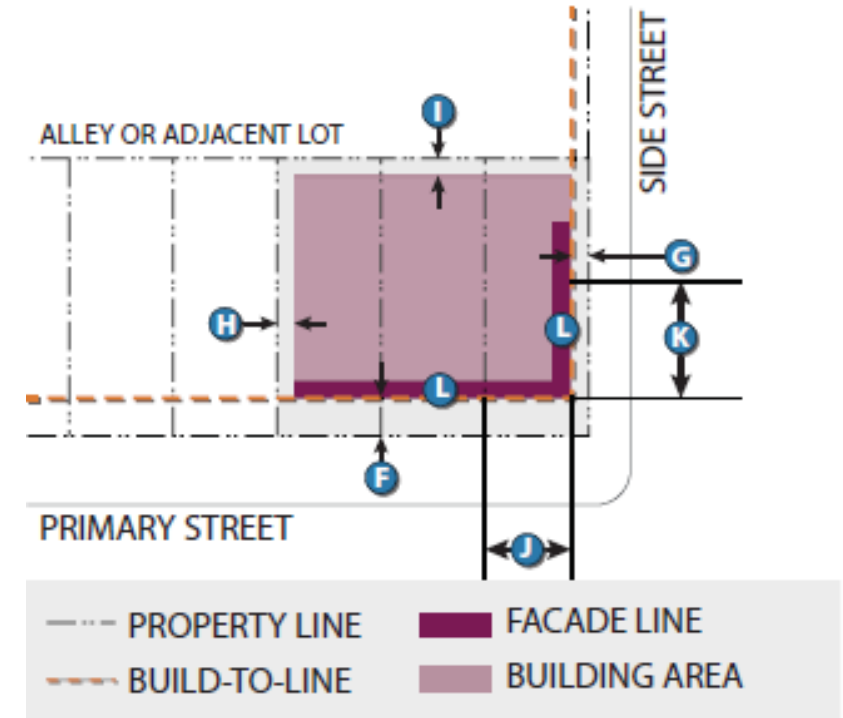
Draft Building Type Table

Building Types	Low-Scale	Medium-Scale	Mixed-Use	Regional Activity Center	Institutional / Campus	Industrial / Employment	Heavy Industrial
Single-Family Residential Building	Allowed	Allowed	X	X	X	X	X
Townhouse / Rowhouse Building	Allowed	Allowed	Allowed	X	Allowed	X	X
Vertical Plex / Stacked Multi-Plex Building	Allowed	Allowed	Allowed	X	X	X	X
Horizontal Plex / Flex Plex Building	Allowed	Allowed	Allowed	X	X	X	X
Common Court Building	Allowed	Allowed	Allowed	X	X	X	X
Multifamily Building	X	Allowed	Allowed	Allowed	Allowed	X	X
Mid-rise Residential Building	X	X	Allowed	Allowed	Allowed	X	X
Mixed-Use Residential Building	Allowed	Allowed	Allowed	Allowed	Allowed	X	X
Mixed-Use Office Building	X	Allowed	Allowed	Allowed	Allowed	Allowed	X
Commercial Block Building	Allowed	Allowed	Allowed	Allowed	Allowed	Allowed	X
Big Box Retail Building	X	X	X	Allowed	Allowed	Allowed	X
Flexible Use Building	X	Allowed	Allowed	Allowed	Allowed	Allowed	Allowed
Industrial / Distribution Building	X	X	X	X	Allowed	Allowed	Allowed
Structured Parking Garage Building	X	X	Allowed	Allowed	Allowed	Allowed	Allowed
Civic / Institutional Building	Allowed	Allowed	Allowed	Allowed	Allowed	Allowed	X

New Approach

- Updated code is more form-based
- Focuses on development and relationship to the street
- **Build-to Line, Front**

- ➔ The designated line measured in feet or a range of feet, typically parallel to the property line and adjacent to the public right-of-way and Primary Street, where the façade of a main building must be placed on a lot.
- ➔ Differs from a traditional setback in that it mandates an area the façade must be placed to ensure consistent spatial definition of the public realm, rather than identifying a zone that cannot be encroached.



- **Max impervious** rather than lot coverage – Impervious Area refers to surface area of the lot that does not allow the passage of rainwater into the ground.
- **Setback** The minimum allowable horizontal distance from a given point or line of reference, such as a property line, to the nearest vertical wall or other element of a building or structure or edge of vehicle parking area as defined herein.



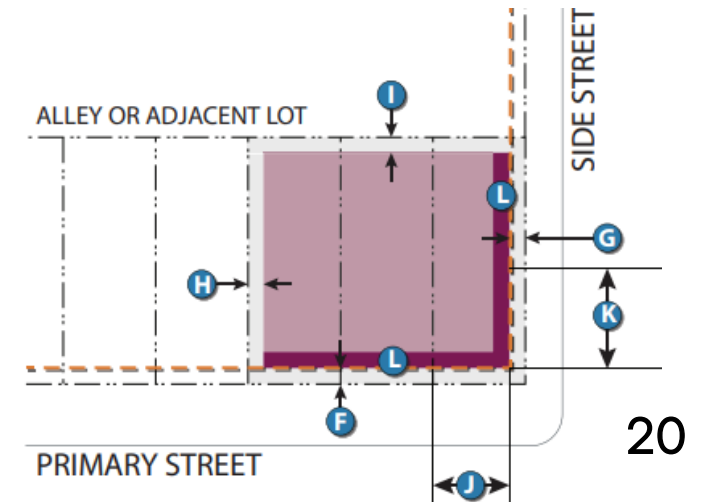
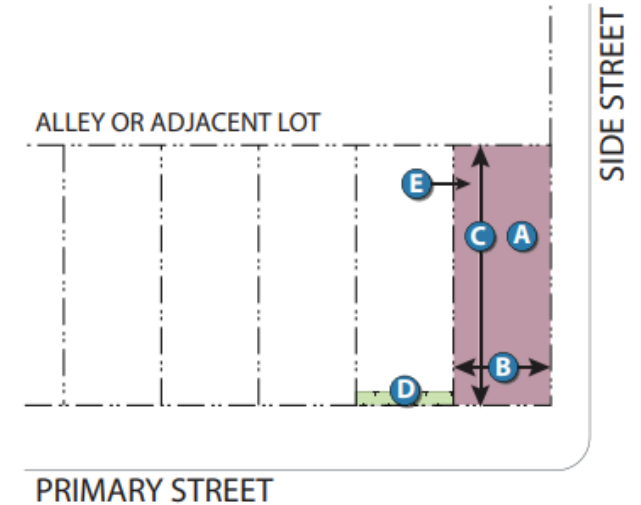
Townhouse / Rowhouse

DRAFT

- Defining feature: Side-by-side attached or detached units where all units face the street.
- Includes: Townhouse (per RCW) where all units face the street, duplex through sixplex if all units face the street

	Lot	Regulation
A	Lot size	4,000 sf max
B	Max lot width	40'
C	Max lot depth	100'
D	Min open space	10% of lot
E	Max impervious	85% of lot

	Building	Regulation
F	Front build-to	5' – 15'
G	Side build-to, street	5' – 10'
H	Side setback, lot	Min 5'
I	Rear setback, lot or alley	Min 5'
J	Front build-out	Min 90%
K	Side build-out, street	Min 50%



Townhouse / Rowhouse

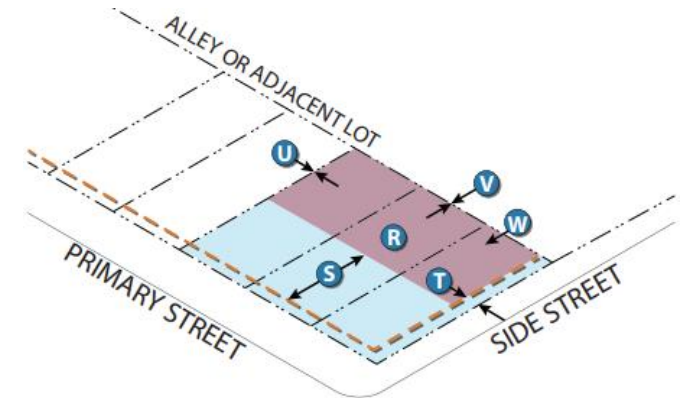
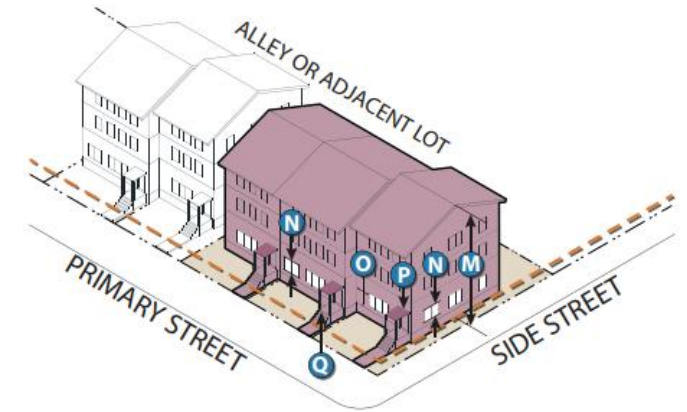
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Entrances and access

- Pedestrian entrances must be located facing a primary street.
- Additional pedestrian entrances may be located facing side streets.
- If no primary street is present, pedestrian entrances must face the side street.
- Lots with multiple buildings may have also have pedestrian entrances from a shared courtyard

	Height	Regulation
M	Min/max height	Base district
N	Ground floor transparency	Primary Min 15% Side Min 15%
O	Blank Wall	15' Max
P	Weather Protection	None req.

	Parking	Regulation
R	Max spaces	Based on use
S	Front setback	Match front build-to
T	Side setback, street	Match side build-to, behind facade
U	Side setback, lot	None
V	Rear setback	None

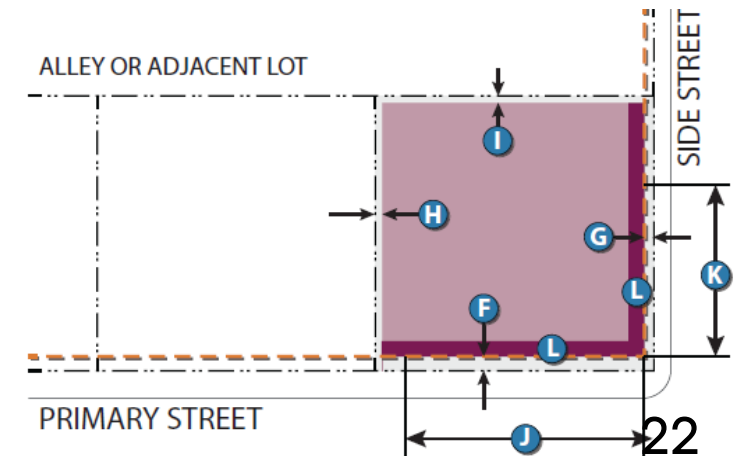
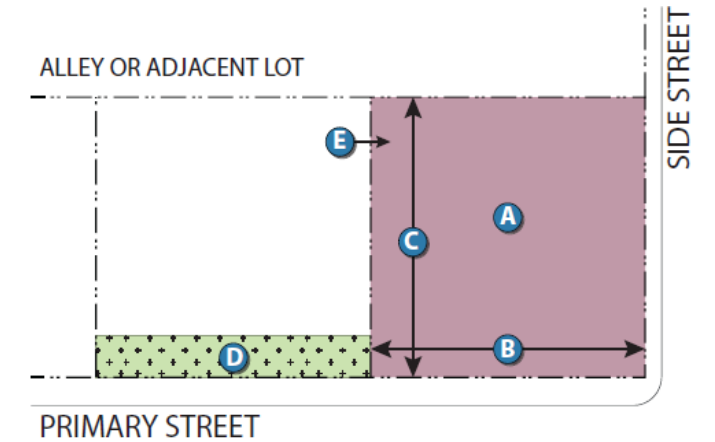




Mixed-Use Residential ^{DRAFT}

- Medium- to large-sized building
- Depending on overlay application may feature ground-floor commercial spaces with residential units stacked above, or allow ground floor residential.

A	Lot size	No min/max
B	Max lot width	None
C	Max lot depth	None
D	Min open space	None
E	Max impervious	None
F	Front build-to	0' (non-res)
G	Side build-to, street	0' (non-res)
H	Side setback, lot	Min 5'
I	Rear setback, lot or alley	Min 5'
J	Front build-out	Min 90%
K	Side build-out, street	Min 70%
L	Façade Length	Max 200'



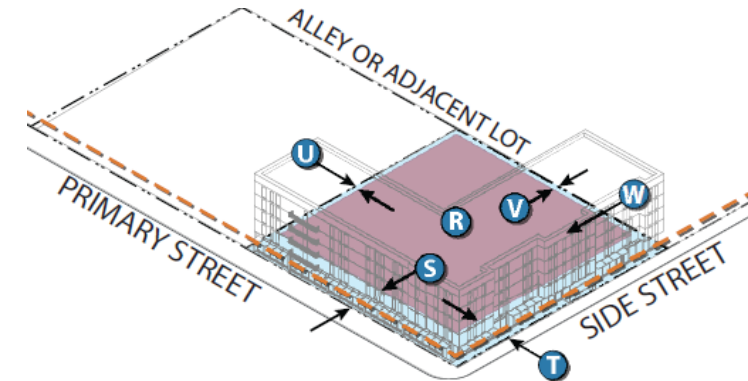
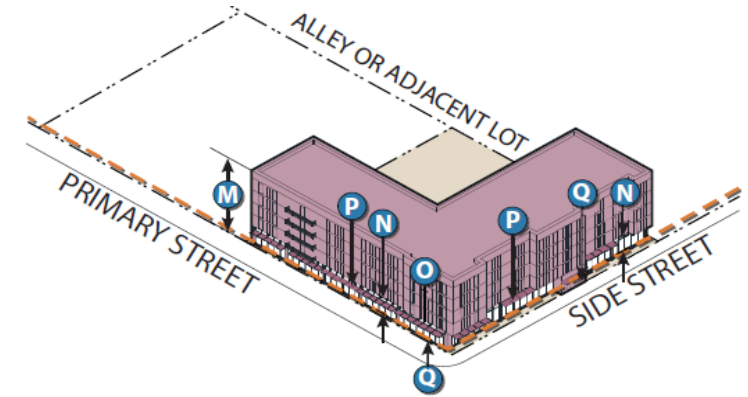
Entrances and access

- Pedestrian entrances must be located facing a primary street.
- Additional pedestrian entrances may be located facing side streets.
- If no primary street is present, pedestrian entrances must face the side street.
- Ground floor residential units may have individual pedestrian entrances.

Mixed-Use Residential DRAFT

	Height	Regulation
M	Min/max height	Base district
N	Ground floor transparency	Primary Min 60% Side Min 60%
O	Blank Wall	30' Max
P	Weather Protection	Primary min 80% Side min 60%

	Parking	Regulation
R	Max spaces	Based on use
S	Front setback	20' min
T	Side setback, street	20' min
U	Side setback, lot	5' min
V	Rear setback	5' min



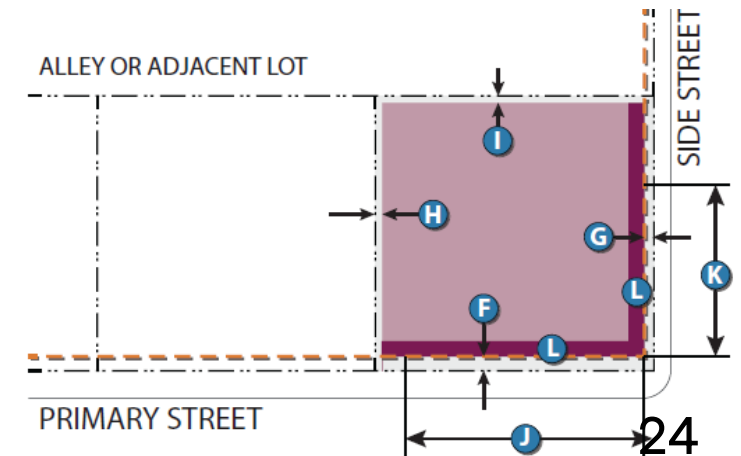
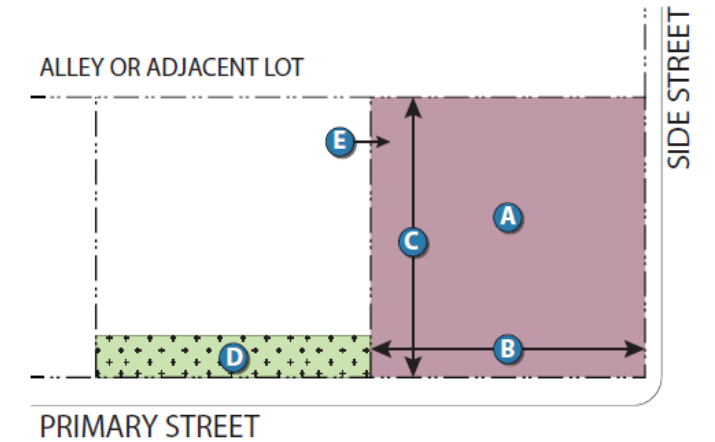


- Small, low-rise rectangular building with individual entrances for in-line shops or stores, designed to foster an active and engaging street presence

Commercial Block

DRAFT

A	Lot size	No min/max
B	Max lot width	None
C	Max lot depth	None
D	Min open space	None
E	Max impervious	None
F	Front build-to	0'
G	Side build-to, street	0'
H	Side setback, lot	Min 5'
I	Rear setback, lot or alley	Min 5'
J	Front build-out	Min 90%
K	Side build-out, street	Min 50%
L	Façade Length	Max 200'



Entrances and access

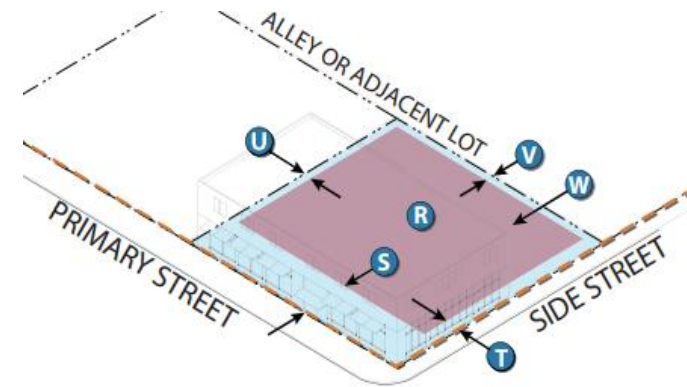
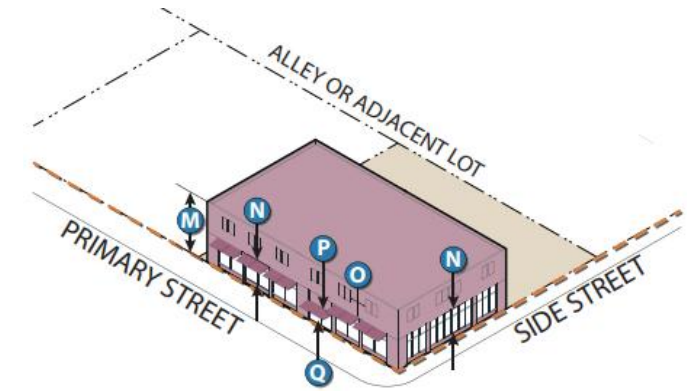
- Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street.

Commercial Block

DRAFT

	Height	Regulation
M	Min/max height	Base district
N	Ground floor transparency	Primary Min 60% Side Min 20%
O	Blank Wall	15' Max
P	Weather Protection	Min 80% of linear primary street

	Parking	Regulation
R	Max spaces	Based on use
S	Front setback	20' min
T	Side setback, street	10' min
U	Side setback, lot	5' min
V	Rear setback	5' min



Overlay Details

Overlays: New

- **Active Ground Floor Use Required**

- ➔ Requires active uses on ground floor; expansive definition of active use, not just retail. Personal services would qualify
- ➔ Replaces the more extensive active use requirement in current commercial/mixed use zones
- ➔ Focuses on existing key anchor sites and areas with high visibility

- **Active Ground Floor Use Ready**

- ➔ Facilitates future conversation from residential to commercial uses; ceiling heights and transparency
- ➔ Intended to support future Connected and Accessible Neighborhoods without making short term development infeasible

- **Light Rail and BRT Station Areas**

- ➔ Increased heights, convertible surface parking
- ➔ Applies to areas within a quarter mile buffer of all Light Rail Transit (LRT) and Bus Rapid Transit (BRT) station areas
- ➔ Meets zoning requirements included in HB 1491 / TOD bill passed by legislature in 2025
- ➔ Replaces existing outdated Transit Overlay Districts

- **Industrial Holding**

- ➔ Applies the current Heavy Industrial zoning district standards to industrial areas rezoned to Regional Activity Center (RAC) through Comp Plan process
- ➔ City approved master plan required to lift industrial holding
- ➔ Applies to Columbia Business Center only

Overlays: Existing & Continuing

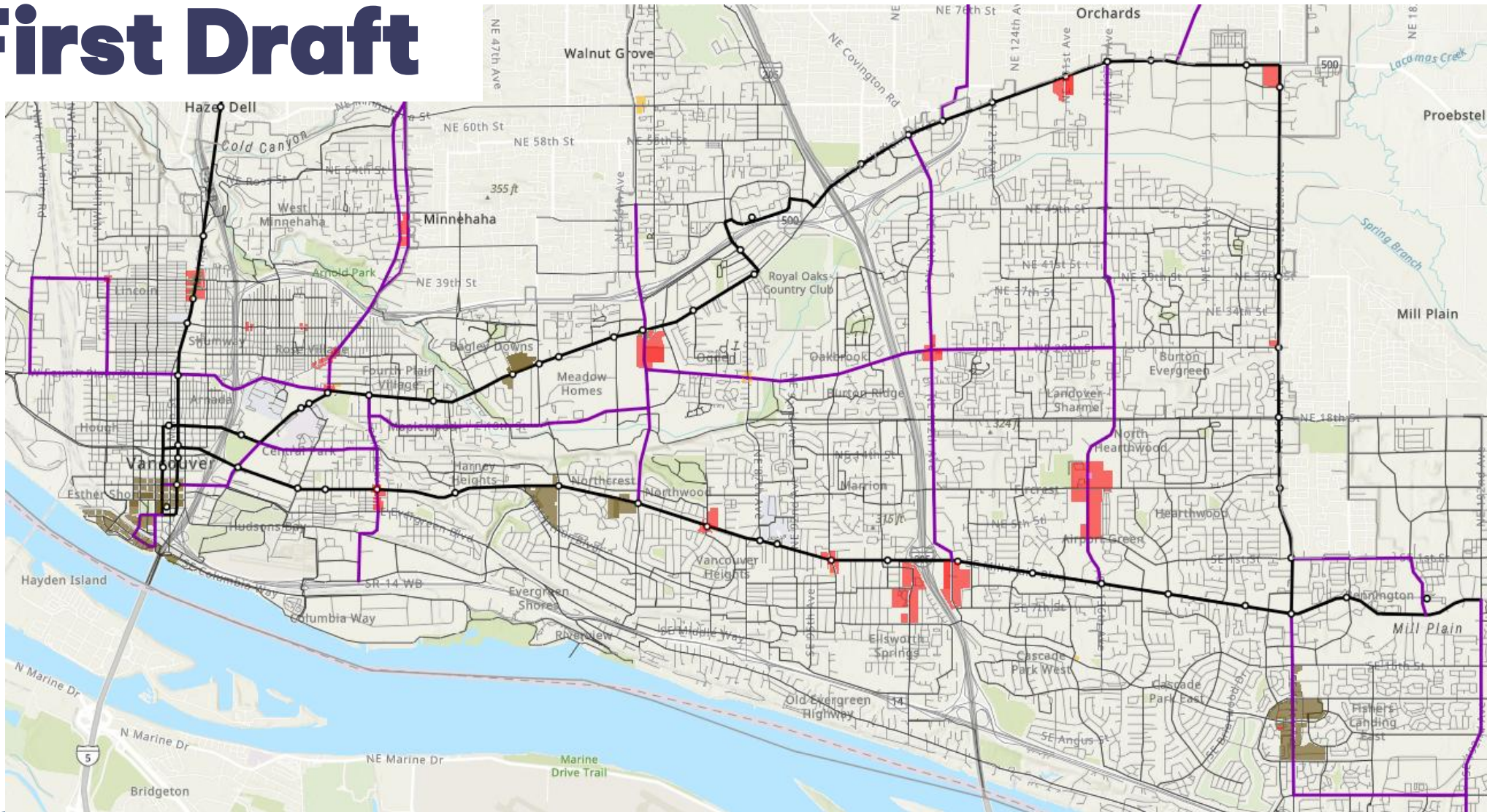
- **Downtown**
 - ➔ Combination of all downtown-specific overlays
 - ➔ Downtown Design Guidelines
 - ➔ Blank walls and weather protection
- **Noise Impact Overlay District**
 - ➔ Areas impacted by unusually high levels of noise due to proximity to aircraft flight paths, railroads and freeways
 - ➔ Requires special construction standards for sound insulation for all residential development
- **Airport Overlay District**
 - ➔ Complies with Federal Aviation Administration (FAA) height restrictions related to Pearson Airfield
- **Heritage Overlay District**
 - ➔ Currently applies to Main Street generally south of 11th Street and to the Academy site at Evergreen and C Street
 - ➔ New one added to apply to the Historic Reserve- both City and National Parks Service owned properties

Overlays: Existing & Not Continuing

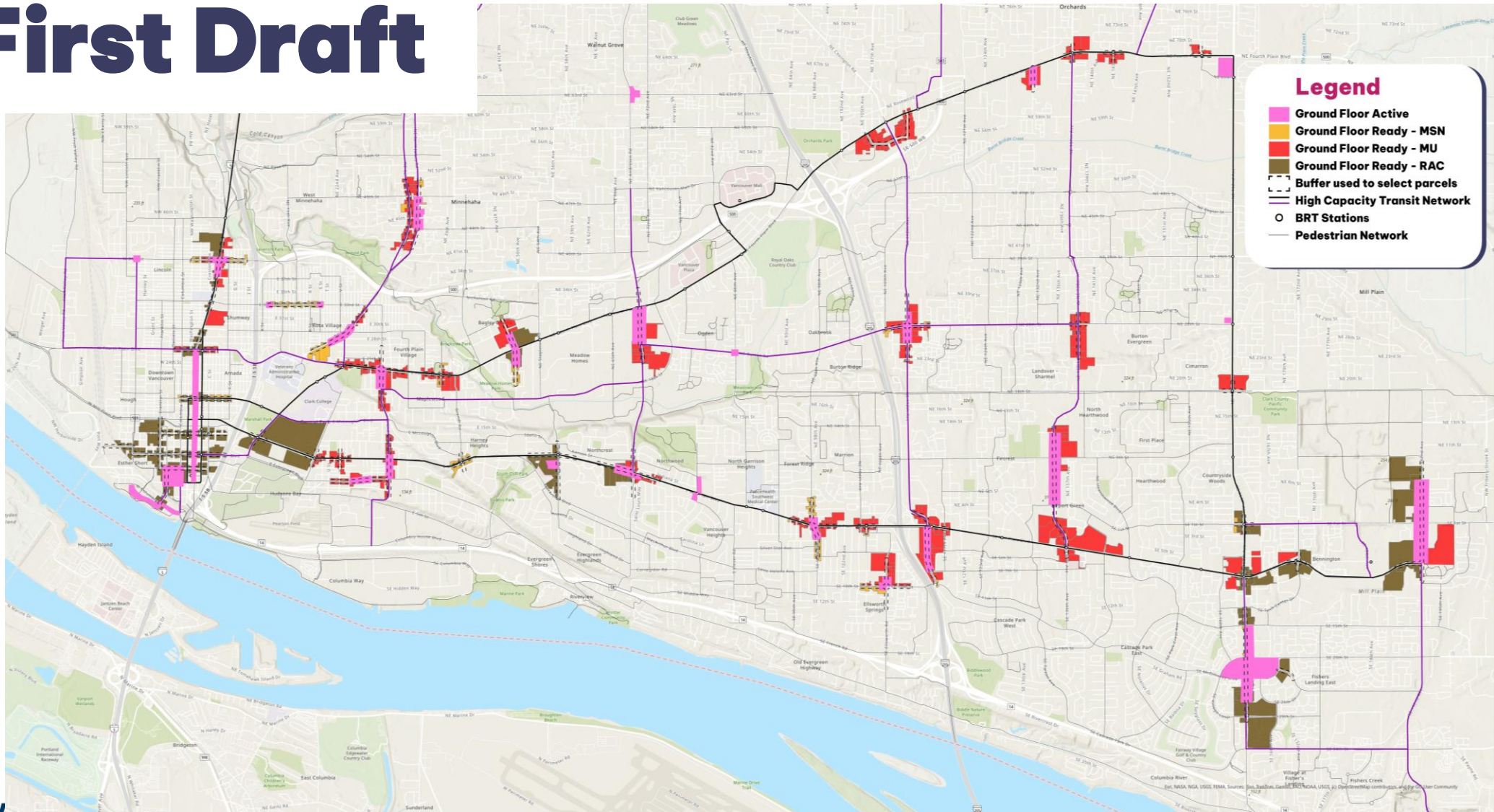
- Hough Neighborhood Overlay District
- Surface Mining Overlay District
- Transit Overlay District (replaced by new station area overlay)
- Vision Overlay District
- Fourth Plain Corridor Overlay District
- Evergreen and Grand Overlay District
 - Represents more recent policy guidance, many standards migrating into base districts and building types

Active Ground Floor Use Required

First Draft



Active Ground Floor Use Ready First Draft



Other Key Code Concepts

Additional Considerations

- Buffers and or step downs within and between base districts
- Master Plan Requirements:
 - In Regional Activity Center (RAC) and Mixed-Use Neighborhood (MUN) zones, development 10 acres or more in size will require a master plan, including some level of open space dedication
 - Developments 5 acres or greater can opt in to master planning in all zones, but not required
- Master Plan Process:
 - 25 acres or greater will go through at Type IV process with PC and CC review (same as current code)
 - 25 acres or smaller will go through a Type II administrative review
 - Development Agreements associated with any master plan, regardless of size, will still require Council approval

Additional Considerations (cont.)

- By right development: Make most development a Type I or Type II process
 - Align Type I process with existing or future SEPA exemptions- state current enables and City current code allows SEPA exemption for multifamily project 200 units or below; plan to update local code to align with state enabled threshold for commercial
- Density Calculation Proposal
 - Concern that density minimums will drive toward studios and one-bedrooms at the expense of larger, family-size units
 - Proposed density calculation for different sized units to address this

Unit Type	Density Value
Studio / 1 bedroom	1
2 bedrooms	1.25
3+ bedrooms	1.5

Coming Up + Discussion

- **February 10 PC Meeting**

- ➔ WS 1: Draft Plan Chapters Pt. 2 – Climate, Parks, Transportation and Public Facilities and Services
- ➔ WS 2: Code Details Pt. 2 – More Development Standards, Tree Code, etc.

- **March 10 PC Meeting**

- ➔ WS 1: Draft Plan Chapters Pt. 3 – Annexation Implementation, Community Experience, Equity and Inclusion
- ➔ WS 2: Code Details Pt. 3 – Process changes, Master Plan requirements, how existing code sections are integrated into new code

- **April 14 PC Meeting**

- ➔ Changes based on feedback on draft Plan and code
- ➔ Initiate adoption process

- **April 28 PC Meeting – Public Hearing**

- ➔ Adoption of 2025-2045 Comprehensive Plan

Thank you!

www.beheardvancouver.org/plan2045

OurVancouver2045@cityofvancouver.us



OUR COMMUNITY CODE

THE CITY OF VANCOUVER, WA

DRAFT: 12.10.25

CHAPTER 20.100

Administration

**TO BE INSERTED
WHEN ALL DOCUMENT
LANGUAGE APPROVED BY
THE CITY.**

CHAPTER 20.200

Land Use Decisions

**TO BE INSERTED
WHEN ALL DOCUMENT
LANGUAGE APPROVED BY
THE CITY.**

CHAPTER 20.300

Land Divisions

**TO BE INSERTED
WHEN ALL DOCUMENT
LANGUAGE APPROVED BY
THE CITY.**

CHAPTER 20.400

Development Standards

20.400.001 PURPOSE.

The purpose of this chapter is to establish development standards that guide high-quality, context-sensitive growth within the City of Vancouver. These standards support a broader range of mixed-use and middle-housing options while preserving neighborhood livability and protecting consumer choice in the housing market. Flexibility is encouraged by allowing a diverse set of building types in each district, provided they reinforce the intended land-use character and contribute positively to the surrounding urban form to the extent possible.

20.400.002 DEVELOPMENT STANDARDS.

20.410 Zoning Districts.

20.420 Building Types.

20.430 Use Requirements.

20.440 Frontage Types.

20.450 Additional Development Standards.

CHAPTER 20.410

Zoning Districts

20.410.001 PURPOSE.

The purpose of this chapter is to introduce ten (10) city-wide zoning districts, each with baseline zoning requirements applicable to every parcel of property (lot). The zoning districts are aligned with the place-type goals outlined in the future land use plan and include requirements for base densities, height ranges, and allowable building types.

20.410.002 APPLICABILITY.

This chapter shall be applicable to all permit applications on any lot or lots. Building types and primary use types associated with any permit shall also be subject to subject to **Chapter 20.270 VMC Site Plan Review**, and as applicable per standards or submittal requirements for the primary use type or types per **Chapter 20.430 VMC Use Requirements**.

20.410.003 ESTABLISHMENT OF ZONING DISTRICTS.

The zoning districts include the following:

20.410.010 Low-Scale Neighborhood District (LS).

20.410.020 Medium-Scale Neighborhood District (MS).

20.410.030 Mixed-Use Neighborhood District (MX).

20.410.040 Regional Activity Center (RA).

20.410.050 Institutional / Campus District (IC).

20.410.060 Industrial / Employment District (IE).

20.410.070 Heavy Industrial District (HI).

20.410.080 Manufactured Home District (MH).

20.410.090 Parks and Open Space District (PO).

20.410.100 Natural Areas District (NA).

20.410.010 LOW-SCALE NEIGHBORHOOD



Character Image

1. PURPOSE AND CHARACTER.

The Low-Scale Neighborhood District (LS) is designed to foster a community characterized by lower intensity and scaled housing that includes diverse middle housing options. This includes a range of housing types such as single-family homes, townhouses, rowhouses, duplexes, triplexes, fourplexes, fiveplexes, six-plexes, stacked flats, and cottage cluster housing. The LS district also encourages smaller-scale commercial activities at corner nodes to enhance neighborhood life, such as cafés, salons, professional services, and restaurants. The character image on this page is advisory only.

2. ADDITIONAL REQUIREMENTS.

- See **Chapter 20.450 VMC Additional Development Standards** of this code for other requirements that may apply to this district.
- See **Chapter 20.500 VMC Overlay Districts** of this code for other requirements that may apply to this district.
- See **Chapter 20.600 VMC Plan Districts** of this code for other requirements that may apply to this district.
- See **Chapter 20.700 VMC Environmental Regulations** of this code for other requirements that may apply to this district.

Building Types (See Chapter 20.420 VMC)	Allowable
010 Single-Family Residential Building (SFB)	Yes
020 Townhouse / Rowhouse Building (TRB)	Yes
030 Stacked Multi-Plex Building (SMB)	Yes
040 Flex-Plex Building (FPB)	Yes
050 Cottage Court Building (CCB)	Yes
060 Multifamily Building (MFB)	No
070 Mid-Rise Residential Building (MIB)	No
080 Mixed-Use Residential Building (MXB)	Yes
090 Mixed-Use Office Building (MOB)	No
100 Commercial Block Building (CBB)	Yes
110 Big Box Retail Building (BRB)	No
120 Flexible-Use Building (FUB)	No
130 Industrial / Distribution Building (IDB)	No
140 Structured Parking Garage Building (SPB)	No
150 Civic / Institutional Building (CIB)	Yes

Table of Allowable Building Types

3. BASE DENSITY.

- **Minimum Density.** Eight (8) Units per Acre.
- **Maximum Density.** No Maximum.

4. HEIGHT RANGE.

- **Minimum Height.** No minimum.
- **Maximum Height.** Three (3) floors and forty-five (45') feet.

5. BUILDING TYPES.

See table on this page for allowable building types within the district. See **Chapter 20.420 VMC Building Types** of this code for building type requirements.

6. USE REQUIREMENTS.

See **Chapter 20.430 VMC Use Requirements** of this code for individual use permit requirements.

010 LS

20.410.020 MEDIUM-SCALE NEIGHBORHOOD



Character Image

1. PURPOSE AND CHARACTER.

The Medium-Scale Neighborhood District (MS) is designed to foster a vibrant community with medium-intensity housing and a variety of “missing middle” housing options. This includes housing types such as courtyard buildings, apartment buildings, and multifamily buildings, complementing those found in LS. The MS district also supports commercial activities that enhance neighborhood vitality and creates main streets, such as cafés, restaurants, small offices, retail shops, and other local businesses. The character image on this page is advisory only.

2. ADDITIONAL REQUIREMENTS.

- See **Chapter 20.450 VMC Additional Development Standards** of this code for other requirements that may apply to this district.
- See **Chapter 20.500 VMC Overlay Districts** of this code for other requirements that may apply to this district.
- See **Chapter 20.600 VMC Plan Districts** of this code for other requirements that may apply to this district.
- See **Chapter 20.700 VMC Environmental Regulations** of this code for other requirements that may apply to this district.

Building Types (See Chapter 20.420 VMC)	Allowable
010 Single-Family Residential Building (SFB)	Yes
020 Townhouse / Rowhouse Building (TRB)	Yes
030 Stacked Multi-Plex Building (SMB)	Yes
040 Flex-Plex Building (FPB)	Yes
050 Cottage Court Building (CCB)	Yes
060 Multifamily Building (MFB)	Yes
070 Mid-Rise Residential Building (MIB)	No
080 Mixed-Use Residential Building (MXB)	Yes
090 Mixed-Use Office Building (MOB)	Yes
100 Commercial Block Building (CBB)	Yes
110 Big Box Retail Building (BRB)	No
120 Flexible-Use Building (FUB)	Yes
130 Industrial / Distribution Building (IDB)	No
140 Structured Parking Garage Building (SPB)	No
150 Civic / Institutional Building (CIB)	Yes

Table of Allowable Building Types

3. BASE DENSITY.

- **Minimum Density.** Sixteen (16) Units per Acre.
- **Maximum Density.** No Maximum.

4. HEIGHT RANGE.

- **Minimum Height.** No minimum.
- **Maximum Height.** Seventy-five (75') feet.

5. BUILDING TYPES.

See table on this page for allowable building types within the district. See **Chapter 20.420 VMC Building Types** of this code for building type requirements.

6. USE REQUIREMENTS.

See **Chapter 20.430 VMC Use Requirements** of this code for individual use permit requirements.

020 MS

20.410.030 MIXED-USE NEIGHBORHOOD



Character Image

1. PURPOSE AND CHARACTER.

The Mixed-Use Neighborhood District (MX) is designed to foster a vibrant, walkable environment that integrates diverse housing options with commercial uses and urban public spaces, connected by pedestrian-friendly streets. Housing options in this district include mid-rise residential buildings, mixed-use developments, and multifamily buildings of varying scales, expanding upon those found in the Medium-Scale Neighborhood District (MS). The MX district also supports a range of commercial activities that enhance the district's vibrancy, such as professional offices, medical services, cafés, restaurants, grocery stores, markets, and other retail shops. The character image on this page is advisory only.

2. ADDITIONAL REQUIREMENTS.

- See **Chapter 20.450 VMC Additional Development Standards** of this code for other requirements that may apply to this district.
- See **Chapter 20.500 VMC Overlay Districts** of this code for other requirements that may apply to this district.
- See **Chapter 20.600 VMC Plan Districts** of this code for other requirements that may apply to this district.
- See **Chapter 20.700 VMC Environmental Regulations** of this code for other requirements that may apply to this district.

Building Types (See Chapter 20.420 VMC)	Allowable
010 Single-Family Residential Building (SFB)	No
020 Townhouse / Rowhouse Building (TRB)	Yes
030 Stacked Multi-Plex Building (SMB)	Yes
040 Flex-Plex Building (FPB)	Yes
050 Cottage Court Building (CCB)	Yes
060 Multifamily Building (MFB)	Yes
070 Mid-Rise Residential Building (MIB)	Yes
080 Mixed-Use Residential Building (MXB)	Yes
090 Mixed-Use Office Building (MOB)	Yes
100 Commercial Block Building (CBB)	Yes
110 Big Box Retail Building (BRB)	No
120 Flexible-Use Building (FUB)	Yes
130 Industrial / Distribution Building (IDB)	No
140 Structured Parking Garage Building (SPB)	Yes
150 Civic / Institutional Building (CIB)	Yes

Table of Allowable Building Types

3. BASE DENSITY.

- **Minimum Density.** Thirty-Two (32) Units per Acre.
- **Maximum Density.** No Maximum.

4. HEIGHT RANGE.

- **Minimum Height.** No minimum.
- **Maximum Height.** One hundred and ten (110') feet.
- **Maximum Buffer Height.** See **Table 20.410.004.1**.

5. BUILDING TYPES.

See table on this page for allowable building types within the district. See **Chapter 20.420 VMC Building Types** of this code for building type requirements.

6. USE REQUIREMENTS.

See **Chapter 20.430 VMC Use Requirements** of this code for individual use permit requirements.

030 MX

20.410.040 REGIONAL ACTIVITY CENTER



Character Image

1. PURPOSE AND CHARACTER.

The Regional Activity Center District (RA) is designed to foster economic growth, provide diverse entertainment and civic opportunities, and address housing needs. This district encourages the development of compact, mixed-use areas with integrated open spaces that seamlessly connect the city's core to surrounding neighborhoods through walkable corridors and frequent transit access. Housing options in the RA include mid-rise residential buildings, mixed-use developments, podium buildings, and multifamily structures of various scales. The district also supports a wide range of commercial activities and complementary uses that enhance its vibrancy and diversity, such as mixed-use offices, structured parking, and civic or institutional buildings. The character image on this page is advisory only.

2. ADDITIONAL REQUIREMENTS.

- See **Chapter 20.450 VMC Additional Development Standards** of this code for other requirements that may apply to this district.
- See **Chapter 20.500 VMC Overlay Districts** of this code for other requirements that may apply to this district.
- See **Chapter 20.600 VMC Plan Districts** of this code for other requirements that may apply to this district.
- See **Chapter 20.700 VMC Environmental Regulations** of this code for other requirements that may apply to this district.

Building Types (See Chapter 20.420 VMC)	Allowable
010 Single-Family Residential Building (SFB)	No
020 Townhouse / Rowhouse Building (TRB)	No
030 Stacked Multi-Plex Building (SMB)	No
040 Flex-Plex Building (FPB)	No
050 Cottage Court Building (CCB)	No
060 Multifamily Building (MFB)	Yes
070 Mid-Rise Residential Building (MIB)	Yes
080 Mixed-Use Residential Building (MXB)	Yes
090 Mixed-Use Office Building (MOB)	Yes
100 Commercial Block Building (CBB)	Yes
110 Big Box Retail Building (BRB)	Yes
120 Flexible-Use Building (FUB)	Yes
130 Industrial / Distribution Building (IDB)	No
140 Structured Parking Garage Building (SPB)	Yes
150 Civic / Institutional Building (CIB)	Yes

Table of Allowable Building Types

3. BASE DENSITY.

- **Minimum Density.** Sixty-Four (64) Units per Acre.
- **Maximum Density.** No Maximum.

4. HEIGHT RANGE.

- **Minimum Height.** No minimum.
- **Maximum Height.** No maximum.

5. BUILDING TYPES.

See table on this page for allowable building types within the district. See **Chapter 20.420 VMC Building Types** of this code for building type requirements.

6. USE REQUIREMENTS.

See **Chapter 20.430 VMC Use Requirements** of this code for individual use permit requirements.

040 RA

20.410.050 INSTITUTIONAL / CAMPUS



Character Image

1. PURPOSE AND CHARACTER.

The Institutional / Campus District (IC) is designed to foster areas that will support academic, civic, and medical institutions and provide housing options that blend with the district character. These may also include uses such as athletic facilities, event spaces, equipment, and other accessory uses that are needed to support the city's valuable institutions and enhance economic development. Housing options in the IC district include rowhouses, rowhouses, multifamily buildings, and mid-rise buildings intended to encourage more walking and biking to work. The character image on this page is advisory only.

2. ADDITIONAL REQUIREMENTS.

- See **Chapter 20.450 VMC Additional Development Standards** of this code for other requirements that may apply to this district.
- See **Chapter 20.500 VMC Overlay Districts** of this code for other requirements that may apply to this district.
- See **Chapter 20.600 VMC Plan Districts** of this code for other requirements that may apply to this district.
- See **Chapter 20.700 VMC Environmental Regulations** of this code for other requirements that may apply to this district.

Building Types (See Chapter 20.420 VMC)	Allowable
010 Single-Family Residential Building (SFB)	No
020 Townhouse / Rowhouse Building (TRB)	Yes
030 Stacked Multi-Plex Building (SMB)	Yes
040 Flex-Plex Building (FPB)	Yes
050 Cottage Court Building (CCB)	No
060 Multifamily Building (MFB)	Yes
070 Mid-Rise Residential Building (MIB)	Yes
080 Mixed-Use Residential Building (MXB)	Yes
090 Mixed-Use Office Building (MOB)	Yes
100 Commercial Block Building (CBB)	Yes
110 Big Box Retail Building (BRB)	Yes
120 Flexible-Use Building (FUB)	Yes
130 Industrial / Distribution Building (IDB)	No
140 Structured Parking Garage Building (SPB)	Yes
150 Civic / Institutional Building (CIB)	Yes

Table of Allowable Building Types

3. BASE DENSITY.

- **Minimum Density.** No Minimum.
- **Maximum Density.** No Maximum.

4. HEIGHT RANGE.

- **Minimum Height.** No minimum.
- **Maximum Height.** No Maximum.

5. BUILDING TYPES.

See table on this page for allowable building types within the district. See **Chapter 20.420 VMC Building Types** of this code for building type requirements.

6. USE REQUIREMENTS.

See **Chapter 20.430 VMC Use Requirements** of this code for individual use permit requirements.

050 IC

20.410.060 INDUSTRIAL / EMPLOYMENT



Character Image

1. PURPOSE AND CHARACTER.

The Industrial/Employment District (IE) is designed to foster a mix of larger-scale industrial facilities, warehousing, and flexible-use spaces alongside smaller multi-tenant industrial and office uses. Clustered to promote economic development and synergy between business and industries, the IE district also includes parks and open spaces that buffer industrial areas and connections to adjacent residential areas to encourage more walking and biking to work. The character image on this page is advisory only.

2. ADDITIONAL REQUIREMENTS.

- See **Chapter 20.450 VMC Additional Development Standards** of this code for other requirements that may apply to this district.
- See **Chapter 20.500 VMC Overlay Districts** of this code for other requirements that may apply to this district.
- See **Chapter 20.600 VMC Plan Districts** of this code for other requirements that may apply to this district.
- See **Chapter 20.700 VMC Environmental Regulations** of this code for other requirements that may apply to this district.

Building Types (See Chapter 20.420 VMC)	Allowable
010 Single-Family Residential Building (SFB)	No
020 Townhouse / Rowhouse Building (TRB)	No
030 Stacked Multi-Plex Building (SMB)	No
040 Flex-Plex Building (FPB)	No
050 Cottage Court Building (CCB)	No
060 Multifamily Building (MFB)	No
070 Mid-Rise Residential Building (MIB)	No
080 Mixed-Use Residential Building (MXB)	No
090 Mixed-Use Office Building (MOB)	Yes
100 Commercial Block Building (CBB)	Yes
110 Big Box Retail Building (BRB)	Yes
120 Flexible-Use Building (FUB)	Yes
130 Industrial / Distribution Building (IDB)	Yes
140 Structured Parking Garage Building (SPB)	Yes
150 Civic / Institutional Building (CIB)	Yes

Table of Allowable Building Types

3. BASE DENSITY.

- **Minimum Density.** No Minimum.
- **Maximum Density.** No Maximum.

4. HEIGHT RANGE.

- **Minimum Height.** No minimum.
- **Maximum Height.** One hundred and fifty (150') feet.

5. BUILDING TYPES.

See table on this page for allowable building types within the district. See **Chapter 20.420 VMC Building Types** of this code for building type requirements.

6. USE REQUIREMENTS.

See **Chapter 20.430 VMC Use Requirements** of this code for individual use permit requirements.

060 IE

20.410.070 HEAVY INDUSTRIAL



Character Image

1. PURPOSE AND CHARACTER.

The Heavy Industrial District (HI) is designed to foster large-scale industrial activities, such as manufacturing, processing, and distribution, while integrating principles of walkability and bikability to enhance functionality and aesthetics. The HI district emphasizes efficient land use, incorporating landscaped buffers, shared pathways, and well-planned building orientation to minimize conflicts between industrial operations and pedestrian-friendly environments that traverse the area. The character image on this page is advisory only.

2. ADDITIONAL REQUIREMENTS.

- See **Chapter 20.450 VMC Additional Development Standards** of this code for other requirements that may apply to this district.
- See **Chapter 20.500 VMC Overlay Districts** of this code for other requirements that may apply to this district.
- See **Chapter 20.600 VMC Plan Districts** of this code for other requirements that may apply to this district.
- See **Chapter 20.700 VMC Environmental Regulations** of this code for other requirements that may apply to this district.

Building Types (See Chapter 20.420 VMC)	Allowable
010 Single-Family Residential Building (SFB)	No
020 Townhouse / Rowhouse Building (TRB)	No
030 Stacked Multi-Plex Building (SMB)	No
040 Flex-Plex Building (FPB)	No
050 Cottage Court Building (CCB)	No
060 Multifamily Building (MFB)	No
070 Mid-Rise Residential Building (MIB)	No
080 Mixed-Use Residential Building (MXB)	No
090 Mixed-Use Office Building (MOB)	No
100 Commercial Block Building (CBB)	No
110 Big Box Retail Building (BRB)	No
120 Flexible-Use Building (FUB)	Yes
130 Industrial / Distribution Building (IDB)	Yes
140 Structured Parking Garage Building (SPB)	Yes
150 Civic / Institutional Building (CIB)	No

Table of Allowable Building Types

3. BASE DENSITY.

- **Minimum Density.** Not applicable.
- **Maximum Density.** Not applicable..

4. HEIGHT RANGE.

- **Minimum Height.** No minimum.
- **Maximum Height.** No maximum.

5. BUILDING TYPES.

See table on this page for allowable building types within the district. See **Chapter 20.420 VMC Building Types** of this code for building type requirements.

6. USE REQUIREMENTS.

See **Chapter 20.430 VMC Use Requirements** of this code for individual use permit requirements.

070 HI

20.410.080 MANUFACTURED HOME



Character Image

1. PURPOSE AND CHARACTER.

The Manufactured Home District (MH) is designed to preserve areas for manufactured housing, protecting long-term affordability and preventing displacement of existing residents. The MH district supports community stability and ensures access to lower-cost housing by limiting new development within these areas and promoting inclusive land use practices. The character image on this page is advisory only.

2. ADDITIONAL REQUIREMENTS.

- See **Chapter 20.450 VMC Additional Development Standards** of this code for other requirements that may apply to this district.
- See **Chapter 20.500 VMC Overlay Districts** of this code for other requirements that may apply to this district.
- See **Chapter 20.600 VMC Plan Districts** of this code for other requirements that may apply to this district.
- See **Chapter 20.700 VMC Environmental Regulations** of this code for other requirements that may apply to this district.

Building Types (See Chapter 20.420 VMC)	Allowable
010 Single-Family Residential Building (SFB)	No
020 Townhouse / Rowhouse Building (TRB)	No
030 Stacked Multi-Plex Building (SMB)	No
040 Flex-Plex Building (FPB)	No
050 Cottage Court Building (CCB)	No
060 Multifamily Building (MFB)	No
070 Mid-Rise Residential Building (MIB)	No
080 Mixed-Use Residential Building (MXB)	No
090 Mixed-Use Office Building (MOB)	No
100 Commercial Block Building (CBB)	No
110 Big Box Retail Building (BRB)	No
120 Flexible-Use Building (FUB)	No
130 Industrial / Distribution Building (IDB)	No
140 Structured Parking Garage Building (SPB)	No
150 Civic / Institutional Building (CIB)	No

Table of Allowable Building Types

3. BASE DENSITY.

- **Minimum Density.** Not applicable.
- **Maximum Density.** Not applicable..

4. HEIGHT RANGE.

- **Minimum Height.** No minimum.
- **Maximum Height.** Fifteen (15') feet.

5. BUILDING TYPES.

See table on this page for allowable building types within the district. See **Chapter 20.420 VMC Building Types** of this code for building type requirements.

6. USE REQUIREMENTS.

See **Chapter 20.430 VMC Use Requirements** of this code for individual use permit requirements.

080 MH

20.410.090 PARKS / OPEN SPACE



Character Image

1. PURPOSE AND CHARACTER.

The purpose of the Parks / Open Space District (PO) is designed to provide a range of open spaces that support the community in a variety of ways. Neighborhood parks support local recreation, active lifestyles, and community engagement, while community parks offer larger amenities like sports fields, skate parks, trails, and public art. Regional parks provide diverse recreation with trails, sports facilities, and natural features, while civic plazas, linear parks, and special-use facilities cater to dense urban areas and specialized activities and user groups. The character image on this page is advisory only.

2. ADDITIONAL REQUIREMENTS.

- See **Chapter 20.450 VMC Additional Development Standards** of this code for other requirements that may apply to this district.
- See **Chapter 20.500 VMC Overlay Districts** of this code for other requirements that may apply to this district.
- See **Chapter 20.600 VMC Plan Districts** of this code for other requirements that may apply to this district.
- See **Chapter 20.700 VMC Environmental Regulations** of this code for other requirements that may apply to this district.

Building Types (See Chapter 20.420 VMC)	Allowable
010 Single-Family Residential Building (SFB)	No
020 Townhouse / Rowhouse Building (TRB)	No
030 Stacked Multi-Plex Building (SMB)	No
040 Flex-Plex Building (FPB)	No
050 Cottage Court Building (CCB)	No
060 Multifamily Building (MFB)	No
070 Mid-Rise Residential Building (MIB)	No
080 Mixed-Use Residential Building (MXB)	No
090 Mixed-Use Office Building (MOB)	No
100 Commercial Block Building (CBB)	No
110 Big Box Retail Building (BRB)	No
120 Flexible-Use Building (FUB)	No
130 Industrial / Distribution Building (IDB)	No
140 Structured Parking Garage Building (SPB)	No
150 Civic / Institutional Building (CIB)	Yes

Table of Allowable Building Types

3. BASE DENSITY.

- **Minimum Density.** Not applicable.
- **Maximum Density.** Not applicable.

4. HEIGHT RANGE.

- **Minimum Height.** No minimum.
- **Maximum Height.** Forty-five (45') feet.

5. BUILDING TYPES.

See table on this page for allowable building types within the district. See **Chapter 20.420 VMC Building Types** of this code for building type requirements.

6. USE REQUIREMENTS.

See **Chapter 20.430 VMC Use Requirements** of this code for individual use permit requirements.

090 PO

20.410.100 NATURAL AREAS



Character Image

1. PURPOSE AND CHARACTER.

The purpose of the Natural Areas District (NA) is designed to establish primarily undeveloped lands managed for ecological value and light-impact recreation. Ranging from small urban sites to vast regional landscapes, they support activities like bird-watching, environmental education, walking, running, biking, and hiking. The NA District is intended to offer relief from urban density while preserving sensitive ecosystems such as wetlands, floodplains, riparian zones, mature woodlands, wildlife habitats, scenic viewpoints, wooded ridgelines, and prairie meadows. The character image on this page is advisory only.

2. ADDITIONAL REQUIREMENTS.

- See **Chapter 20.450 VMC Additional Development Standards** of this code for other requirements that may apply to this district.
- See **Chapter 20.500 VMC Overlay Districts** of this code for other requirements that may apply to this district.
- See **Chapter 20.600 VMC Plan Districts** of this code for other requirements that may apply to this district.
- See **Chapter 20.700 VMC Environmental Regulations** of this code for other requirements that may apply to this district.

Building Types (See Chapter 20.420 VMC)	Allowable
010 Single-Family Residential Building (SFB)	No
020 Townhouse / Rowhouse Building (TRB)	No
030 Stacked Multi-Plex Building (SMB)	No
040 Flex-Plex Building (FPB)	No
050 Cottage Court Building (CCB)	No
060 Multifamily Building (MFB)	No
070 Mid-Rise Residential Building (MIB)	No
080 Mixed-Use Residential Building (MXB)	No
090 Mixed-Use Office Building (MOB)	No
100 Commercial Block Building (CBB)	No
110 Big Box Retail Building (BRB)	No
120 Flexible-Use Building (FUB)	No
130 Industrial / Distribution Building (IDB)	No
140 Structured Parking Garage Building (SPB)	No
150 Civic / Institutional Building (CIB)	No

Table of Allowable Building Types

3. BASE DENSITY.

- **Minimum Density.** Not applicable.
- **Maximum Density.** Not applicable..

4. HEIGHT RANGE.

- **Minimum Height.** No minimum.
- **Maximum Height.** Forty-five (45') feet.

5. BUILDING TYPES.

See table on this page for allowable building types within the district. See **Chapter 20.420 VMC Building Types** of this code for building type requirements.

6. USE REQUIREMENTS.

See **Chapter 20.430 VMC Use Requirements** of this code for individual use permit requirements.

100 NA

20.410.004 LOT TYPE BUFFERS.

In order for new construction and major renovations to provide adequate buffering—mitigating the impacts of building height and other potential nuisances on adjacent, more sensitive uses—this section establishes lot-type buffering standards applicable to all new building types. The general goal of this section is to balance new development in more intense districts with existing development and lower-intensity districts in terms of heights and build out. These lot type buffers are applicable to the side or rear property lines (and associated setbacks) for any lot or lots which utilizes a building type as part of this chapter of the code.

20.410.004.3 Building Type Requirements

The lot type buffers required by this chapter may be taken into account to meet building type requirements per **Chapter VMC 20.420 Building Types**, specifically including meeting any setback or build-out requirements for lot dimensions and coverage, building placement and buildout, and parking and access. In the event of a conflict with the building type requirements, the more stringent dimension shall apply.

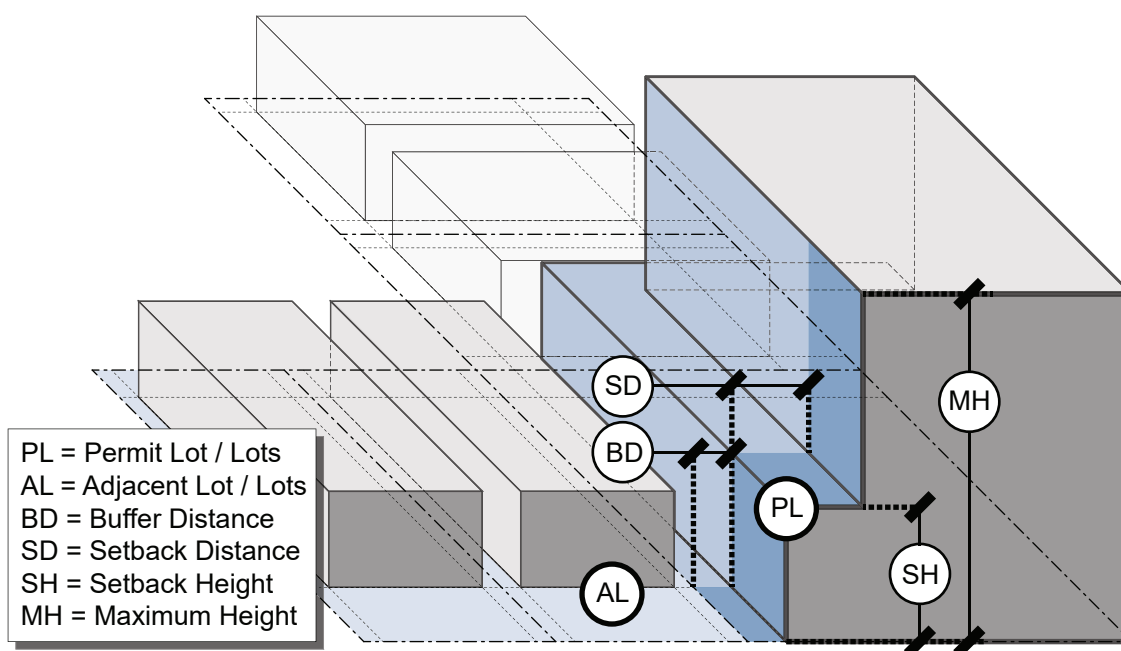
20.410.004.4 Landscape Requirements

All lot types subject to this Chapter must also meet the Minimum Landscaping and Buffer Setback Standards identified in **Chapter VMC Landscaping - Table 20.450.006.030-1 Minimum Landscaping and Buffer Setback Standards** of this code. In the event of a conflict between this chapter and the table, this chapter's dimensional requirements will supercede other chapters.

20.410.004.1 Overview of Lot Type Buffers

The following diagram provides a brief overview of how lot type buffers are intended to work for the building types along with an associated way to measure and account for the buffer, height limitations, and setback distance associated. This diagram is purely an example for illustrative purposes.

Table 10.410.004.1: Lot Type Buffer Diagram



20.410.004.4 Lot Type By Base District

The following table provides a guide to lot type buffers for all new building types based on the zoning district of the permitted lots or lots and the adjacent lot or lot. Maximum height is always regulated by the zoning district established in this chapter. Lot buffer types indicating "N/A" are not applicable and must only meet the building placement and buildout requirements for the associated building type or types in **Chapter 20.420 VMC Building Types**. The following lot type buffers are applicable:

		Adjacent Lot Type or Types (AL)										
		LS	MS	MX	RA	IC	IE	HI	MH	PO	NA	
Lot Type or Types on Permit (PL)	LS	N/A										
	MS	N/A							BU=10' SH=35' SD=20'	N/A		
	MX	BD=15' SH=35' SD=20'	BD=10' SH=55' SD=15'	N/A				BD=10' SH=55' SD=20'		N/A		
	RA	BD=25' SH=55' SD=30'	BD=15' SH=75' SD=20'					N/A				
	IC	BD=35' SH=35' SD=40	BD=20' SH=55' SD=30					BD=15' SH=75' SD=20			N/A	BD=10' SH=55' SD=30
	IE	BD=45' SH=35' SD=50		BD=35' SH=55' SD=50			N/A		BD=25' SH=35' SD=30	N/A		
	HI	N/A										
	MH	N/A										
	PO	N/A										
	NA	N/A										

BD = Buffer Distance | SD = Setback Distance | SH = Setback Height | MH = Maximum Height (per Zoning District)

CHAPTER 20.420

Building Types

20.420.001 PURPOSE.

This chapter introduces fifteen (15) building types that support the implementation of the code by enabling a fine-grained mix of structures tailored to each zoning district's character and scale. Each type is regulated by standards for lot size, setbacks, frontage, massing, and articulation. These standards ensure new development aligns with the intended character, complements the surrounding context, and contributes to a cohesive, walkable, and vibrant built environment that reinforces a strong sense of place.

20.420.002 APPLICABILITY.

This chapter shall be applicable to all permit applications for new construction or major renovations on any lot or lots. Building types included in this chapter are subject to [Chapter 20.270 VMC Site Plan Review](#), and as applicable per standards or submittal requirements for the primary use type or types associated with the building type per [Chapter 20.430 VMC Use Requirements](#).

20.420.003 ESTABLISHMENT OF BUILDING TYPES.

The building types include the following:

20.420.010 Single Family Residential Building Type (SFB).

20.420.020 Townhouse / Rowhouse Building Type (TRB).

20.420.030 Stacked Multi-Plex Building Type (SMB).

20.420.040 Flex-Plex Building Type (FPB).

20.420.050 Cottage Court Building Type (CCB).

20.420.060 Multifamily Building Type (MFB).

20.420.070 Mid-Rise Residential Building Type (MIB).

20.420.080 Mixed-Use Residential Building Type (MXB).

20.420.090 Mixed-Use Office Building Type (MOB).

20.420.100 Commercial Block Building Type (CBB).

20.420.110 Big Box Retail Building Type (BRB).

20.420.120 Flexible Use Building Type (FUB).

20.420.130 Industrial / Distribution Building Type (IDB).

20.420.140 Structured Parking Garage Building Type (SPB).

20.420.150 Civic / Institutional Building Type (CIB).

20.420.004 ALLOWABLE BUILDING TYPES PER ZONING DISTRICT.

The table below outlines the allowable building types for each zoning district, including their abbreviations and the required number of residential units. "Yes" means that the building type is allowable within the zoning district. "No" means that the building type is not allowable within the zoning district.

	Building Type	Abbr.	LS	MS	MX	RA	IC	IE	HI	MH	PO	NA
010	Single-Family Residential Building	SFB	Yes	Yes	No	No	No	No	No	No	No	No
020	Townhouse / Rowhouse Building	TRB	Yes	Yes	Yes	No	Yes	No	No	No	No	No
030	Stacked Multi-Plex Building	SMB	Yes	Yes	Yes	No	Yes	No	No	No	No	No
040	Flex-Plex Building	FPB	Yes	Yes	Yes	No	Yes	No	No	No	No	No
050	Cottage Court Building	CCB	Yes	Yes	Yes	No	No	No	No	No	No	No
060	Multifamily Building	MFB	No	Yes	Yes	Yes	Yes	No	No	No	No	No
070	Mid-Rise Residential Building	MIB	No	No	Yes	Yes	Yes	No	No	No	No	No
080	Mixed-Use Residential Building	MXB	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
090	Mixed-Use Office Building	MOB	No	Yes	Yes	Yes	Yes	Yes	No	No	No	No
100	Commercial Block Building	CBB	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No
110	Big Box Retail Building	BRB	No	No	No	Yes	Yes	Yes	No	No	No	No
120	Flexible-Use Building	FUB	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
130	Industrial / Distribution Building	IDB	No	No	No	No	No	Yes	Yes	No	No	No
140	Structured Parking Garage Building	SPB	No	No	Yes	Yes	Yes	Yes	Yes	No	No	No
150	Civic / Institutional Building	CIB	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No

20.420.005 UNDERSTANDING THE STREET NETWORK.

Streets and open spaces are vital in codes because they define the public realm, shape how people interact with their environment, and build value around public investment. Streets should be designed as more than transportation corridors, prioritizing pedestrians, cyclists, and social activity through features like wide sidewalks, bike lanes, and active building frontages, fostering connectivity, safety, and a human-scaled urban experience. Open spaces, including parks, plazas, and greenways, complement this network by providing areas for recreation, relaxation, and community gatherings while supporting environmental goals like stormwater management and urban cooling. Together, streets and open spaces create a cohesive, multi-functional public realm that enhances walkability, promotes a sense of place, and improves the overall livability and character of a community. The street and open space network is defined as:

20.420.005.1 Street Network.

1. Primary Streets. A primary street for a lot is defined as a public right-of-way intended by the city for general traffic circulation and the main means of access to abutting lots which is identified as a any street within the transportation element of the current comprehensive plan as an existing or planned Enhanced Transit Corridor (HCT) or as part of the Primary Pedestrian Network or the Primary Bicycle and Small Mobility Network. Primary streets also include any public right-of-way abutting a public open space, park, greenway, natural area, trail, or otherwise as identified by the City's current comprehensive plan.

2. Side Street. A side street for a lot is defined as a public right-of-way intended by the city for general traffic circulation and a means of access to abutting lots that is not a primary street per this code.

3. Alley. An alley for a lot is defined as a public right-of-way or private easement not over thirty (30') feet in width which provides a secondary means of access to abutting lots, not intended by the city for general traffic circulation.

20.420.005.2 Rules of the Street Network.

1. When more than one primary street is present. If a lot has frontage onto more than one (1) primary street per definition, the main building must meet the primary street requirement for at least two (2) of those primary streets. Frontage for the lot onto all other streets may be defined as side streets.

Examples: A corner lot at two (2) intersecting primary streets must meet the requirements for both of the streets; and a full block lot with all four (4) surrounding streets designated as primary streets must only meet the primary street requirements for two (2) of those streets and the other two (2) may be considered side streets.

2. When only one street is present and that street is a primary street. If the lot only has frontage onto one (1) primary street, the main building is not required to meet requirements for a side street.

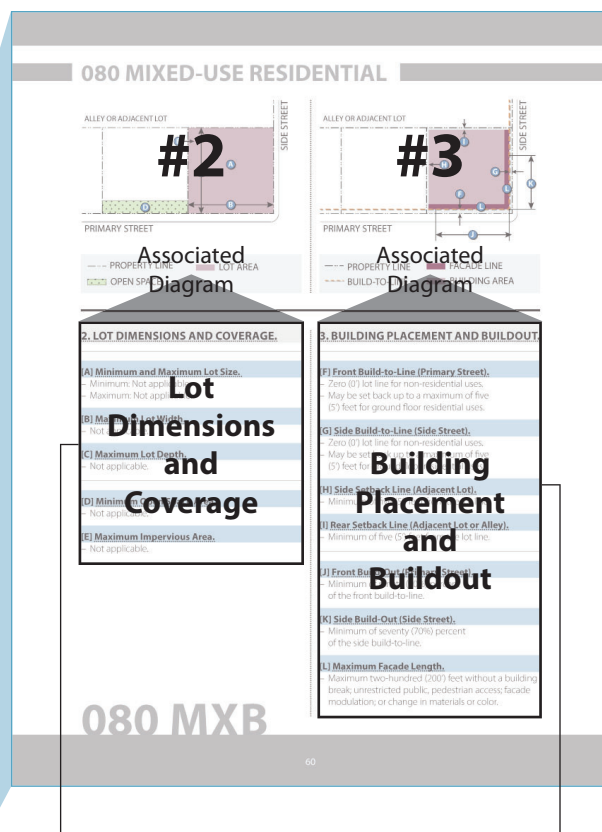
Examples: In infill lot located on a primary street with no other frontage must only meet the primary street requirements.

3. When no primary street is present. Any lot without frontage onto any primary street must meet the primary street requirements for frontage onto a least one (1) side street. Frontage for the lot onto all other streets may be defined as side streets.

Examples: A corner lot at two (2) intersecting side streets must meet the requirements for primary streets on at least one (1) of the side streets; a full block lot with all four (4) surrounding streets designated as side streets must only meet the primary street requirements for one (1) of those streets and the other three (3) may be considered side streets; and infill lot located on a side street with no other frontage must meet the primary street requirements for the side street.

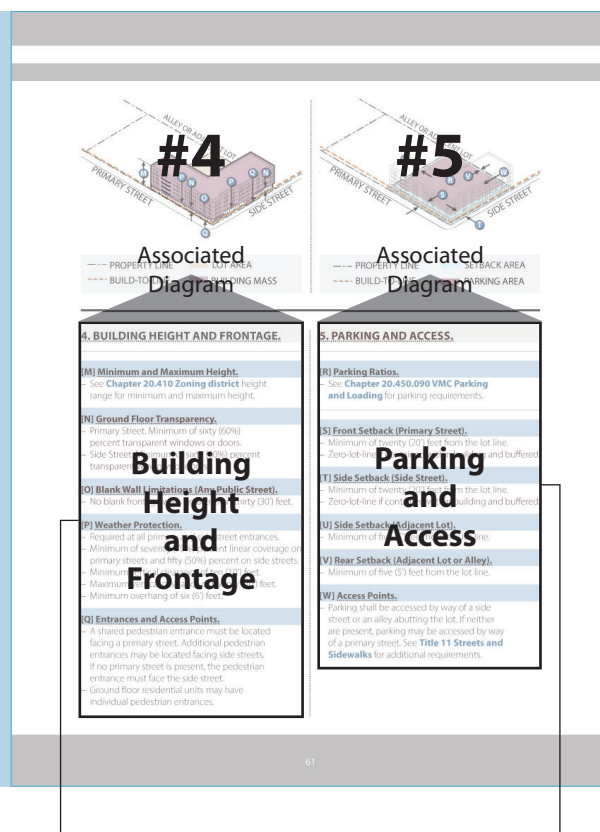
4. When a primary street is located at the rear of a lot. For any lot in which frontage onto any primary street located at the rear of the lot, a planning official will determine which street frontage must meet the requirements for the primary street.

Examples: An infill lot within a neighborhood subdivision located on a side street has a primary street located at the rear of the lot and the planning official determines that the side street must meet primary street requirements.



Lot dimension and coverage standards include minimum and maximum lot size (in square feet), maximum lot width and depth (in linear feet), minimum required open space (as a percentage of the lot, excluding setbacks), and maximum impervious surface area. Together, these standards establish the fundamental parameters for lot development and support the creation of a compact, urban development pattern for each Building Type.

The building placement and buildout standards shape the fundamentals of urban form, including how facades align with build-to lines or setbacks, the required extent of facade buildout, and the allowable length of building fronts. Setbacks provide flexible ranges for front, side, and rear property lines based on the adjacent street type (primary or side street). Facade buildout is focused on creating consistent frontage between the setback lines, while maximum facade lengths help promote connectivity, break up long building walls, and reinforce a human-scaled streetscape.

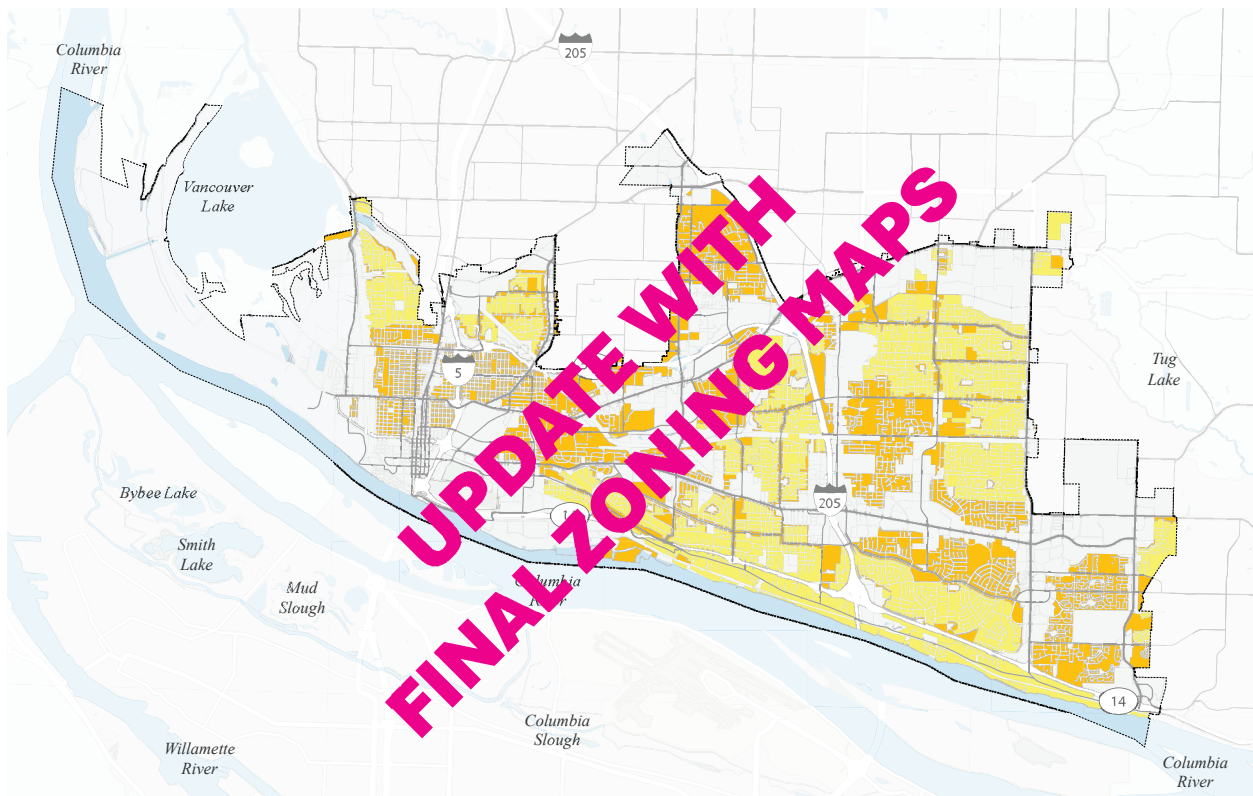


The building height and frontage standards define the overall scale of buildings and the facade elements that shape the adjacent streetscape. Although minimum and maximum heights are set by the base zoning district, the allowable height for each Building Type varies accordingly. Requirements for ground-floor transparency, limits on blank walls, weather protection, and clearly defined entrances ensure that facades engage pedestrians, support active frontages, and strengthen the building's connection to the public realm.

The parking and access standards establish the basic requirements for parking, including minimum parking ratios, permitted parking locations, and allowed points of vehicular access. Parking is generally directed toward the rear of lots to maintain active building frontages and minimize curb cuts along primary and side streets. Access is prioritized from alleys when available, from side streets when alleys are not present, and from primary streets only as a last resort.

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010 SINGLE-FAMILY RESIDENTIAL



Map of Allowable Zoning district

1. DEFINITION AND APPLICABILITY.

A Single-Family Residential Building (SFB) is a standalone, single-unit structure typically designed for single-family living. Fully detached, it features no shared walls or connections to adjacent homes. This building type is intended to foster a welcoming streetscape with elements such as porches or stoops that engage with the street. To maximize curb appeal and promote pedestrian-friendly design, garages and parking areas should be located at the rear of the lot or set back from the main facade.

The map and table on this page identify the allowable zoning district. Character images on this page are advisory only.

Low-Scale Neighborhood District (LS)	Yes
Medium-Scale Neighborhood District (MS)	Yes
Mixed-Use Neighborhood District (MX)	No
Regional Activity Center District (RA)	No
Institutional / Campus District (IC)	No
Industrial / Employment District (IE)	No
Heavy Industrial District (HI)	No
Manufactured Home District (MH)	No
Parks / Open Space District (PO)	No
Natural Areas District (NA)	No

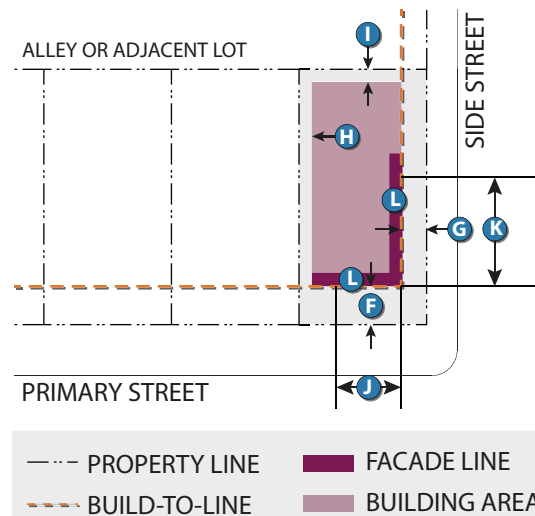
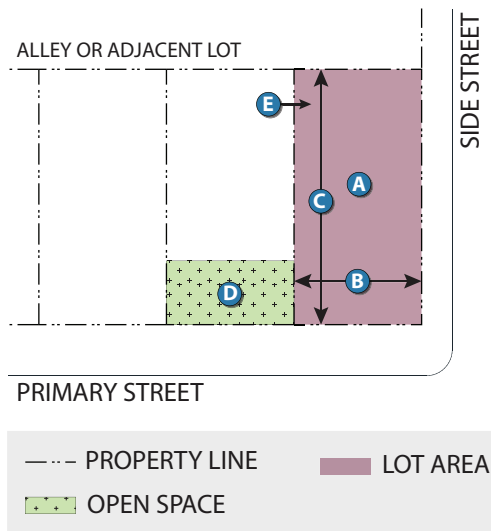
Table of Allowable Zoning district



Character Image

010 SFB

010 SINGLE-FAMILY RESIDENTIAL



2. LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size.

- Minimum: Not applicable.
- Maximum: Five thousand (5,000) square feet.

[B] Maximum Lot Width.

- Fifty (50') feet.

[C] Maximum Lot Depth.

- One-hundred (100') feet.

[D] Minimum Open Space Area.

- Twenty (20%) percent of lot size. Setback areas may contribute to meeting this requirement.

[E] Maximum Impervious Area.

- Sixty-five (65%) percent of lot size.
- The total square feet of a green roof and any pervious surfaces may be excluded from this calculation.

3. BUILDING PLACEMENT AND BUILDOUT.

[F] Front Build-to-Line (Primary Street).

- Five (5') feet to fifteen (15') feet from the lot line.

[G] Side Build-to-Line (Side Street).

- Five (5') feet to fifteen (15') feet from the lot line

[H] Side Setback Line (Adjacent Lot).

- Minimum of five (5') feet from the lot line.

[I] Rear Setback Line (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street).

- Minimum of eighty (80%) percent of the front build-to-line.
- For any portion of a garage facing a Primary Street, the width of the garage may be a maximum of ten (10') feet or sixty (60%) percent of the front build-to-line, whichever is the greater dimension.

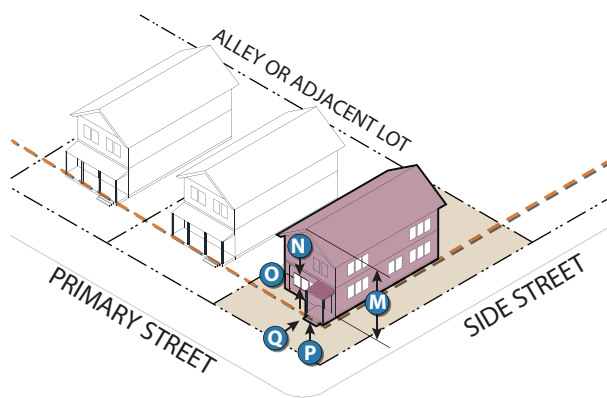
[K] Side Build-Out (Side Street).

- Minimum of fifty (50%) percent of the side build-to-line.

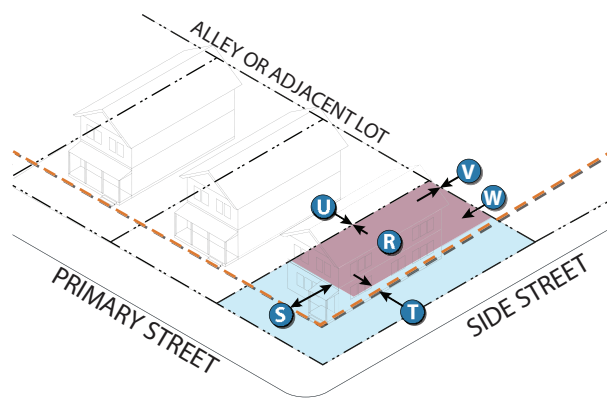
[L] Maximum Facade Length.

- Maximum one-hundred (100') feet without a building break of ten (10') feet between buildings located on the lot or lots.

010 SFB



--- PROPERTY LINE LOT AREA
 - - - BUILD-TO-LINE BUILDING MASS



--- PROPERTY LINE SETBACK AREA
 - - - BUILD-TO-LINE PARKING AREA

4. BUILDING HEIGHT AND FRONTAGE.

[M] Minimum and Maximum Height.

- See [Chapter 20.410 Zoning district](#) height range for minimum and maximum height.

[N] Ground Floor Transparency.

- Primary Street. Minimum of fifteen (15%) percent transparent windows or doors.
- Side Street. Minimum of fifteen (15%) percent transparent windows or doors

[O] Blank Wall Limitations (Any Public Street).

- No blank frontage walls greater than twenty-five (25') feet without transparency or entrances.

[P] Weather Protection.

- No frontage weather protection requirements.

[Q] Entrances and Access Points.

- Pedestrian entrances must be located facing a primary street. Additional pedestrian entrances may be located facing side streets. If no primary street is present, pedestrian entrances must face the side street.
- Lots with multiple buildings may also have pedestrian entrances from a shared courtyard.

5. PARKING AND ACCESS.

[R] Parking Ratios.

- See [Chapter 20.450.090 VMC Parking and Loading](#) for parking requirements.

[S] Front Setback (Primary Street).

- Twenty (20') feet behind the main building facade.
- Parking is allowed in front of garages; but never blocking a public sidewalk or in a driveway apron.

[T] Side Setback (Side Street).

- Five (5') feet behind the main building facade.

[U] Side Setback (Adjacent Lot).

- No Minimum from the lot line.

[V] Rear Setback (Adjacent Lot or Alley).

- No Minimum from the lot line.

[W] Access Points.

- If there is an alley abutting the lot, parking shall be accessed by way of the alley only. If there is side street and no alley, parking may be accessed by way of the side street. Parking may only be accessed from a primary street should there be no other option. See [Title 11 Streets and Sidewalks](#) for additional requirements.

6. OTHER REQUIREMENTS.

There are no other requirements for this building type.

7. OVERLAY REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Chapter 20.500 Title Here** of this code.

[X] Allowable Frontage Type.

The following table shows the allowable frontage types for this building type that apply to frontage on primary and side streets. Internal frontage is not regulated. See **Chapter 20.440 Frontage Types** of this code for additional frontage type requirements.

Frontage Type	Allowable
Awnings	No
Balconies	Yes
Bay Windows	Yes
Cafe	No
Common Yard	Yes
Courtyard	No
Gallery	No
Light Court	No
Porch	Yes
Stoop	No
Shopfront	No

[Y] Use Mixing Requirement.

– Not applicable.

[Z] Ground Floor Height.

– Minimum twelve (12') feet floor-to-ceiling.

[AA] Facade Modulation Requirements.

– One (1) vertical modulation of minimum twelve (12") inches every twenty-five (25') feet of facade on all streets.

[AB] Finished Ground Floor Level.

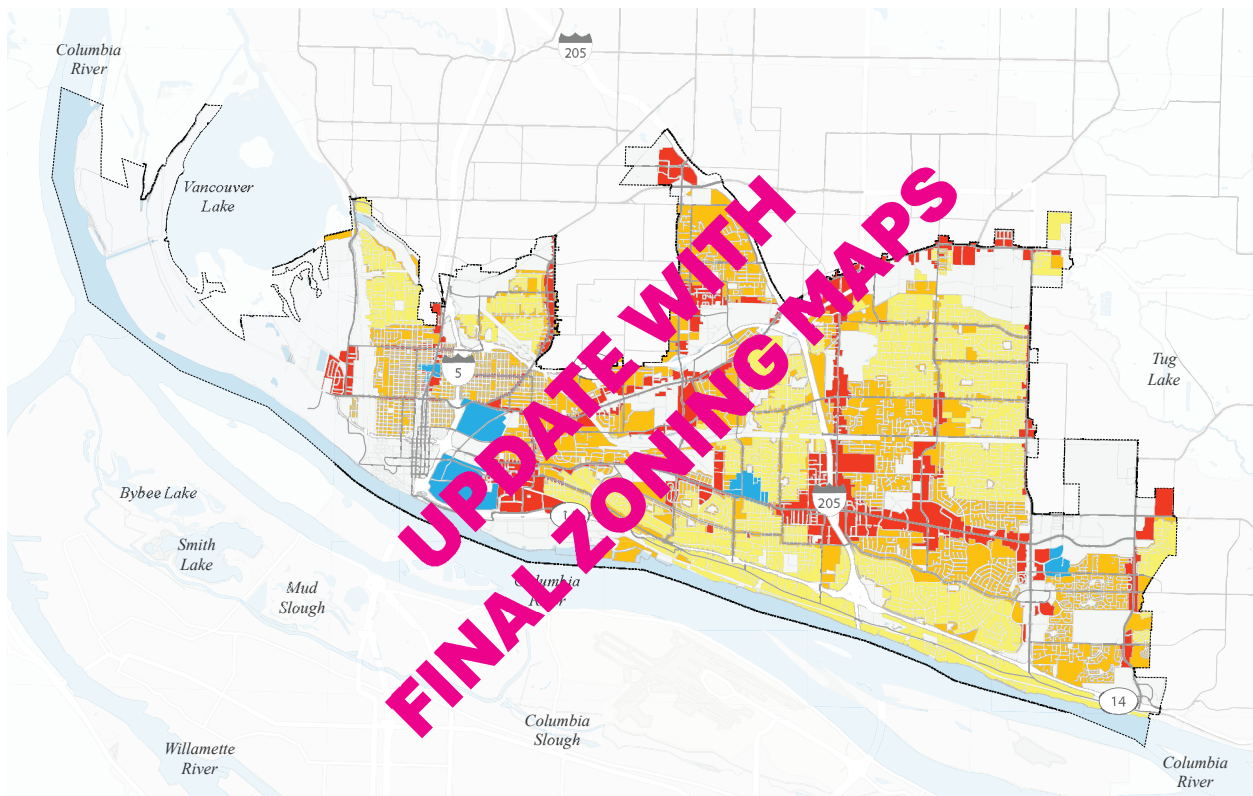
– Minimum thirty-six (36") above the adjacent grade of the sidewalk.

[AC] Shared Outdoor Space Requirements.

– One (1) outdoor space must be provided behind the main building that has regular geometry (a square or rectangle, for example) with one dimension of at least twenty-five (25') feet that meets the requirements of **Chapter 20.450.006 Landscaping**.

TO BE FINALIZED WITH
DIRECTION ON THE OVERLAY

020 TOWNHOUSE / ROWHOUSE



Map of Allowable Zoning district

1. DEFINITION AND APPLICABILITY.

A Townhouse / Rowhouse Building (TRB) is a series of side-by-side buildings designed as attached or detached dwelling units on narrower lots facing the street, each separated by shared walls and a defined space. Each unit has its own private entrance, with limited front setbacks that enhance the streetscape with a small front green space or discreet parking access. To preserve the vibrancy of the streetscape, garages are allowed but generally discouraged. The lot layout typically includes a modest rear yard, providing residents with private outdoor space.

This building type includes Townhouses as defined by RCW 36.70A.030.

The map and table on this page identify the allowable zoning district. Character images on this page are advisory only.

Low-Scale Neighborhood District (LS)	Yes
Medium-Scale Neighborhood District (MS)	Yes
Mixed-Use Neighborhood District (MX)	Yes
Regional Activity Center District (RA)	No
Institutional / Campus District (IC)	Yes
Industrial / Employment District (IE)	No
Heavy Industrial District (HI)	No
Manufactured Home District (MH)	No
Parks / Open Space District (PO)	No
Natural Areas District (NA)	No

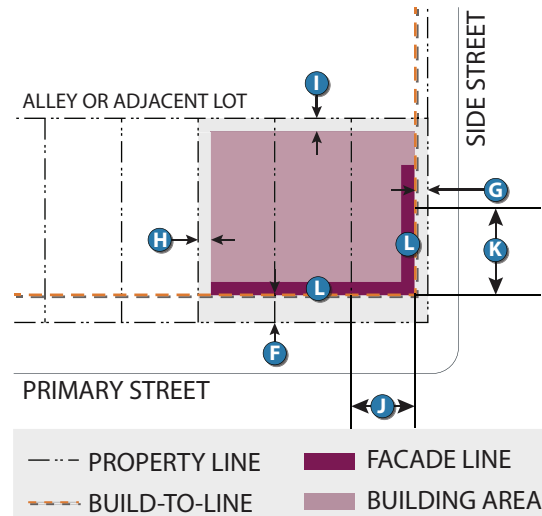
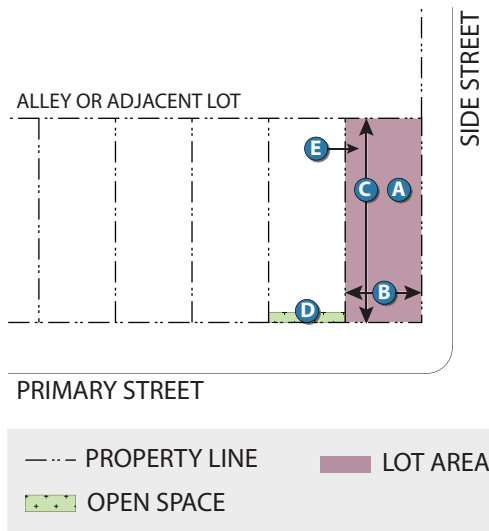
Table of Allowable Zoning district



Character Image

020 TRB

020 TOWNHOUSE / ROWHOUSE



2. LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size.

- Minimum: Not applicable.
- Maximum: Four thousand (4,000) square feet.

[B] Maximum Lot Width.

- Forty (40') feet.

[C] Maximum Lot Depth.

- One-hundred (100') feet.

[D] Minimum Open Space Area.

- Ten (10%) percent of lot size. Setback areas may contribute to meeting this requirement.

[E] Maximum Impervious Area.

- Eighty-five (85%) percent of lot size.
- The total square feet of a green roof and any pervious surfaces may be excluded from this calculation.

3. BUILDING PLACEMENT AND BUILDOUT.

[F] Front Build-to-Line (Primary Street).

- Five (5') feet to fifteen (15') feet from the lot line.

[G] Side Build-to-Line (Side Street).

- Five (5') feet to fifteen (15') feet from the lot line

[H] Side Setback Line (Adjacent Lot).

- Minimum of five (5') feet from the lot line.
- Zero (0') lot line for attached units.

[I] Rear Setback Line (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street).

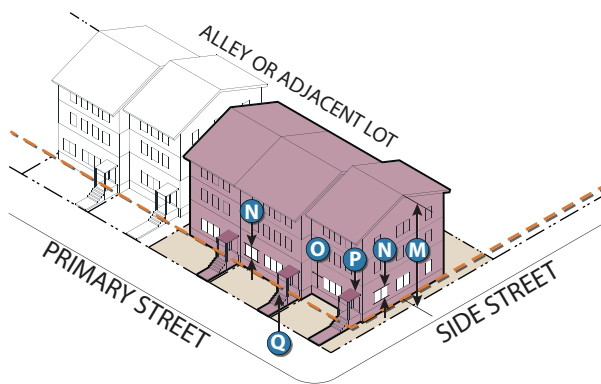
- Minimum of ninety (90%) percent of the front build-to-line.

[K] Side Build-Out (Side Street).

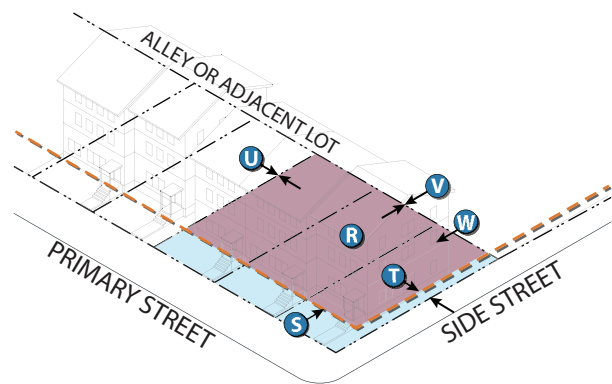
- Minimum of fifty (50%) percent of the side build-to-line.

[L] Maximum Facade Length.

- Maximum one-hundred (100') feet without a building break of ten (10') feet between buildings located on the lot or lots.



--- PROPERTY LINE
 --- BUILD-TO-LINE
 LOT AREA
 BUILDING MASS



--- PROPERTY LINE
 --- BUILD-TO-LINE
 SETBACK AREA
 PARKING AREA

4. BUILDING HEIGHT AND FRONTAGE.

[M] Minimum and Maximum Height.

- See [Chapter 20.410 Zoning district](#) height range for minimum and maximum height.

[N] Ground Floor Transparency.

- Primary Street. Minimum of fifteen (15%) percent transparent windows or doors.
- Side Street. Minimum of fifteen (15%) percent transparent windows or doors

[O] Blank Wall Limitations (Any Public Street).

- No blank frontage walls greater than twenty-five (25') feet without transparency or entrances.

[P] Weather Protection.

- No frontage weather protection requirements.

[Q] Entrances and Access Points.

- Pedestrian entrances must be located facing a primary street. Additional pedestrian entrances may be located facing side streets. If no primary street is present, pedestrian entrances must face the side street.
- Lots with multiple buildings may also have pedestrian entrances from a shared courtyard.

5. PARKING AND ACCESS.

[R] Parking Ratios.

- See [Chapter 20.450.090 VMC Parking and Loading](#) for parking requirements.

[S] Front Setback (Primary Street).

- To match the front build-to-line.
- Parking is allowed in front of garages; but never blocking a public sidewalk or in a driveway apron.

[T] Side Setback (Side Street).

- To match the side build-to-line and never in front of the main building facade.

[U] Side Setback (Adjacent Lot).

- No Minimum from the lot line.

[V] Rear Setback (Adjacent Lot or Alley).

- No Minimum from the lot line.

[W] Access Points.

- If there is an alley abutting the lot, parking shall be accessed by way of the alley only. If there is side street and no alley, parking may be accessed by way of the side street. Parking may only be accessed from a primary street should there be no other option. See [Title 11 Streets and Sidewalks](#) for additional requirements.

6.0 OTHER REQUIREMENTS.

[X] Units and Rights-of-Way.

- THBs must have units that extend from foundation to roof and that have a yard or public way on not less than two sides.

7. OVERLAY REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per [Chapter 20.500 Title Here](#) of this code.

[Y] Allowable Frontage Type.

The following table shows the allowable frontage types for this building type that apply to frontage on primary and side streets. Internal frontage is not regulated. See [Chapter 20.440 Frontage Types](#) of this code for additional frontage type requirements.

Frontage Type	Allowable
Awnings	No
Balconies	Yes
Bay Windows	Yes
Cafe	No
Common Yard	Yes
Courtyard	No
Gallery	No
Light Court	No
Porch	No
Stoop	Yes
Shopfront	No

[Z] Use Mixing Requirements.

- Not applicable.

[AA] Ground Floor Height.

- Minimum twelve (12') feet floor-to-ceiling.

[AB] Facade Modulation Requirements.

- One (1) vertical modulation of minimum twelve (12") inches every twenty-five (25') feet of facade on all streets.

[AC] Finished Ground Floor Level.

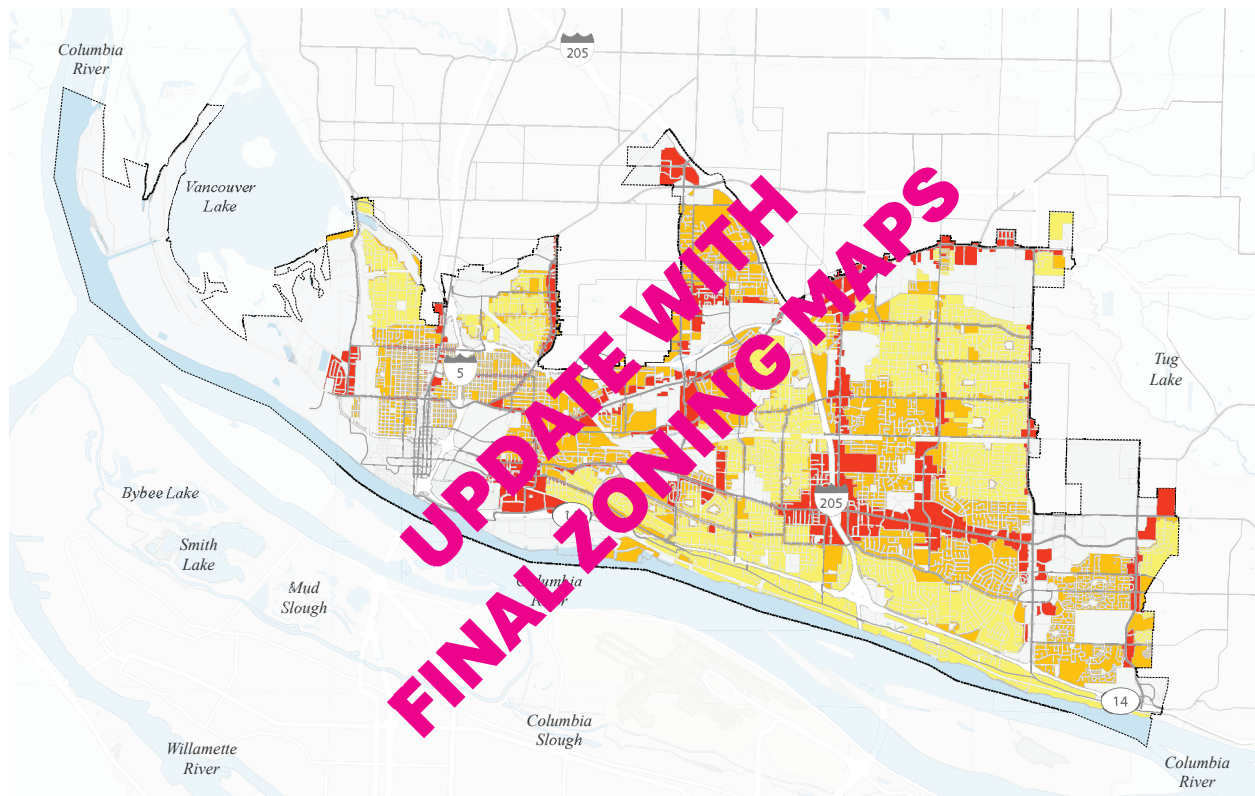
- Minimum thirty-six (36") above the adjacent grade of the sidewalk.

[AD] Shared Outdoor Space Requirements.

- One (1) outdoor space must be provided behind the main building that has regular geometry (a square or rectangle, for example) with one dimension of at least twenty (20') feet that meets the requirements of [Chapter 20.450.006 Landscaping](#).

TO BE FINALIZED WITH
DIRECTION ON THE OVERLAY

030 STACKED MULTI-PLEX



Map of Allowable Zoning district

1. DEFINITION AND APPLICABILITY.

A Stacked Multi-Plex Building (SMB) is designed to house two (2) or more dwelling units in a single building on a single lot. Typically accommodating single or multiple units on each floor, these residences are arranged vertically (i.e., flats on separate floors). Pedestrian access is oriented toward the primary street, with a singular shared entrances. Circulation within the building may be provided through interior corridors or exterior pathways. Does not include single-family dwellings or townhouse / rowhouses with accessory dwelling units.

This building type includes Stacked Flats as defined by RCW 36.70A.030.

The map and table on this page identify the allowable zoning district. Character images on this page are advisory only.

Low-Scale Neighborhood District (LS)	Yes
Medium-Scale Neighborhood District (MS)	Yes
Mixed-Use Neighborhood District (MX)	Yes
Regional Activity Center District (RA)	No
Institutional / Campus District (IC)	Yes
Industrial / Employment District (IE)	No
Heavy Industrial District (HI)	No
Manufactured Home District (MH)	No
Parks / Open Space District (PO)	No
Natural Areas District (NA)	No

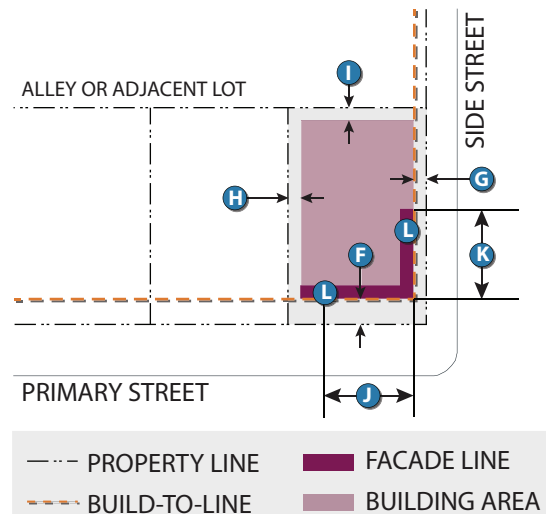
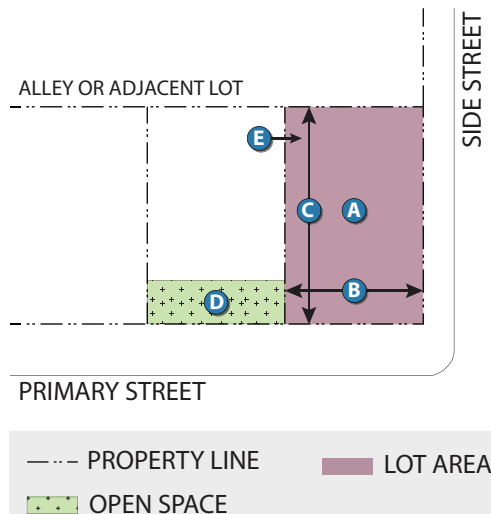
Table of Allowable Zoning district



Character Image

030 SMB

030 STACKED MULTI-PLEX



2. LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size.

- Minimum: Not applicable.
- Maximum: Not applicable.

[B] Maximum Lot Width.

- Not applicable.

[C] Maximum Lot Depth.

- Not applicable.

[D] Minimum Open Space Area.

- Ten (10%) percent of lot size. Setback areas may contribute to meeting this requirement.

[E] Maximum Impervious Area.

- Eighty-five (85%) percent of lot size.
- The total square feet of a green roof and any pervious surfaces may be excluded from this calculation.

3. BUILDING PLACEMENT AND BUILDOUT.

[F] Front Build-to-Line (Primary Street).

- Five (5') feet to fifteen (15') feet from the lot line.

[G] Side Build-to-Line (Side Street).

- Five (5') feet to fifteen (15') feet from the lot line

[H] Side Setback Line (Adjacent Lot).

- Minimum of five (5') feet from the lot line.
- No minimum for internal lot lines.

[I] Rear Setback Line (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street).

- Minimum of ninety (90%) percent of the front build-to-line.

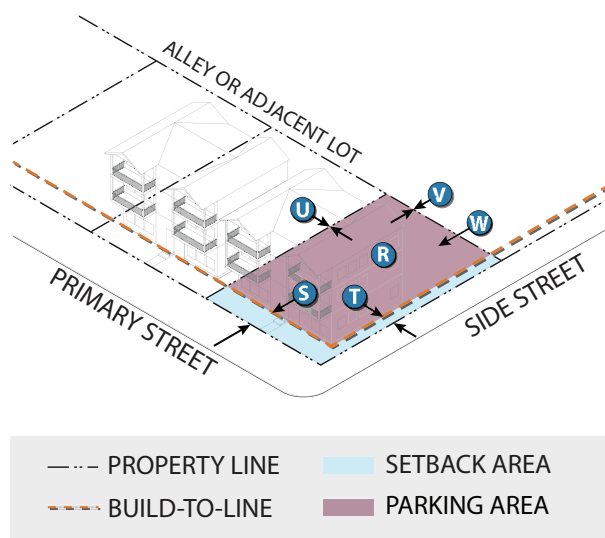
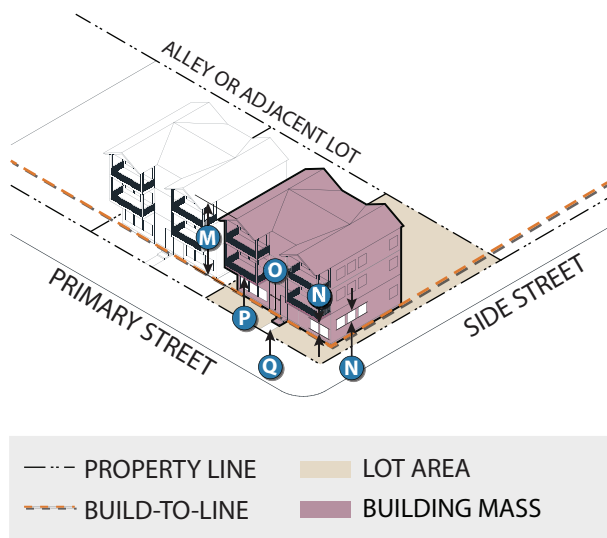
[K] Side Build-Out (Side Street).

- Minimum of fifty (50%) percent of the side build-to-line.

[L] Maximum Facade Length.

- Maximum one-hundred (100') feet without a building break of ten (10') feet between buildings located on the lot or lots.

030 SMB



4. BUILDING HEIGHT AND FRONTAGE..

[M] Minimum and Maximum Height.

- See [Chapter 20.410 Zoning district](#) height range for minimum and maximum height.

[N] Ground Floor Transparency.

- Primary Street. Minimum of fifteen (15%) percent transparent windows or doors.
- Side Street. Minimum of fifteen (15%) percent transparent windows or doors.

[O] Blank Wall Limitations (Any Public Street).

- No blank frontage walls greater than twenty-five (25') feet without transparency or entrances.

[P] Weather Protection.

- No frontage weather protection requirements.

[Q] Entrances and Access Points.

- A shared pedestrian entrance must be located facing a primary street. Additional pedestrian entrances may be located facing side streets. If no primary street is present, the pedestrian entrance must face the side street.
- Ground floor residential units may have individual pedestrian entrances.
- Lots with multiple buildings may have also have pedestrian entrances from a shared courtyard.

5. PARKING AND ACCESS.

[R] Parking Ratios.

- See [Chapter 20.450.090 VMC Parking and Loading](#) for parking requirements.

[S] Front Setback (Primary Street).

- To match the front build-to-line.

[T] Side Setback (Side Street).

- To match the side build-to-line and never in front of the main building facade.

[U] Side Setback (Adjacent Lot).

- No Minimum from the lot line.

[V] Rear Setback (Adjacent Lot or Alley).

- No Minimum from the lot line.

[W] Access Points.

- Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. See [Title 11 Streets and Sidewalks](#) for additional requirements.

6. OTHER REQUIREMENTS.

There are no other requirements for this building type.

7. OVERLAY REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per [Chapter 20.500 Title Here](#) of this code.

[X] Allowable Frontage Type.

The following table shows the allowable frontage types for this building type that apply to frontage on primary and side streets. Internal frontage is not regulated. See [Chapter 20.440 Frontage Types](#) of this code for additional frontage type requirements.

Frontage Type	Allowable
Awnings	No
Balconies	Yes
Bay Windows	Yes
Cafe	No
Common Yard	Yes
Courtyard	Yes
Gallery	No
Light Court	No
Porch	Yes
Stoop	Yes
Shopfront	No

[Y] Use Mixing Requirement.

- Not applicable.

[Z] Ground Floor Height.

- Minimum twelve (12') feet floor-to-ceiling.

[AA] Facade Modulation Requirements.

- One (1) vertical modulation of minimum twelve (12") inches every forty (40') feet of facade on all streets.

[AB] Finished Ground Floor Level.

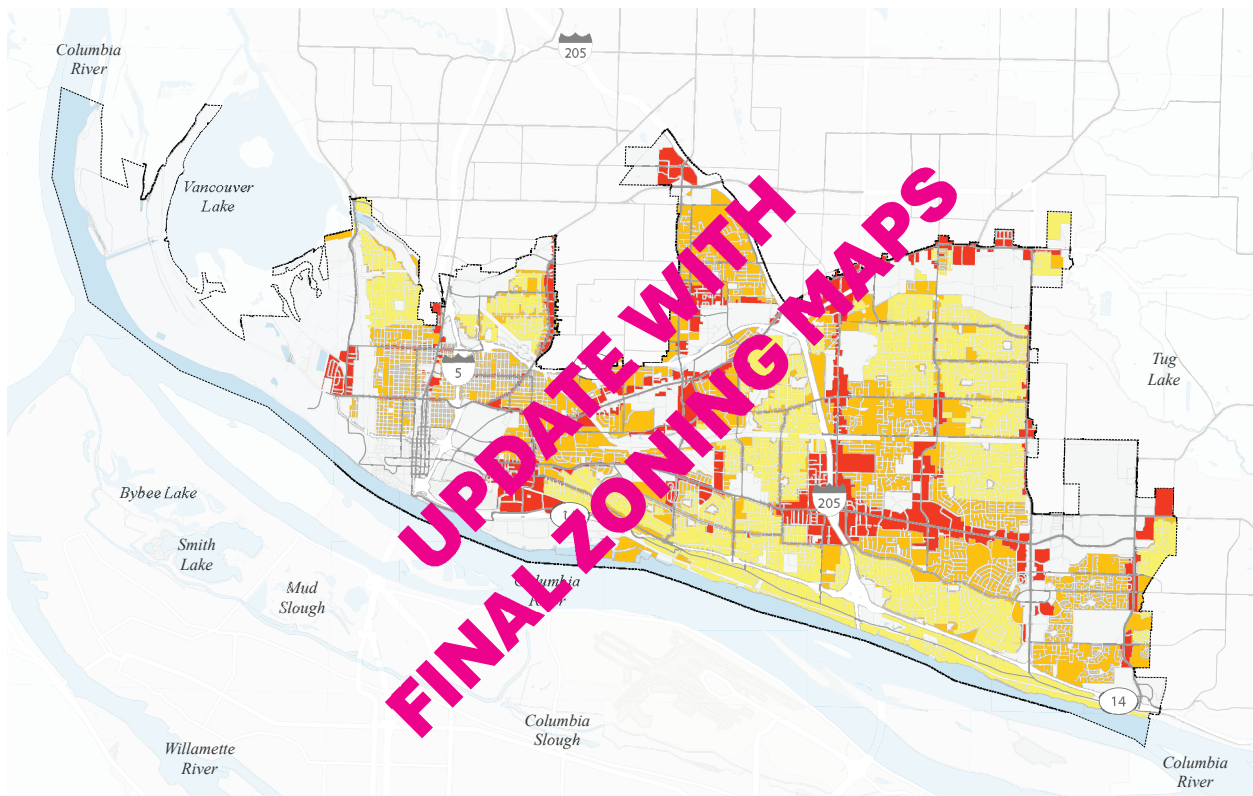
- Minimum thirty-six (36") above the adjacent grade of the sidewalk.

[AC] Shared Outdoor Space Requirements.

- One (1) shared outdoor space must be provided behind the main building that has regular geometry (a square or rectangle, for example) with one dimension of at least thirty (30') feet that meets the requirements of [Chapter 20.450.006 Landscaping](#).

TO BE FINALIZED WITH
DIRECTION ON THE OVERLAY

040 FLEX-PLEX



Map of Allowable Zoning district

1. DEFINITION AND APPLICABILITY.

A Multi-Cluster Building (CCB) is a development form consisting of a cluster of two (2) to six (6) detached or attached units on a single, parent parcel, where not all units must face the street. Buildings include single-unit and rowhouses with up to two (2) accessory dwelling units (attached or detached) and townhouses. This layout creates an active, street-oriented presence while accommodating a variety of units within a unified development pattern. Each unit may have its own individual or shared entrances with other units; however, pedestrian access should be a shared access point at the streetscape. Does not include cottage courts.

This building type includes Townhouses as defined by RCW 36.70A.030.

The map and table on this page identify the allowable zoning district. Character images on this page are advisory only.

040 FPB

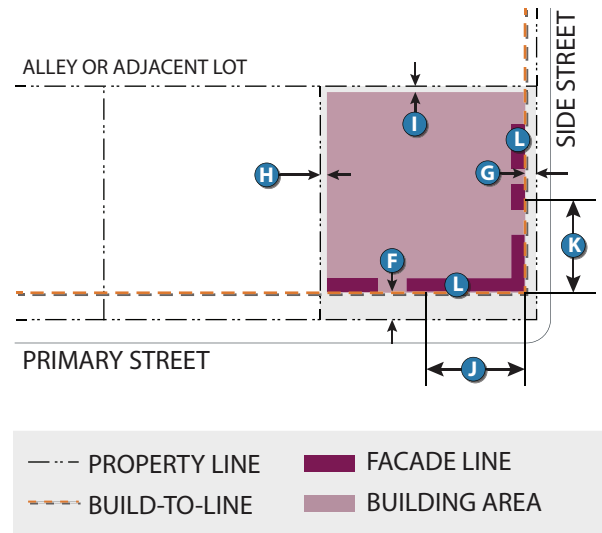
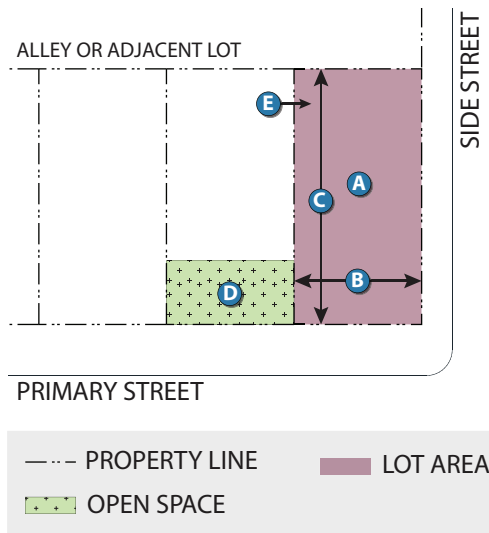
Low-Scale Neighborhood District (LS)	Yes
Medium-Scale Neighborhood District (MS)	Yes
Mixed-Use Neighborhood District (MX)	Yes
Regional Activity Center District (RA)	No
Institutional / Campus District (IC)	Yes
Industrial / Employment District (IE)	No
Heavy Industrial District (HI)	No
Manufactured Home District (MH)	No
Parks / Open Space District (PO)	No
Natural Areas District (NA)	No

Table of Allowable Zoning district



Character Image

040 FLEX-PLEX



2. LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size.

- Not applicable.
- Maximum: Forty thousand (40,000) square feet.

[B] Maximum Lot Width.

- Not applicable.

[C] Maximum Lot Depth.

- Not applicable.

[D] Minimum Open Space Area.

- Ten (10%) percent of lot size. Setback areas may contribute to meeting this requirement.

[E] Maximum Impervious Area.

- Sixty-five (65%) percent of lot size for less than three (3) units.
- Seventy-five (75%) percent of lot size for four (4) to six (6) units.
- Eighty-five (85%) percent of lot size for seven (7) or more units.
- The total square feet of a green roof and any pervious surfaces may be excluded from this calculation.

3. BUILDING PLACEMENT AND BUILDOUT.

[F] Front Build-to-Line (Primary Street).

- Five (5') feet to twenty-five (25') feet from the lot line.

[G] Side Build-to-Line (Side Street).

- Five (5') feet to fifteen (15') feet from the lot line

[H] Side Setback Line (Adjacent Lot).

- Minimum of five (5') feet from the lot line.
- May be zero lot line between any building on the lot.

[I] Rear Setback Line (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street).

- Minimum of fifty (50%) percent of the front build-to-line.

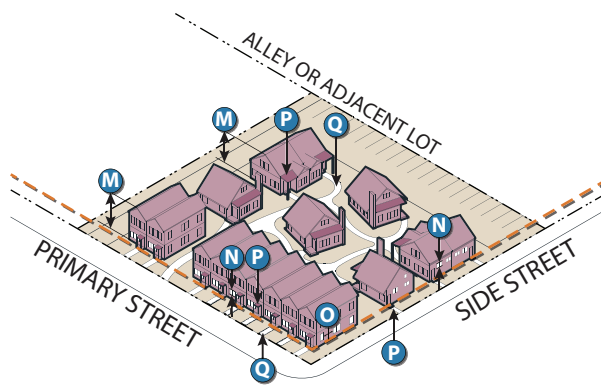
[K] Side Build-Out (Side Street).

- Minimum of fifty (50%) percent of the side build-to-line.

[L] Maximum Facade Length.

- Maximum one-hundred (100') feet without a building break of ten (10') feet between buildings located on the lot or lots.

040 FPB



--- PROPERTY LINE
 --- BUILD-TO-LINE
 LOT AREA
 BUILDING MASS

4. BUILDING HEIGHT AND FRONTAGE.

[M] Minimum and Maximum Height.

- See [Chapter 20.410 Zoning district](#) height range for minimum and maximum height.

[N] Ground Floor Transparency.

- Primary Street. Minimum of fifteen (15%) percent transparent windows or doors.
- Side Street. Minimum of fifteen (15%) percent transparent windows or doors.
- No requirements on internal buildings.

[O] Blank Wall Limitations (Any Public Street).

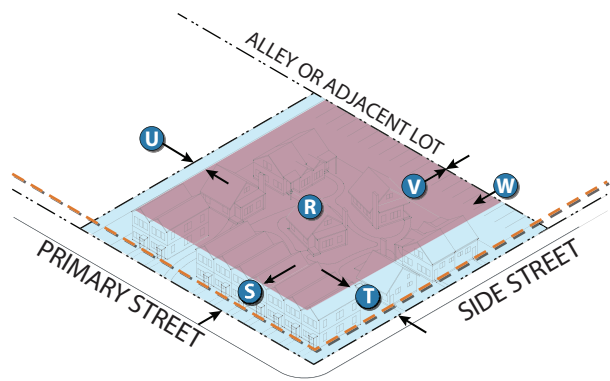
- No blank frontage walls greater than twenty-five (25') feet without transparency or entrances.

[P] Weather Protection.

- No frontage weather protection requirements.

[Q] Entrances and Access Points.

- Buildings located along the primary street must have pedestrian entrances must be located facing the primary street. Additional pedestrian entrances may be located facing side streets. If no primary street is present, the pedestrian entrance must face the side street.
- Ground floor residential units throughout the lot may have individual pedestrian entrances and must be accessible by a pathway no less than five (5') feet wide that connects with the primary street.



--- PROPERTY LINE
 --- BUILD-TO-LINE
 SETBACK AREA
 PARKING AREA

5. PARKING AND ACCESS.

[R] Parking Ratios.

- See [Chapter 20.450.090 VMC Parking and Loading](#) for parking requirements.

[S] Front Setback (Primary Street).

- Minimum of twenty (20') from the lot line.

[T] Side Setback (Side Street).

- Minimum of twenty (20') from the lot line.

[U] Side Setback (Adjacent Lot).

- Minimum of five (5') from the lot line.

[V] Rear Setback (Adjacent Lot or Alley).

- No minimum.

[W] Access Points.

- Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. See [Title 11 Streets and Sidewalks](#) for additional requirements.

6. OTHER REQUIREMENTS.

There are no other requirements for this building type.

7. OVERLAY REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per [Chapter 20.500 Title Here](#) of this code.

[X] Allowable Frontage Type.

The following table shows the allowable frontage types for this building type that apply to frontage on primary and side streets. Internal frontage is not regulated. See [Chapter 20.440 Frontage Types](#) of this code for additional frontage type requirements.

Frontage Type	Allowable
Awnings	No
Balconies	Yes
Bay Windows	Yes
Cafe	No
Common Yard	Yes
Courtyard	Yes
Gallery	No
Light Court	No
Porch	Yes
Stoop	Yes
Shopfront	No

[Y] Use Mixing Requirement.

– Not applicable.

[Z] Ground Floor Height.

– Minimum twelve (12') feet floor-to-ceiling.

[AA] Facade Modulation Requirements.

– One (1) vertical modulation of minimum twelve (12") inches every forty (40') feet of facade on all streets.

[AB] Finished Ground Floor Level.

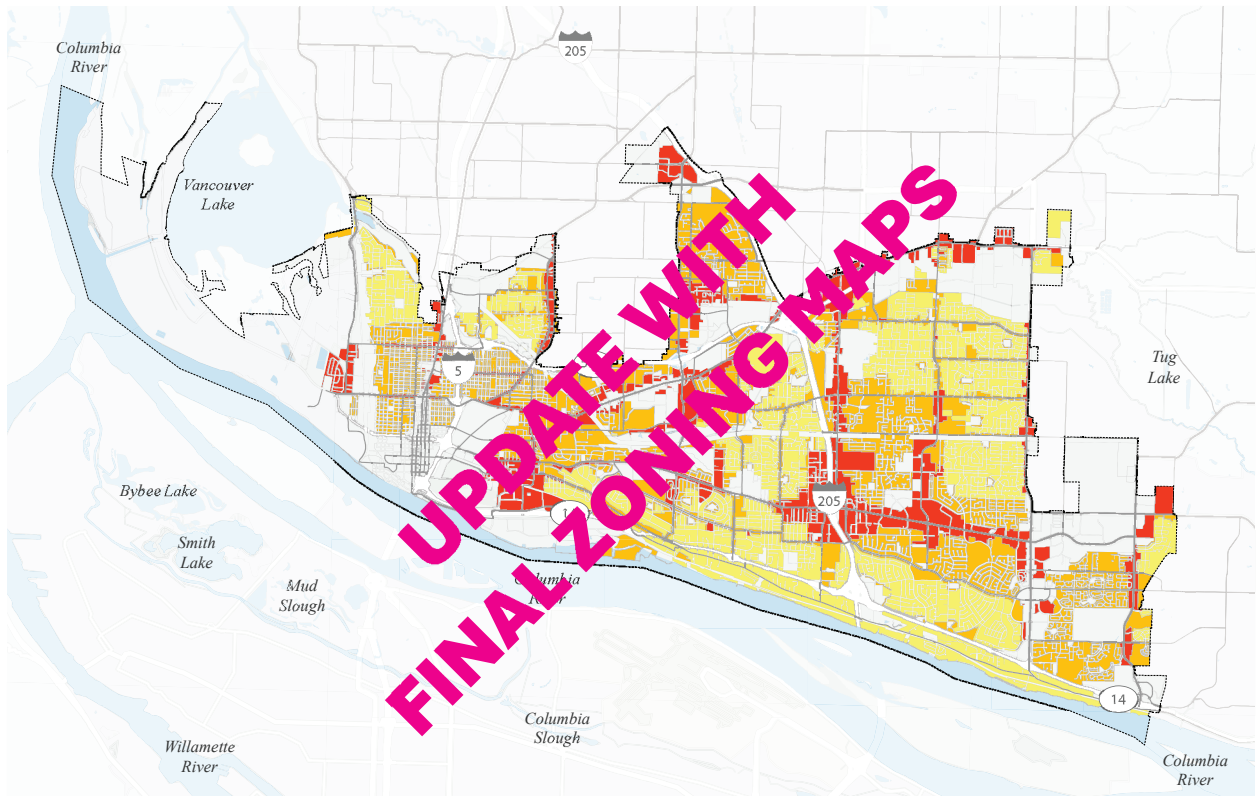
– Minimum thirty-six (36") above the adjacent grade of the sidewalk.

[AC] Shared Outdoor Space Requirements.

– One (1) shared outdoor space must be provided behind the main building that has regular geometry (a square or rectangle, for example) with one dimension of at least thirty (30') feet that meets the requirements of [Chapter 20.450.006 Landscaping](#).

TO BE FINALIZED WITH
DIRECTION ON THE OVERLAY

050 COTTAGE COURT



Map of Allowable Zoning district

1. DEFINITION AND APPLICABILITY.

A Cottage Court Building (CCB) is a cluster of small, detached or attached buildings oriented around a shared courtyard space (and not having any private open space for individual units). The units are typically arranged around this shared pedestrian-focused courtyard, with the rear building often positioned perpendicular to the street. Each unit typically has its own entrance; however, pedestrian access should be a shared access point at the streetscape.

This building type includes cottage housing and courtyard housing as defined by RCW 36.70A.030.

The map and table on this page identify the allowable zoning district. Character images on this page are advisory only.

Low-Scale Neighborhood District (LS)	Yes
Medium-Scale Neighborhood District (MS)	Yes
Mixed-Use Neighborhood District (MX)	Yes
Regional Activity Center District (RA)	No
Institutional / Campus District (IC)	No
Industrial / Employment District (IE)	No
Heavy Industrial District (HI)	No
Manufactured Home District (MH)	No
Parks / Open Space District (PO)	No
Natural Areas District (NA)	No

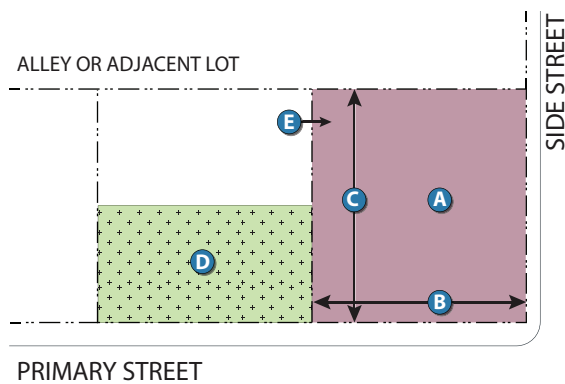
Table of Allowable Zoning district



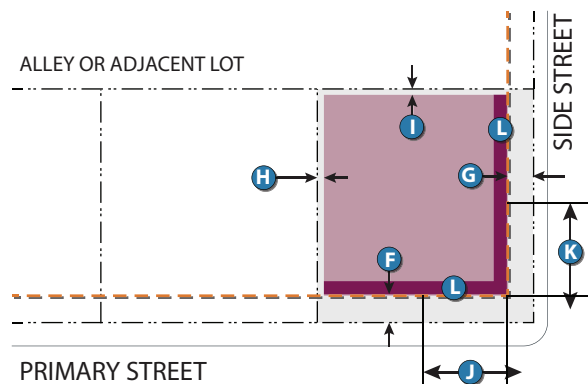
Character Image

050 CCB

050 COTTAGE COURT



--- PROPERTY LINE
 OPEN SPACE
 LOT AREA



--- PROPERTY LINE
 BUILD-TO-LINE
 FACADE LINE
 BUILDING AREA

2. LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size.

- Not applicable.
- Maximum: Forty thousand (40,000) square feet.

[B] Maximum Lot Width.

- Not applicable.

[C] Maximum Lot Depth.

- Not applicable.

[D] Minimum Open Space Area.

- Not applicable.

[E] Maximum Impervious Area.

- Not applicable.

3. BUILDING PLACEMENT AND BUILDOUT.

[F] Front Build-to-Line (Primary Street).

- Five (5') feet to twenty-five (25') feet from the lot line.

[G] Side Build-to-Line (Side Street).

- Five (5') feet to fifteen (15') feet from the lot line

[H] Side Setback Line (Adjacent Lot or Building).

- Minimum of five (5') feet from the lot line.
- Minimum of ten (10') feet between any building on the lot.

[I] Rear Setback Line (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street).

- Minimum of forty (40%) percent of the front build-to-line.

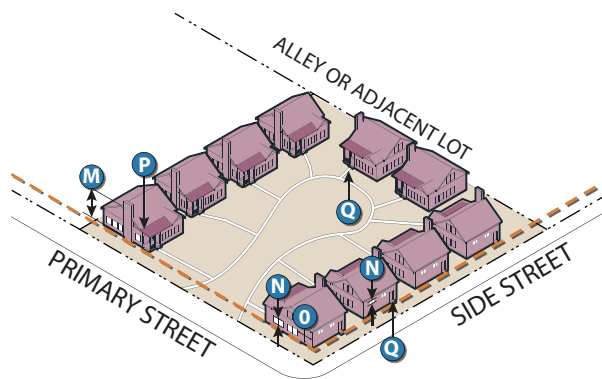
[K] Side Build-Out (Side Street).

- Minimum of fifty (50%) percent of the side build-to-line.

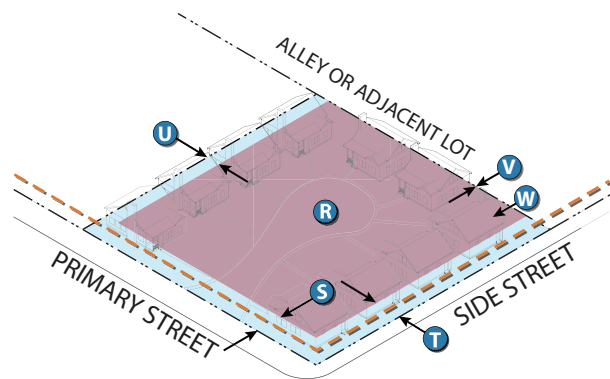
[L] Maximum Facade Length.

- Maximum one-hundred (100') feet without a building break of ten (10') feet between buildings located on the lot or lots.

050 CCB



- PROPERTY LINE
- BUILD-TO-LINE
- LOT AREA
- BUILDING MASS



- PROPERTY LINE
- BUILD-TO-LINE
- SETBACK AREA
- PARKING AREA

4. BUILDING HEIGHT AND FRONTAGE.

[M] Minimum and Maximum Height.

- See [Chapter 20.410 Zoning district](#) height range for minimum and maximum height.

[N] Ground Floor Transparency.

- Primary Street. Minimum of ten (10%) percent transparent windows or doors.
- Side Street. Minimum of ten (10%) percent transparent windows or doors.

[O] Blank Wall Limitations (Any Public Street).

- No blank frontage walls greater than ten (10') feet.

[P] Weather Protection.

- No frontage weather protection requirements.

[Q] Entrances and Access Points.

- Individual buildings that face a primary street or side street must have pedestrian entrances facing those streets and a path that connects to sidewalks.
- A pedestrian path must be provided that connects the main entrance of each building to the following the shared courtyard, shared parking or solid waste storage areas; community buildings, and sidewalks on primary and side streets.
- The pedestrian path must be hard-surfaced and a minimum of three (3') feet wide.

5. PARKING AND ACCESS.

[R] Parking Ratios.

- See [Chapter 20.450.090 VMC Parking and Loading](#) for parking requirements.

[S] Front Setback (Primary Street).

- Minimum of twenty (20') from the lot line.

[T] Side Setback (Side Street).

- Minimum of twenty (20') from the lot line.

[U] Side Setback (Adjacent Lot).

- Minimum of ten (10') from the lot line.

[V] Rear Setback (Adjacent Lot or Alley).

- No minimum.

[W] Access Points.

- Parking may only be accessed from an alley. See [Title 11 Streets and Sidewalks](#) for additional requirements.

6. OTHER REQUIREMENTS.

There are no other requirements for this building type.

7. OVERLAY REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Chapter 20.500 Title Here** of this code.

[X] Allowable Frontage Type.

The following table shows the allowable frontage types for this building type that apply to frontage on primary and side streets. Internal frontage is not regulated. See **Chapter 20.440 Frontage Types** of this code for additional frontage type requirements.

Frontage Type	Allowable
Awnings	No
Balconies	Yes
Bay Windows	Yes
Cafe	No
Common Yard	Yes
Courtyard	Yes
Gallery	No
Light Court	No
Porch	Yes
Stoop	Yes
Shopfront	No

[Y] Use Mixing Requirement.

– Not applicable.

[Z] Ground Floor Height.

– Not applicable.

[AA] Facade Modulation Requirements.

– One (1) vertical modulation of minimum twelve (12") inches every forty (40') feet of facade on all streets.

[AB] Finished Ground Floor Level.

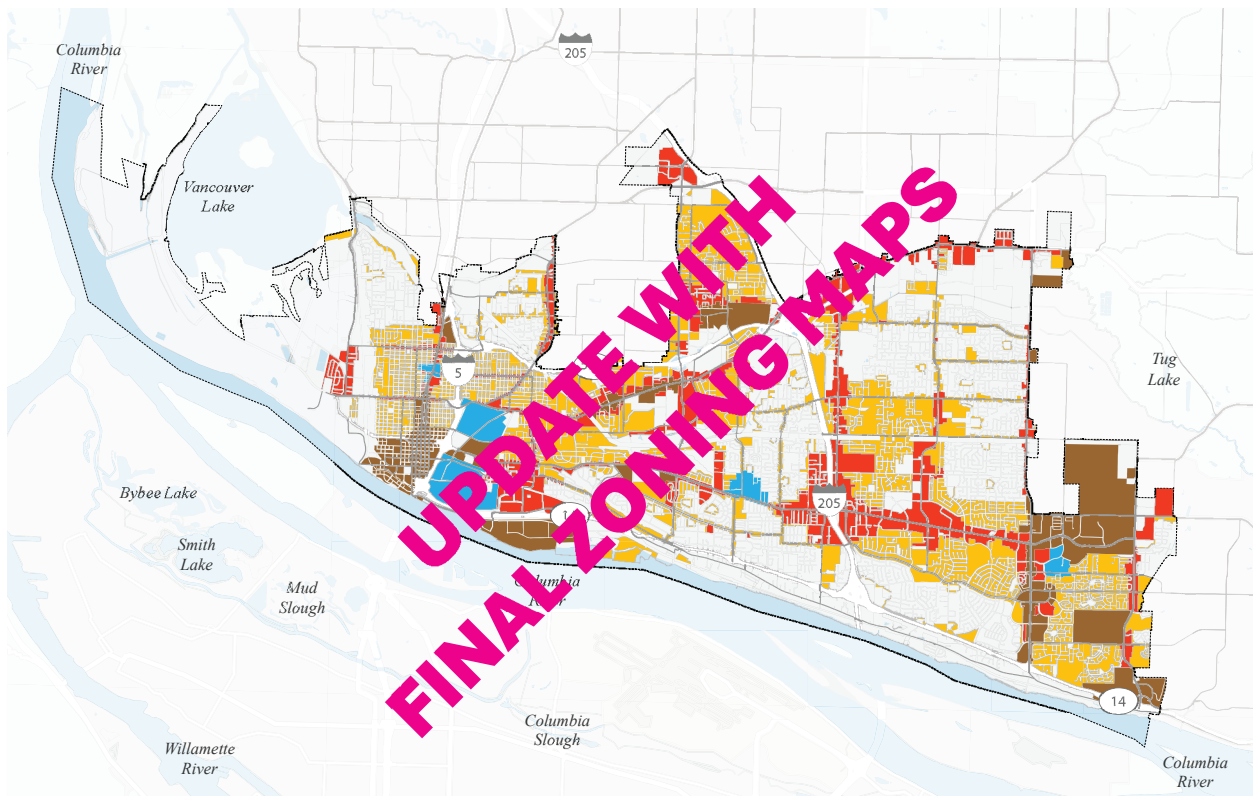
– Not applicable.

[AC] Shared Outdoor Space Requirements.

– Not applicable.

TO BE FINALIZED WITH
DIRECTION ON THE OVERLAY

060 MULTIFAMILY



Map of Allowable Zoning district

1. DEFINITION AND APPLICABILITY.

A Multifamily Building (MFB) is a medium- to large-sized building containing multiple dwelling units for rent or to own arranged along a shared corridor. The units are attached and stacked to achieve higher density. The building typically features a shared entrance for all residents, with some ground-floor units offering individual street-facing entrances. Parking is usually located at the rear of the site or beneath the building to maximize space and maintain an active street presence.

The map and table on this page identify the allowable zoning district. Character images on this page are advisory only.

Low-Scale Neighborhood District (LS)	No
Medium-Scale Neighborhood District (MS)	Yes
Mixed-Use Neighborhood District (MX)	Yes
Regional Activity Center District (RA)	Yes
Institutional / Campus District (IC)	Yes
Industrial / Employment District (IE)	No
Heavy Industrial District (HI)	No
Manufactured Home District (MH)	No
Parks / Open Space District (PO)	No
Natural Areas District (NA)	No

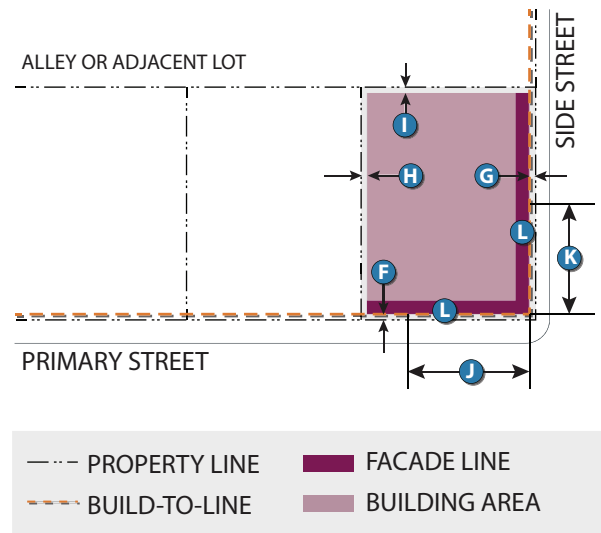
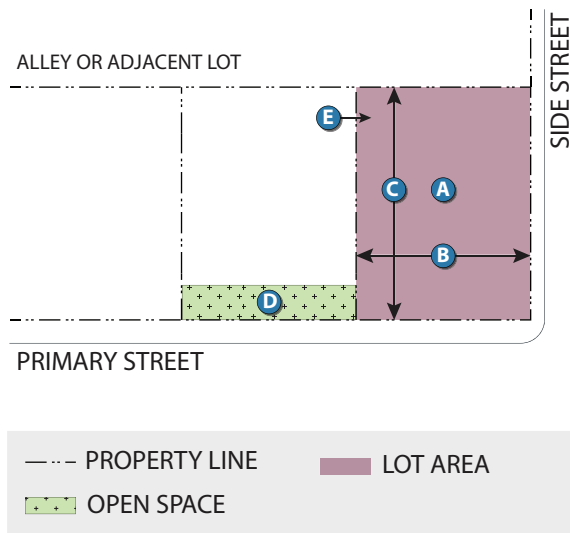
Table of Allowable Zoning district



Character Image

060 MFB

060 MULTIFAMILY



2. LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size.

- Not applicable.

[B] Maximum Lot Width.

- Not applicable.

[C] Maximum Lot Depth.

- Not applicable.

[D] Minimum Open Space Area.

- Fifteen (15%) percent of lot size. Setback areas may contribute to meeting this requirement.
- Terraces, verandas, patios, roof decks, and other shared outdoor spaces accessible by all residential units on upper floors may contribute to meeting this requirement.

[E] Maximum Impervious Area.

- Eighty-five (85%) percent of lot size.
- The total square feet of a green roof and any pervious surfaces may be excluded from this calculation.

3. BUILDING PLACEMENT AND BUILDOUT.

[F] Front Build-to-Line (Primary Street).

- Maximum of five (5') feet from the lot line.
- May encroach the build-to-line with a ROW permit.

[G] Side Build-to-Line (Side Street).

- Maximum of five (5') feet from the lot line.
- May encroach the build-to-line with a ROW permit.

[H] Side Setback Line (Adjacent Lot).

- Subject to screening and buffering standards.

[I] Rear Setback Line (Adjacent Lot or Alley).

- Subject to screening and buffering standards.

[J] Front Build-Out (Primary Street).

- Minimum of eighty (80%) percent of the front build-to-line.

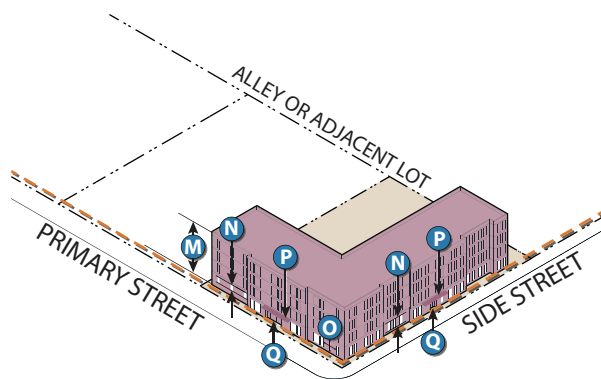
[K] Side Build-Out (Side Street).

- Minimum of fifty (50%) percent of the side build-to-line.

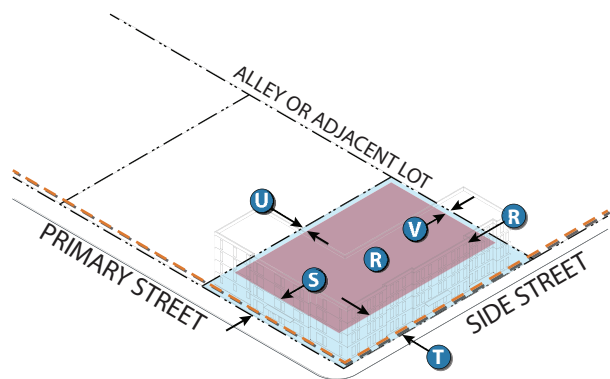
[L] Maximum Facade Length.

- Maximum two-hundred (200') feet without a building break; unrestricted public, pedestrian access; facade modulation; or change in materials or color.

060 MFB



--- PROPERTY LINE
 --- BUILD-TO-LINE
 LOT AREA
 BUILDING MASS



--- PROPERTY LINE
 --- BUILD-TO-LINE
 SETBACK AREA
 PARKING AREA

4. BUILDING HEIGHT AND FRONTAGE.

[M] Minimum and Maximum Height.

- See [Chapter 20.410 Zoning district](#) height range for minimum and maximum height.

[N] Ground Floor Transparency.

- Primary Street. Minimum of fifteen (15%) percent transparent windows or doors.
- Side Street. Minimum of fifteen (15%) percent transparent windows or doors.

[O] Blank Wall Limitations (Any Public Street).

- No blank frontage walls greater than thirty (30') feet.

[P] Weather Protection.

- Required at all primary and side street entrances.
- Minimum vertical clearance of ten (10') feet.
- Maximum vertical clearance of twenty (20') feet.
- Minimum overhang of six (6') feet.

[Q] Entrances and Access Points.

- A shared pedestrian entrance must be located facing a primary street. Additional pedestrian entrances may be located facing side streets. If no primary street is present, the pedestrian entrance must face the side street.
- Ground floor residential units may have individual pedestrian entrances.

5. PARKING AND ACCESS.

[R] Parking Ratios.

- See [Chapter 20.450.090 VMC Parking and Loading](#) for parking requirements.

[S] Front Setback (Primary Street).

- Minimum of twenty (20') feet from the lot line.
- Zero-lot-line if contained within building and buffered.

[T] Side Setback (Side Street).

- Minimum of twenty (20') feet from the lot line.
- Zero-lot-line if contained within building and buffered.

[U] Side Setback (Adjacent Lot).

- Minimum of five (5') feet from the lot line.

[V] Rear Setback (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[W] Access Points.

- Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. See [Title 11 Streets and Sidewalks](#) for additional requirements.

6. OTHER REQUIREMENTS.

There are no other requirements for this building type.

7. OVERLAY REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Chapter 20.500 Title Here** of this code.

[X] Allowable Frontage Type.

The following table shows the allowable frontage types for this building type that apply to frontage on primary and side streets. Internal frontage is not regulated. See **Chapter 20.440 Frontage Types** of this code for additional frontage type requirements.

Frontage Type	Allowable
Awnings	Yes
Balconies	Yes
Bay Windows	Yes
Cafe	No
Common Yard	No
Courtyard	Yes
Gallery	No
Light Court	No
Porch	Yes
Stoop	Yes
Shopfront	No

[Y] Use Mixing Requirement.

- Not applicable.

[Z] Ground Floor Height.

- Minimum of fourteen (14') feet (floor to floor) for non-residential uses.
- Ground floor residential units should have a minimum of ten (10') feet (floor to floor).

[AA] Facade Modulation Requirements.

- One (1) vertical modulation of minimum twelve (12") inches every fifty (50') feet of facade on all streets.

[AB] Finished Ground Floor Level.

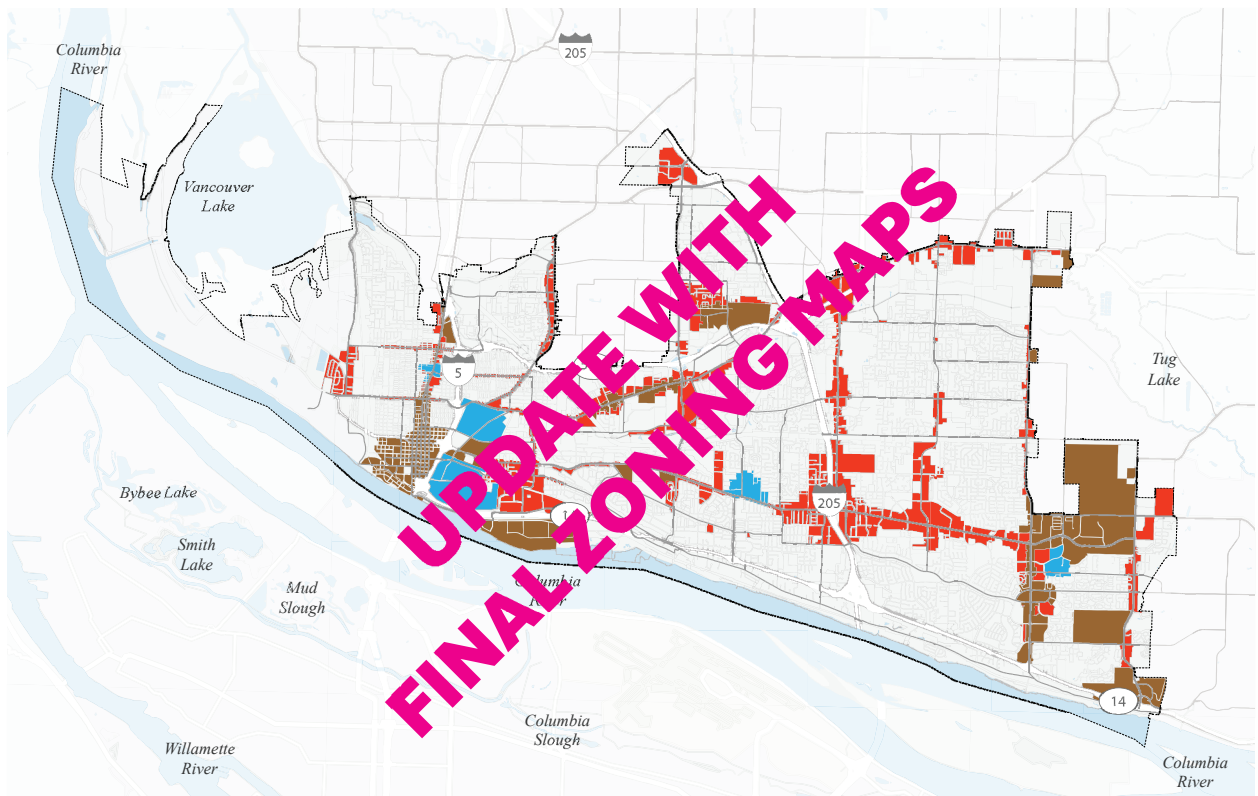
- Ground floor residential units should be a minimum of two (2') feet and maximum of six (6') feet above sidewalk grade, on average per facade.
- Maximum of six (6") inches above the sidewalk grade, on average per facade, for any non-residential uses.

[AC] Shared Outdoor Space Requirements.

- One (1) shared outdoor space must be provided on the lot adjacent to or on the roof of the main building that has regular geometry (a square or rectangle, for example) with one dimension of at least fifty (50') feet that meets the requirements of **Chapter 20.450.006 Landscaping**.

TO BE FINALIZED WITH
DIRECTION ON THE OVERLAY

070 MID-RISE RESIDENTIAL



Map of Allowable Zoning district

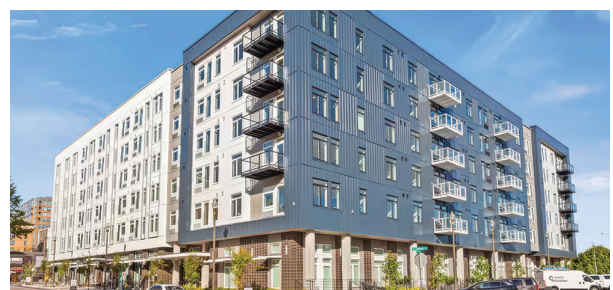
1. DEFINITION AND APPLICABILITY.

A Mid-Rise Residential Building (MIB) is a large, zero-lot-line building with multiple attached and stacked dwelling units. The building features a shared street-level entrance leading to an interior lobby, with corridors providing access to each unit. The building should include shared spaces for residents to foster community interaction. Parking is typically below grade and should be accessed from side streets rather than the primary street to maintain an active and pedestrian-friendly frontage.

The map and table on this page identify the allowable zoning district. Character images on this page are advisory only.

Low-Scale Neighborhood District (LS)	No
Medium-Scale Neighborhood District (MS)	No
Mixed-Use Neighborhood District (MX)	Yes
Regional Activity Center District (RA)	Yes
Institutional / Campus District (IC)	Yes
Industrial / Employment District (IE)	No
Heavy Industrial District (HI)	No
Manufactured Home District (MH)	No
Parks / Open Space District (PO)	No
Natural Areas District (NA)	No

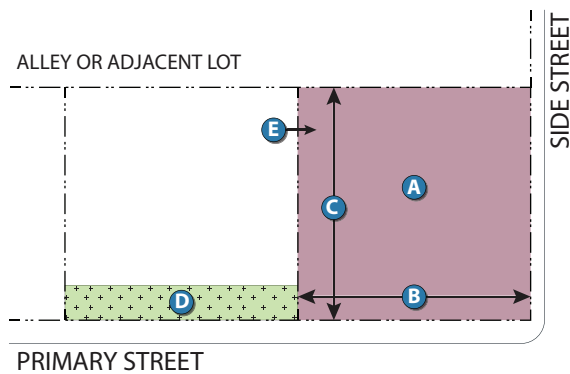
Table of Allowable Zoning district



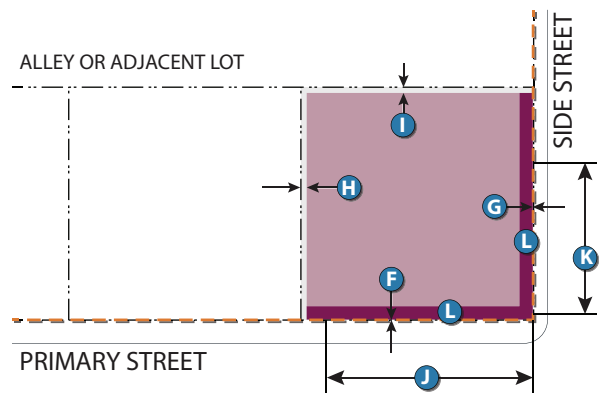
Character Image

070 MIB

070 MID-RISE RESIDENTIAL



--- PROPERTY LINE
 + + + OPEN SPACE
 LOT AREA



--- PROPERTY LINE
 --- BUILD-TO-LINE
 FACADE LINE
 BUILDING AREA

2. LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size.

- Not applicable.

[B] Maximum Lot Width.

- Not applicable.

[C] Maximum Lot Depth.

- Not applicable.

[D] Minimum Open Space Area.

- Fifteen (15%) percent of lot size. Setback areas may contribute to meeting this requirement.
- Terraces, verandas, patios, roof decks, and other shared outdoor spaces accessible by all residential units on upper floors may contribute to meeting this requirement.

[E] Maximum Impervious Area.

- Eighty-five (85%) percent of lot size.
- The total square feet of a green roof and any pervious surfaces may be excluded from this calculation.

3. BUILDING PLACEMENT AND BUILDOUT.

[F] Front Build-to-Line (Primary Street).

- Zero (0') lot line
- May encroach the build-to-line with a ROW permit.

[G] Side Build-to-Line (Side Street).

- Zero (0') lot line
- May encroach the build-to-line with a ROW permit.

[H] Side Setback Line (Adjacent Lot).

- Subject to screening and buffering standards.

[I] Rear Setback Line (Adjacent Lot or Alley).

- Subject to screening and buffering standards.

[J] Front Build-Out (Primary Street).

- Minimum of ninety (90%) percent of the front build-to-line.

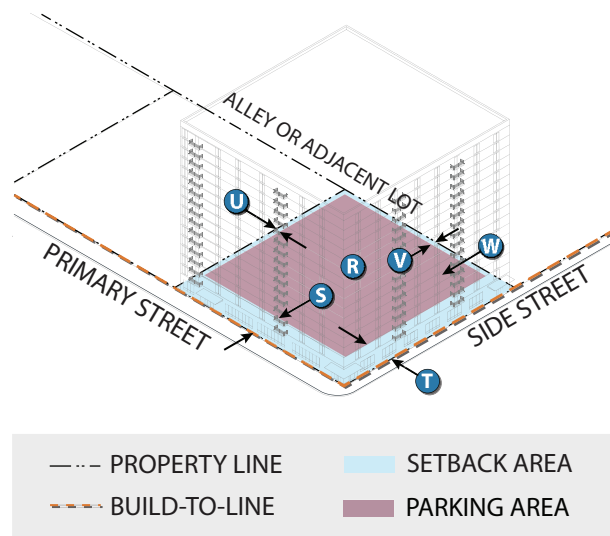
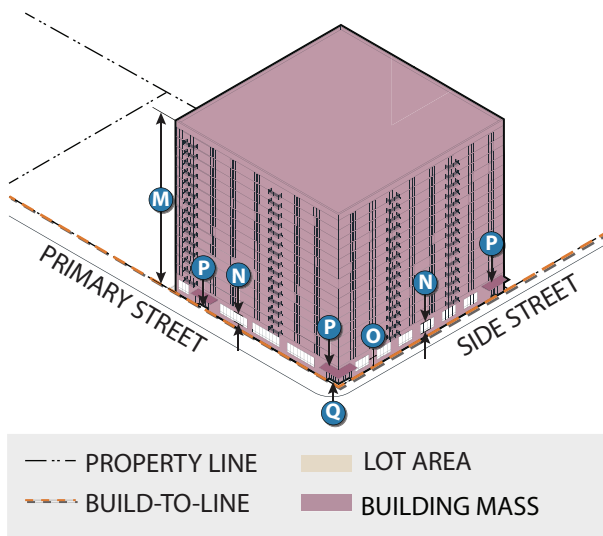
[K] Side Build-Out (Side Street).

- Minimum of seventy (70%) percent of the side build-to-line.

[L] Maximum Facade Length.

- Maximum two-hundred (200') feet without a building break; unrestricted public, pedestrian access; facade modulation; or change in materials or color.

070 MIB



4. BUILDING HEIGHT AND FRONTAGE.

[M] Minimum and Maximum Height.

- See [Chapter 20.410 Zoning district](#) height range for minimum and maximum height.

[N] Ground Floor Transparency.

- Primary Street. Minimum of forty (40%) percent transparent windows or doors.
- Side Street. Minimum of forty (40%) percent transparent windows or doors.

[O] Blank Wall Limitations (Any Public Street).

- No blank frontage walls greater than thirty (30') feet.

[P] Weather Protection.

- Required at all primary and side street entrances.
- Minimum vertical clearance of ten (10') feet.
- Maximum vertical clearance of twenty (20') feet.
- Minimum overhang of six (6') feet.

[Q] Entrances and Access Points.

- A shared pedestrian entrance must be located facing a primary street. Additional pedestrian entrances may be located facing side streets. If no primary street is present, the pedestrian entrance must face the side street.

5. PARKING AND ACCESS.

[R] Parking Ratios.

- See [Chapter 20.450.090 VMC Parking and Loading](#) for parking requirements.

[S] Front Setback (Primary Street).

- Minimum of twenty (20') feet from the lot line.
- Zero-lot-line if contained within building and buffered.

[T] Side Setback (Side Street).

- Minimum of twenty (20') feet from the lot line.
- Zero-lot-line if contained within building and buffered.

[U] Side Setback (Adjacent Lot).

- Minimum of five (5') feet from the lot line.

[V] Rear Setback (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[W] Access Points.

- Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. See [Title 11 Streets and Sidewalks](#) for additional requirements.

6. OTHER REQUIREMENTS.

There are no other requirements for this building type.

7. OVERLAY REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per [Chapter 20.500 Title Here](#) of this code.

[X] Allowable Frontage Type.

The following table shows the allowable frontage types for this building type that apply to frontage on primary and side streets. Internal frontage is not regulated. See [Chapter 20.440 Frontage Types](#) of this code for additional frontage type requirements.

Frontage Type	Allowable
Awnings	Yes
Balconies	Yes
Bay Windows	Yes
Cafe	No
Common Yard	No
Courtyard	Yes
Gallery	Yes
Light Court	No
Porch	No
Stoop	No
Shopfront	No

[Y] Use Mixing Requirement.

- Not applicable.

[Z] Ground Floor Height.

- Minimum of fourteen (14') feet (floor to floor) for non-residential uses.
- Ground floor residential units should have a minimum of ten (10') feet (floor to floor).

[AA] Facade Modulation Requirements.

- One (1) vertical modulation of minimum twelve (12") inches every fifty (50') feet of facade on all streets.

[AB] Finished Ground Floor Level.

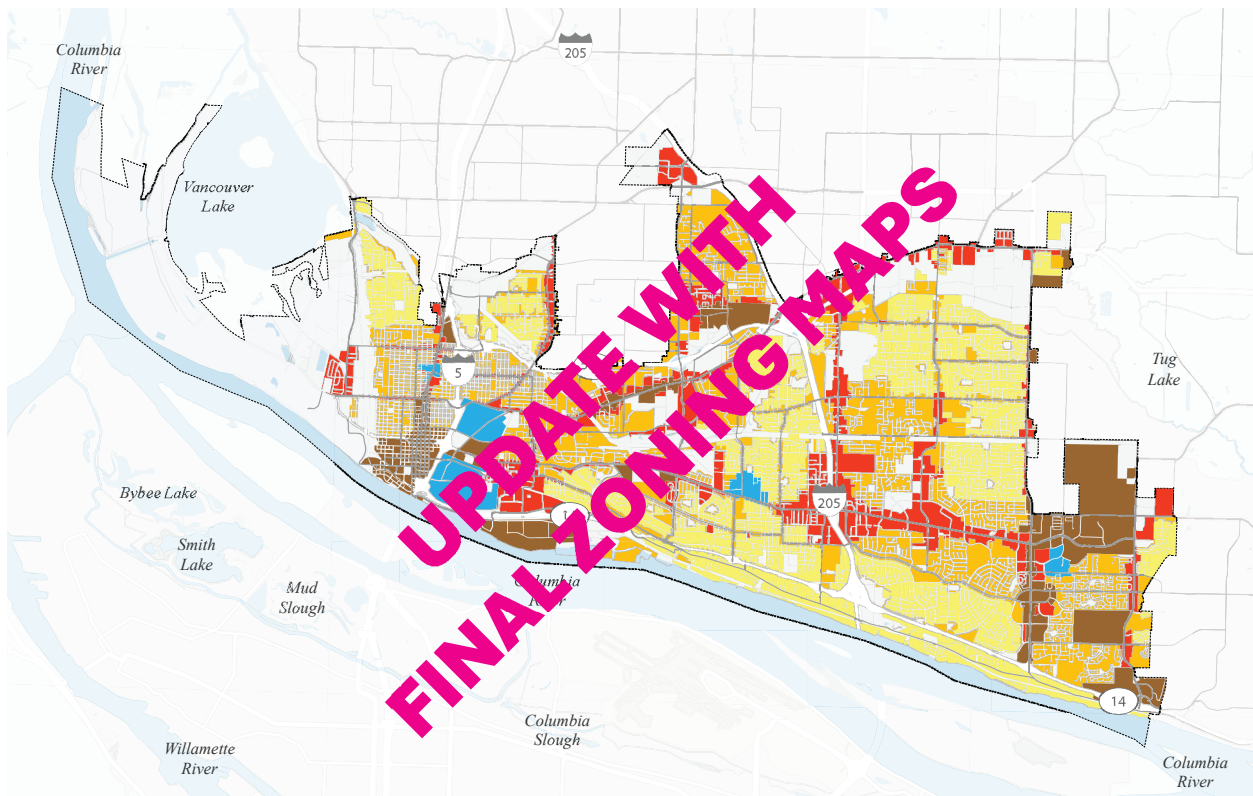
- Ground floor residential units should be a minimum of two (2') feet and maximum of six (6') feet above sidewalk grade, on average per facade.
- Maximum of six (6") inches above the sidewalk grade, on average per facade, for any non-residential uses.

[AC] Shared Outdoor Space Requirements.

- One (1) shared outdoor space must be provided on the lot adjacent to or on the roof of the main building that has regular geometry (a square or rectangle, for example) with one dimension of at least fifty (50') feet that meets the requirements of [Chapter 20.450.006 Landscaping](#).

TO BE FINALIZED WITH
DIRECTION ON THE OVERLAY

080 MIXED-USE RESIDENTIAL



Map of Allowable Zoning district

1. DEFINITION AND APPLICABILITY.

A Mixed-Use Residential Building (MXB) is a medium- to large-sized building featuring ground-floor commercial spaces with residential units stacked above. The ground floor consists of multiple entrances, while the residential portion has a shared entrance and lobby. Interior circulation to the upper residential floors is provided through shared corridors that lead to individual units.

The map and table on this page identify the allowable zoning district. Character images on this page are advisory only.

Low-Scale Neighborhood District (LS)	Yes
Medium-Scale Neighborhood District (MS)	Yes
Mixed-Use Neighborhood District (MX)	Yes
Regional Activity Center District (RA)	Yes
Institutional / Campus District (IC)	Yes
Industrial / Employment District (IE)	No
Heavy Industrial District (HI)	No
Manufactured Home District (MH)	No
Parks / Open Space District (PO)	No
Natural Areas District (NA)	No

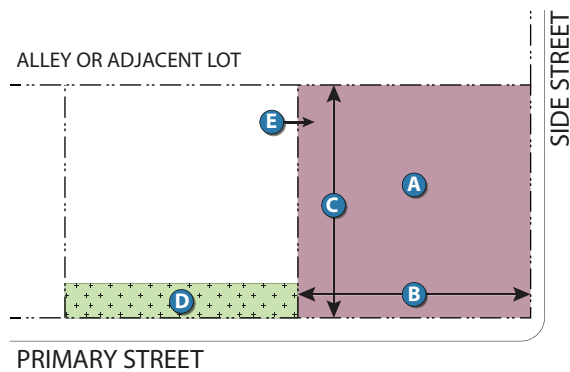
Table of Allowable Zoning district



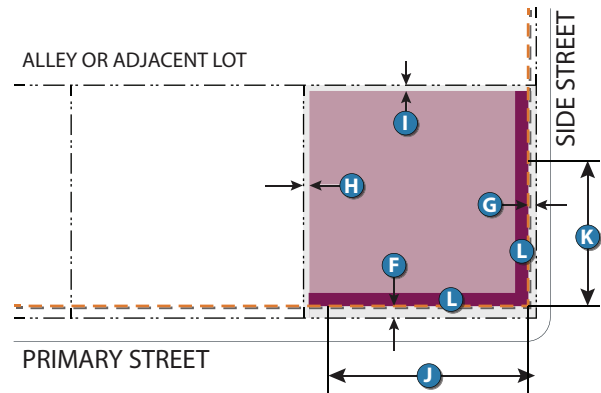
Character Image

080 MXB

080 MIXED-USE RESIDENTIAL



--- PROPERTY LINE
 ■ LOT AREA
 ■ OPEN SPACE



--- PROPERTY LINE
 --- BUILD-TO-LINE
 ■ FACADE LINE
 ■ BUILDING AREA

2. LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size.

- Minimum: Not applicable.
- Maximum: Not applicable.

[B] Maximum Lot Width.

- Not applicable.

[C] Maximum Lot Depth.

- Not applicable.

[D] Minimum Open Space Area.

- Not applicable.

[E] Maximum Impervious Area.

- Not applicable.

3. BUILDING PLACEMENT AND BUILDOUT.

[F] Front Build-to-Line (Primary Street).

- Zero (0') lot line for non-residential uses.
- May be set back up to a maximum of five (5') feet for ground floor residential uses.
- May encroach the build-to-line with a ROW permit.

[G] Side Build-to-Line (Side Street).

- Zero (0') lot line for non-residential uses.
- May be set back up to a maximum of five (5') feet for ground floor residential uses.
- May encroach the build-to-line with a ROW permit.

[H] Side Setback Line (Adjacent Lot).

- Minimum of five (5') feet from the lot line.

[I] Rear Setback Line (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street).

- Minimum of ninety (90%) percent of the front build-to-line.

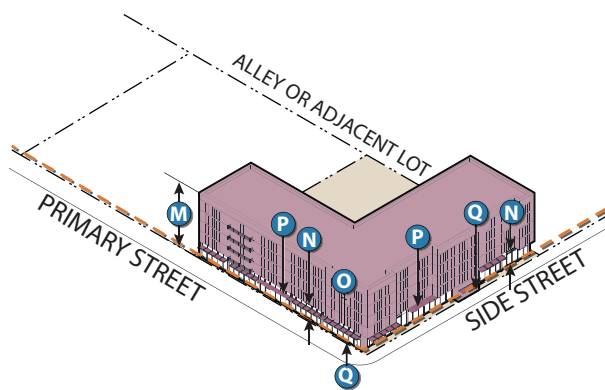
[K] Side Build-Out (Side Street).

- Minimum of seventy (70%) percent of the side build-to-line.

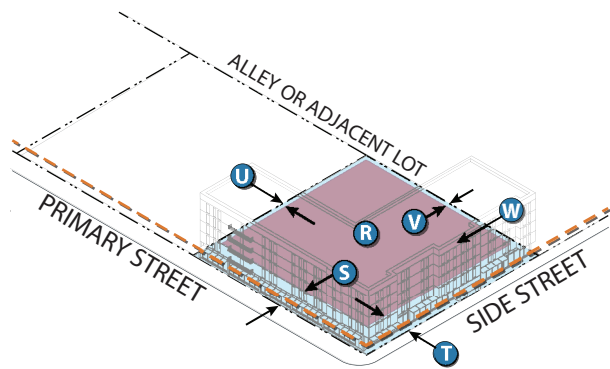
[L] Maximum Facade Length.

- Maximum two-hundred (200') feet without a building break; unrestricted public, pedestrian access; facade modulation; or change in materials or color.

080 MXB



--- PROPERTY LINE
 --- BUILD-TO-LINE
 LOT AREA
 BUILDING MASS



--- PROPERTY LINE
 --- BUILD-TO-LINE
 SETBACK AREA
 PARKING AREA

4. BUILDING HEIGHT AND FRONTAGE.

[M] Minimum and Maximum Height.

- See [Chapter 20.410 Zoning district](#) height range for minimum and maximum height.

[N] Ground Floor Transparency.

- Primary Street. Minimum of sixty (60%) percent transparent windows or doors.
- Side Street. Minimum of sixty (60%) percent transparent windows or doors.

[O] Blank Wall Limitations (Any Public Street).

- No blank frontage walls greater than thirty (30') feet.

[P] Weather Protection.

- Required at all primary and side street entrances.
- Minimum of seventy (70%) percent linear coverage on primary streets and thirty (30%) percent on side streets.
- Minimum vertical clearance of ten (10') feet.
- Maximum vertical clearance of twenty (20') feet.
- Minimum overhang of six (6') feet.

[Q] Entrances and Access Points.

- No requirements for shared pedestrian entrances.
- Ground floor residential units may have individual pedestrian entrances.

5. PARKING AND ACCESS.

[R] Parking Ratios.

- See [Chapter 20.450.090 VMC Parking and Loading](#) for parking requirements.

[S] Front Setback (Primary Street).

- Minimum of twenty (20') feet from the lot line.
- Zero-lot-line if contained within building and buffered.

[T] Side Setback (Side Street).

- Minimum of twenty (20') feet from the lot line.
- Zero-lot-line if contained within building and buffered.

[U] Side Setback (Adjacent Lot).

- Minimum of five (5') feet from the lot line.

[V] Rear Setback (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[W] Access Points.

- Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. See [Title 11 Streets and Sidewalks](#) for additional requirements.

6. OTHER REQUIREMENTS.

There are no other requirements for this building type.

7. OVERLAY REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per [Chapter 20.500 Title Here](#) of this code.

[X] Allowable Frontage Type.

The following table shows the allowable frontage types for this building type that apply to frontage on primary and side streets. Internal frontage is not regulated. See [Chapter 20.440 Frontage Types](#) of this code for additional frontage type requirements.

Frontage Type	Allowable
Awnings	Yes
Balconies	Yes
Bay Windows	Yes
Cafe	Yes
Common Yard	No
Courtyard	Yes
Gallery	Yes
Light Court	Yes
Porch	No
Stoop	No
Shopfront	Yes

[Y] Use Mixing Requirement.

- Minimum of sixty (60%) percent of the ground floor should be retail; other areas may be residential units, common spaces, and leasing offices or other amenities.

[Z] Ground Floor Height.

- Minimum of eighteen (18') feet (floor to floor) for retail.
- Minimum of fifteen (15') feet (floor to floor) or twelve (12') feet (floor to ceiling) for office.
- Ground floor residential units should have a minimum of ten (10') feet (floor to floor).

[AA] Facade Modulation Requirements.

- Not applicable.

[AB] Finished Ground Floor Level.

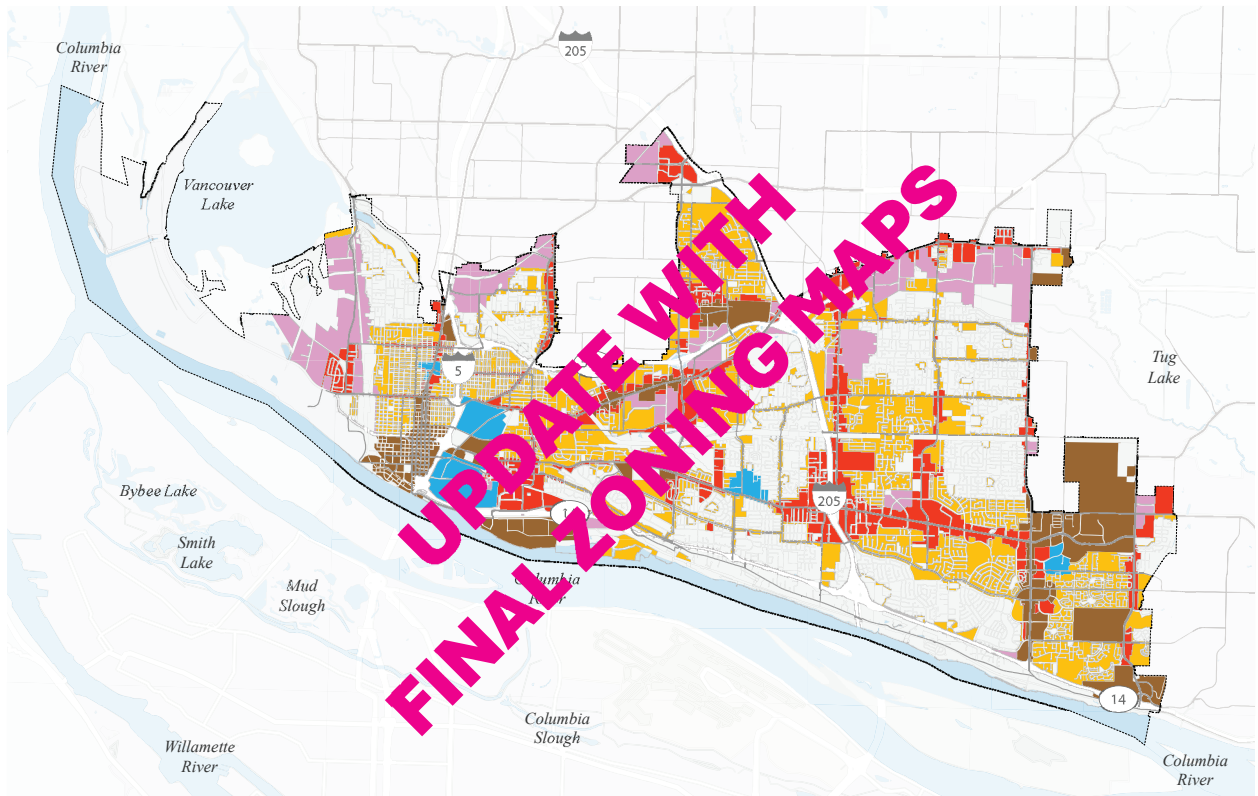
- Ground floor residential units should be a minimum of two (2') feet and maximum of six (6') feet above sidewalk grade, on average per facade.
- Maximum of six (6") inches above the sidewalk grade, on average per facade, for any non-residential uses.

[AC] Shared Outdoor Space Requirements.

- One (1) shared outdoor space must be provided on the lot adjacent to or on the roof of the main building that has regular geometry (a square or rectangle, for example) with one dimension of at least fifty (50') feet that meets the requirements of [Chapter 20.450.006 Landscaping](#).

TO BE FINALIZED WITH
DIRECTION ON THE OVERLAY

090 MIXED-USE OFFICE



Map of Allowable Zoning district

1. DEFINITION AND APPLICABILITY.

A Mixed-Use Office Building (MOB) is a medium- to large-sized building designed to feature ground-floor commercial spaces with office space above. The retail areas have independent entrances for easy access to street-level shops. Office space on the upper floors is accessed via interior circulation, which can include a central corridor or open area, depending on whether the floor is occupied by a single tenant or divided among multiple tenants.

The map and table on this page identify the allowable zoning district. Character images on this page are advisory only.

Low-Scale Neighborhood District (LS)	No
Medium-Scale Neighborhood District (MS)	Yes
Mixed-Use Neighborhood District (MX)	Yes
Regional Activity Center District (RA)	Yes
Institutional / Campus District (IC)	Yes
Industrial / Employment District (IE)	Yes
Heavy Industrial District (HI)	No
Manufactured Home District (MH)	No
Parks / Open Space District (PO)	No
Natural Areas District (NA)	No

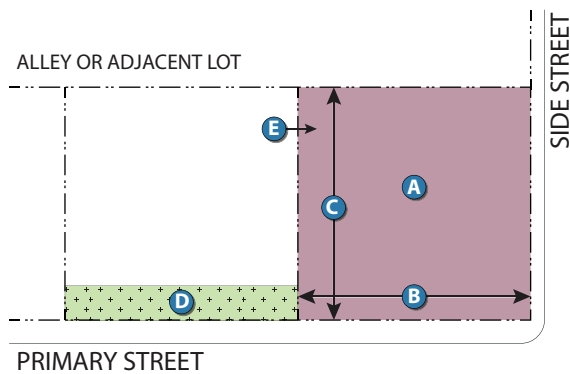
Table of Allowable Zoning district



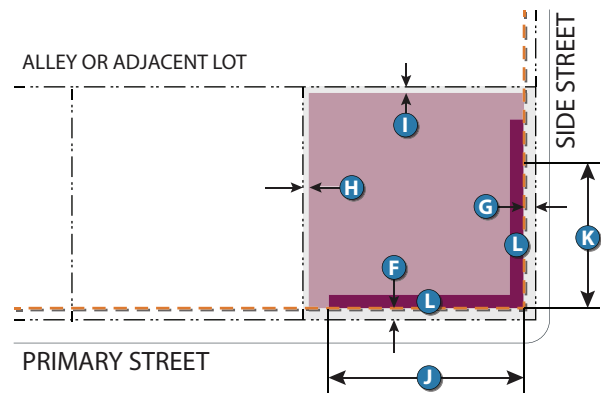
Character Image

090 MOB

090 MIXED-USE OFFICE



--- PROPERTY LINE
 LOT AREA
 OPEN SPACE



--- PROPERTY LINE
 BUILD-TO-LINE
 FACADE LINE
 BUILDING AREA

2. LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size.

- Minimum: Not applicable.
- Maximum: Not applicable.

[B] Maximum Lot Width.

- Not applicable.

[C] Maximum Lot Depth.

- Not applicable.

[D] Minimum Open Space Area.

- Not applicable.

[E] Maximum Impervious Area.

- Not applicable.

3. BUILDING PLACEMENT AND BUILDOUT.

[F] Front Build-to-Line (Primary Street).

- Maximum of ten (10') feet from the lot line.
- May encroach the build-to-line with a ROW permit.

[G] Side Build-to-Line (Side Street).

- Maximum of ten (10') feet from the lot line.
- May encroach the build-to-line with a ROW permit.

[H] Side Setback Line (Adjacent Lot).

- Minimum of five (5') feet from the lot line.

[I] Rear Setback Line (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street).

- Minimum of ninety (90%) percent of the front build-to-line.

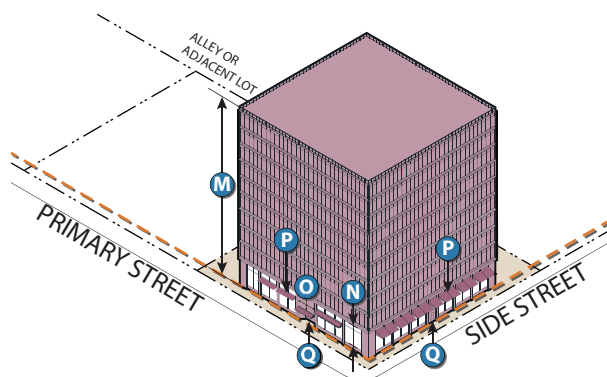
[K] Side Build-Out (Side Street).

- Minimum of fifty (50%) percent of the side build-to-line.

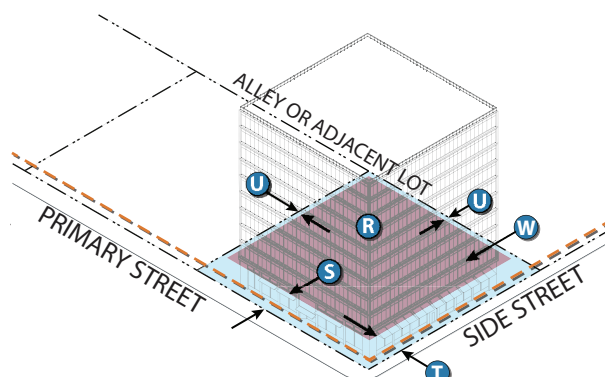
[L] Maximum Facade Length.

- Maximum two-hundred (200') feet without a building break; unrestricted public, pedestrian access; facade modulation; or change in materials or color.

090 MOB



--- PROPERTY LINE
 --- BUILD-TO-LINE
 LOT AREA
 BUILDING MASS



--- PROPERTY LINE
 --- BUILD-TO-LINE
 SETBACK AREA
 PARKING AREA

4. BUILDING HEIGHT AND FRONTAGE.

[M] Minimum and Maximum Height.

- See [Chapter 20.410 Zoning district](#) height range for minimum and maximum height.

[N] Ground Floor Transparency.

- Primary Street. Minimum of sixty (60%) percent transparent windows or doors.
- Side Street. Minimum of twenty (20%) percent transparent windows or doors.

[O] Blank Wall Limitations (Any Public Street).

- No blank frontage walls greater than thirty (30') feet.

[P] Weather Protection.

- Required at all primary and side street entrances.
- Minimum of seventy (70%) percent linear coverage on primary streets.
- Minimum vertical clearance of ten (10') feet.
- Maximum vertical clearance of twenty (20') feet.
- Minimum overhang of six (6') feet.

[Q] Entrances and Access Points.

- No requirements for shared pedestrian entrances.

5. PARKING AND ACCESS.

[R] Parking Ratios.

- See [Chapter 20.450.090 VMC Parking and Loading](#) for parking requirements.

[S] Front Setback (Primary Street).

- Minimum of twenty (20') feet from the lot line.
- Zero-lot-line if contained within building and buffered.

[T] Side Setback (Side Street).

- Minimum of twenty (20') feet from the lot line.
- Zero-lot-line if contained within building and buffered.

[U] Side Setback (Adjacent Lot).

- Minimum of five (5') feet from the lot line.

[V] Rear Setback (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[W] Access Points.

- Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. See [Title 11 Streets and Sidewalks](#) for additional requirements.

6. OTHER REQUIREMENTS.

There are no other requirements for this building type.

7. OVERLAY REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Chapter 20.500 Title Here** of this code.

[X] Allowable Frontage Type.

The following table shows the allowable frontage types for this building type that apply to frontage on primary and side streets. Internal frontage is not regulated. See **Chapter 20.440 Frontage Types** of this code for additional frontage type requirements.

Frontage Type	Allowable
Awnings	Yes
Balconies	No
Bay Windows	No
Cafe	Yes
Common Yard	No
Courtyard	Yes
Gallery	Yes
Light Court	No
Porch	No
Stoop	No
Shopfront	Yes

[Y] Use Mixing Requirement.

- Minimum of twenty (20) percent of the ground floor should be retail; other areas may be office space, common spaces, and leasing offices or other amenities.

[Z] Ground Floor Height.

- Minimum of eighteen (18') feet (floor to floor) for retail.
- Minimum of fifteen (15') feet (floor to floor) or twelve (12') feet (floor to ceiling) for office.

[AA] Facade Modulation Requirements.

- Not applicable.

[AB] Finished Ground Floor Level.

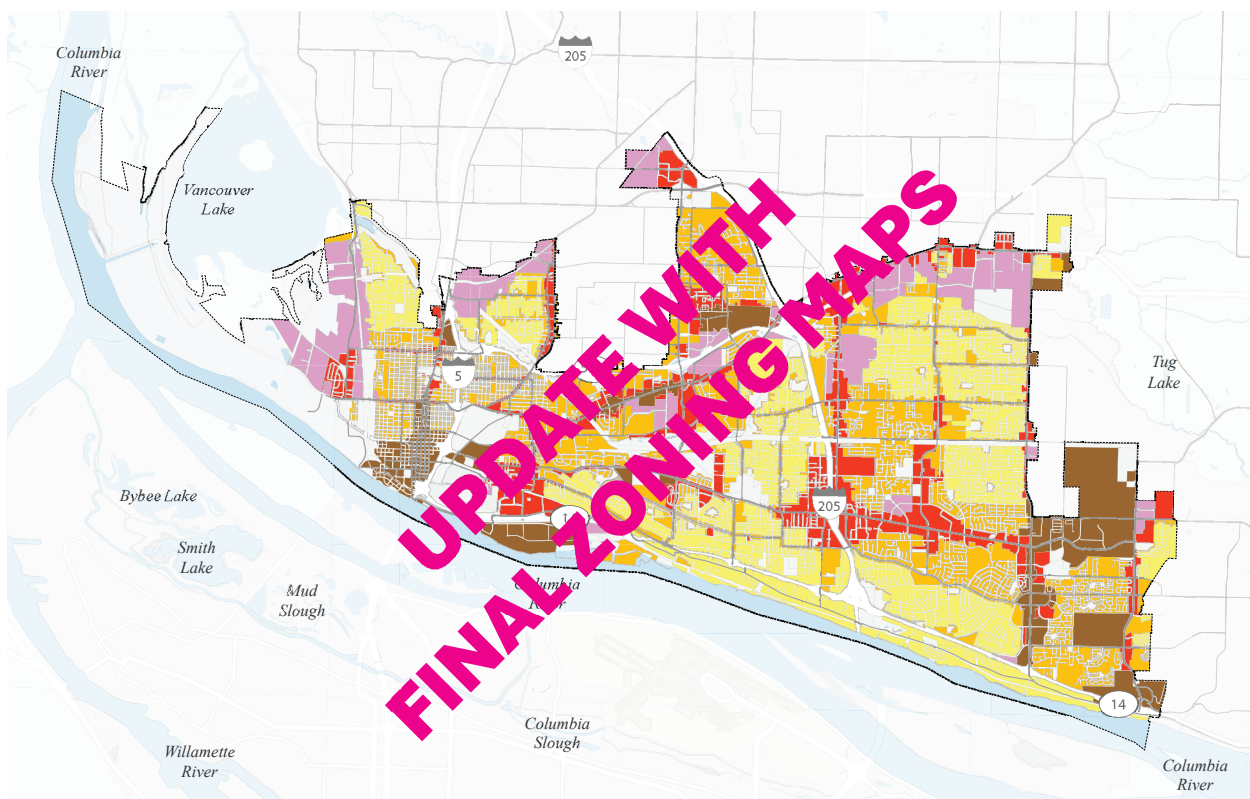
- Maximum of six (6") inches above the sidewalk grade, on average per facade, for any non-residential uses.

[AC] Shared Outdoor Space Requirements.

- Not applicable.

TO BE FINALIZED WITH
DIRECTION ON THE OVERLAY

100 COMMERCIAL BLOCK



Map of Allowable Zoning district

1. DEFINITION AND APPLICABILITY.

A Commercial Block Building (CBB) is a small, low-rise rectangular building with individual entrances for in-line shops or stores, designed to foster an active and engaging street presence. The building should be oriented with entrances facing the street, while parking is placed at the rear to prioritize pedestrian access.

The map and table on this page identify the allowable zoning district. Character images on this page are advisory only.

Low-Scale Neighborhood District (LS)	Yes
Medium-Scale Neighborhood District (MS)	Yes
Mixed-Use Neighborhood District (MX)	Yes
Regional Activity Center District (RA)	Yes
Institutional / Campus District (IC)	Yes
Industrial / Employment District (IE)	Yes
Heavy Industrial District (HI)	No
Manufactured Home District (MH)	No
Parks / Open Space District (PO)	No
Natural Areas District (NA)	No

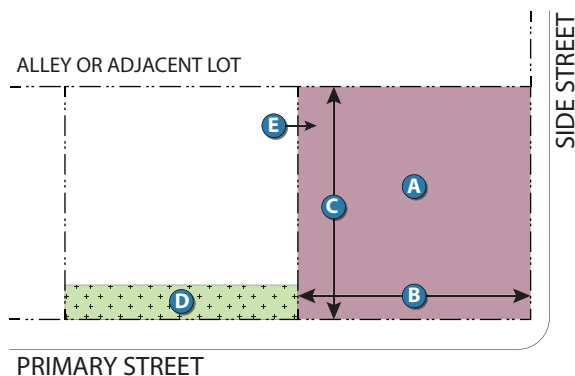
Table of Allowable Zoning district



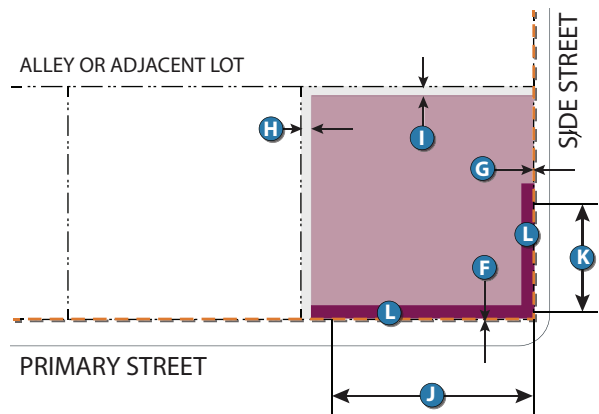
Character Image

100 CBB

100 COMMERCIAL BLOCK



--- PROPERTY LINE
 OPEN SPACE
 LOT AREA



--- PROPERTY LINE
 BUILD-TO-LINE
 FACADE LINE
 BUILDING AREA

2. LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size.

- Minimum: Not applicable.
- Maximum: Not applicable.

[B] Maximum Lot Width.

- Not applicable.

[C] Maximum Lot Depth.

- Not applicable.

[D] Minimum Open Space Area.

- Not applicable.

[E] Maximum Impervious Area.

- Not applicable.

3. BUILDING PLACEMENT AND BUILDOUT.

[F] Front Build-to-Line (Primary Street).

- Zero (0') lot line.

[G] Side Build-to-Line (Side Street).

- Zero (0') lot line.

[H] Side Setback Line (Adjacent Lot).

- Minimum of five (5') feet from the lot line.

[I] Rear Setback Line (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street).

- Minimum of ninety (90%) percent of the front build-to-line.

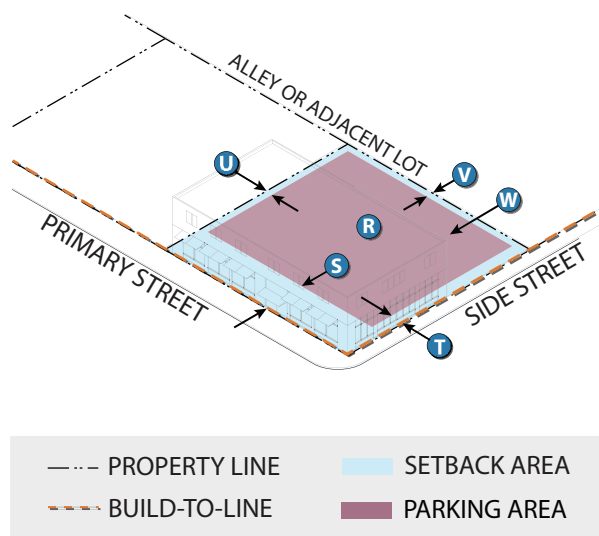
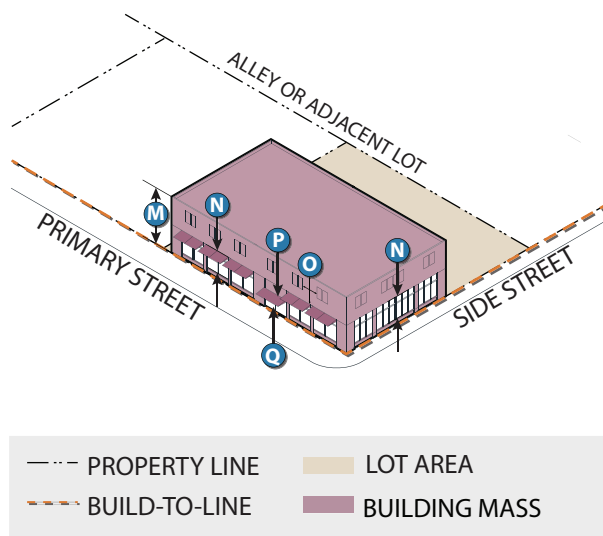
[K] Side Build-Out (Side Street).

- Minimum of fifty (50%) percent of the side build-to-line.

[L] Maximum Facade Length.

- Maximum two-hundred (200') feet without a building break; unrestricted public, pedestrian access; facade modulation; or change in materials or color.

100 CBB



4. BUILDING HEIGHT AND FRONTAGE.

[M] Minimum and Maximum Height.

- See [Chapter 20.410 Zoning district](#) height range for minimum and maximum height.

[N] Ground Floor Transparency.

- Primary Street. Minimum of sixty (60%) percent transparent windows or doors.
- Side Street. Minimum of twenty (20%) percent transparent windows or doors.

[O] Blank Wall Limitations (Any Public Street).

- No blank frontage walls greater than fifteen (15') feet.

[P] Weather Protection.

- Required at all primary and side street entrances.
- Minimum of seventy (70%) percent linear coverage on primary streets.
- Minimum vertical clearance of ten (10') feet.
- Maximum vertical clearance of twenty (20') feet.
- Minimum overhang of six (6') feet.

[Q] Entrances and Access Points.

- No requirements for shared pedestrian entrances.

5. PARKING AND ACCESS.

[R] Parking Ratios.

- See [Chapter 20.450.090 Parking and Loading](#) for parking requirements.

[S] Front Setback (Primary Street).

- Minimum of twenty (20') feet from the lot line.

[T] Side Setback (Side Street).

- Minimum of ten (10') feet from the lot line.

[U] Side Setback (Adjacent Lot).

- Minimum of five (5') feet from the lot line.

[V] Rear Setback (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[W] Access Points.

- Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. See [Title 11 Streets and Sidewalks](#) for additional requirements.

6. OTHER REQUIREMENTS.

There are no other requirements for this building type.

7. OVERLAY REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Chapter 20.500 Title Here** of this code.

[X] Allowable Frontage Type.

The following table shows the allowable frontage types for this building type that apply to frontage on primary and side streets. Internal frontage is not regulated. See **Chapter 20.440 Frontage Types** of this code for additional frontage type requirements.

Frontage Type	Allowable
Awnings	Yes
Balconies	No
Bay Windows	No
Cafe	Yes
Common Yard	No
Courtyard	No
Gallery	No
Light Court	Yes
Porch	No
Stoop	No
Shopfront	Yes

[Y] Use Mixing Requirement.

- Minimum of sixty (60%) percent of the ground floor should be retail; other areas may be service and support spaces for retail or common areas.

[Z] Ground Floor Height.

- Minimum of eighteen (18') feet (floor to floor) for retail.
- Minimum of fifteen (15') feet (floor to floor) or twelve (12') feet (floor to ceiling) for office.

[AA] Facade Modulation Requirements.

- Not applicable.

[AB] Finished Ground Floor Level.

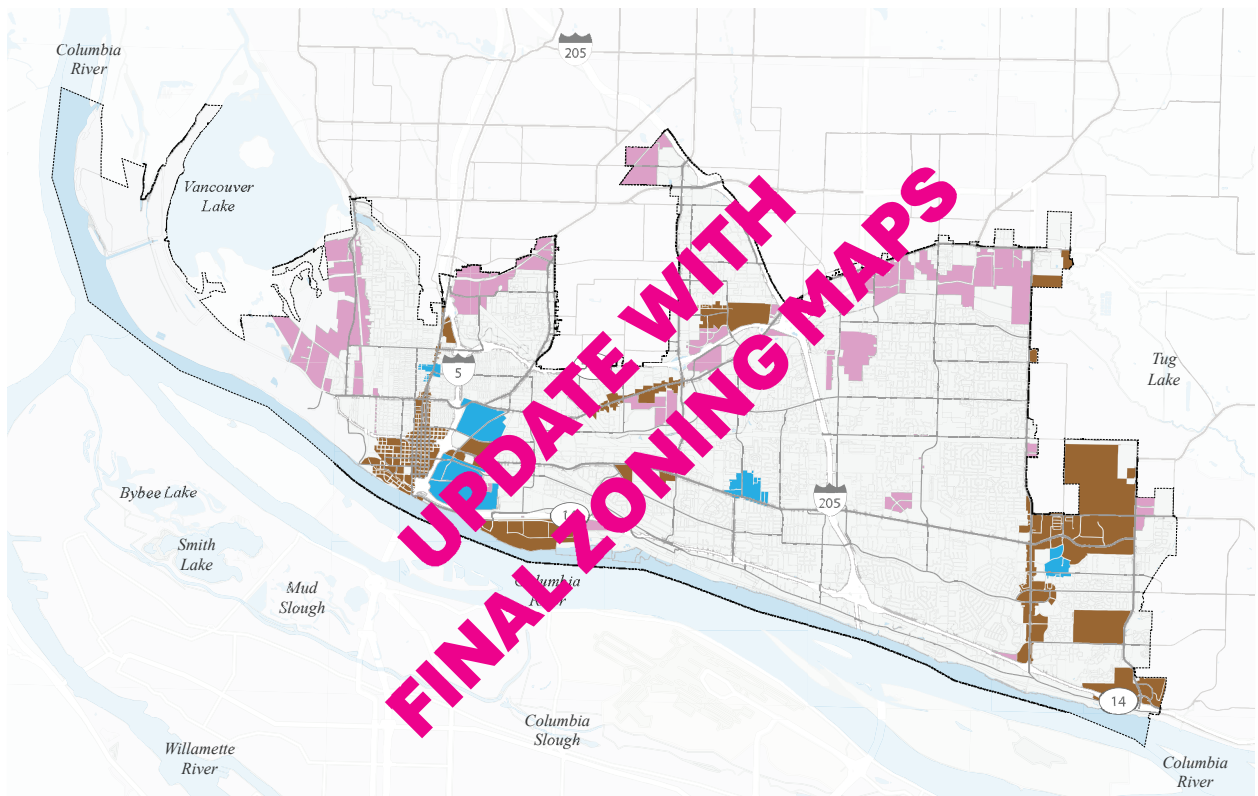
- Maximum of six (6") inches above the sidewalk grade, on average per facade, for any non-residential uses.

[AC] Shared Outdoor Space Requirements.

- Not applicable.

TO BE FINALIZED WITH
DIRECTION ON THE OVERLAY

110 BIG BOX RETAIL



Map of Allowable Zoning district

1. DEFINITION AND APPLICABILITY.

A Big Box Retail Building (BRB) is a larger footprint, standalone building that often spans an entire block, designed with a single, controlled entrance to manage high volumes of goods and customer traffic. Entrances should face the street and be easily accessible, with parking situated at the rear or sides to promote a clean, pedestrian-friendly frontage. When satellite buildings are included, it is crucial to include pedestrian safety and landscaping around the site for a cohesive and safe environment.

The map and table on this page identify the allowable zoning district. Character images on this page are advisory only.

Low-Scale Neighborhood District (LS)	No
Medium-Scale Neighborhood District (MS)	No
Mixed-Use Neighborhood District (MX)	No
Regional Activity Center District (RA)	Yes
Institutional / Campus District (IC)	Yes
Industrial / Employment District (IE)	Yes
Heavy Industrial District (HI)	No
Manufactured Home District (MH)	No
Parks / Open Space District (PO)	No
Natural Areas District (NA)	No

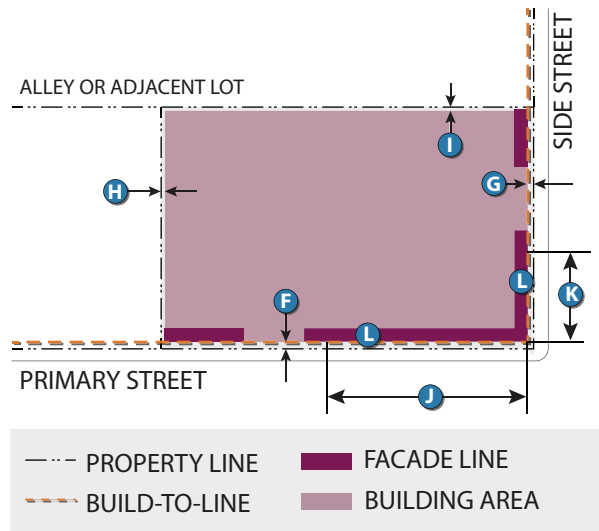
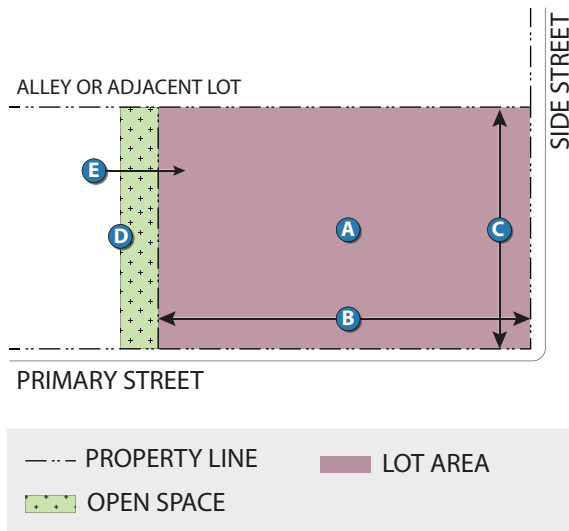
Table of Allowable Zoning district



Character Image

110 BRB

110 BIG BOX RETAIL



2. LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size.

- Minimum: Not applicable.
- Maximum: Not applicable.

[B] Maximum Lot Width.

- Not applicable.

[C] Maximum Lot Depth.

- Not applicable.

[D] Minimum Open Space Area.

- Not applicable.

[E] Maximum Impervious Area.

- Not applicable.

3. BUILDING PLACEMENT AND BUILDOUT.

[F] Front Build-to-Line (Primary Street).

- Maximum of ten (10') feet from the lot line.

[G] Side Build-to-Line (Side Street).

- Maximum of ten (10') feet from the lot line.

[H] Side Setback Line (Adjacent Lot).

- Minimum of five (5') feet from the lot line.

[I] Rear Setback Line (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street).

- Minimum of sixty (60%) percent of the front build-to-line.

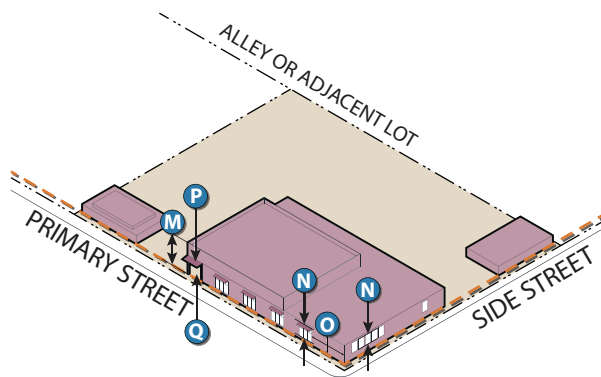
[K] Side Build-Out (Side Street).

- Minimum of thirty (30%) percent of the side build-to-line.

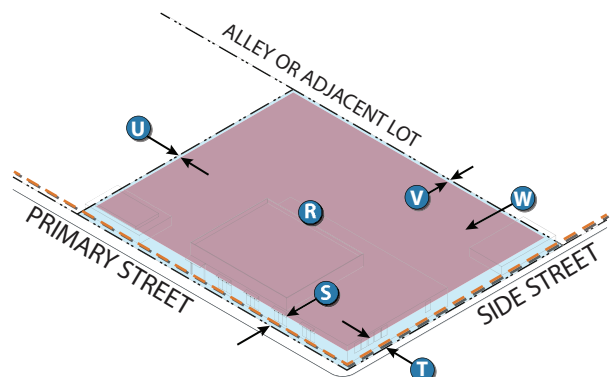
[L] Maximum Facade Length.

- Maximum two-hundred (200') feet without a building break; unrestricted public, pedestrian access; facade modulation; or change in materials or color.

110 BRB



--- PROPERTY LINE
 --- BUILD-TO-LINE
 LOT AREA
 BUILDING MASS



--- PROPERTY LINE
 --- BUILD-TO-LINE
 SETBACK AREA
 PARKING AREA

4. BUILDING HEIGHT AND FRONTAGE.

[M] Minimum and Maximum Height.

- See [Chapter 20.410 Zoning district](#) height range for minimum and maximum height.

[N] Ground Floor Transparency.

- Primary Street. Minimum of forty (40%) percent transparent windows or doors.
- Side Street. Minimum of twenty (20%) percent transparent windows or doors.

[O] Blank Wall Limitations (Any Public Street).

- No blank frontage walls greater than fifty (50') feet.

[P] Weather Protection.

- Required at all primary and side street entrances.
- Minimum of fifty (50%) percent linear coverage on primary streets.
- Minimum vertical clearance of ten (10') feet.
- Maximum vertical clearance of twenty (20') feet.
- Minimum overhang of six (6') feet.

[Q] Entrances and Access Points.

- No requirements for shared pedestrian entrances.
- Pedestrian entrances on additional buildings on other lots must meet the entrances and access points requirements for CBB.

5. PARKING AND ACCESS.

[R] Parking Ratios.

- See [Chapter 20.450.090 VMC Parking and Loading](#) for parking requirements.

[S] Front Setback (Primary Street).

- Minimum of twenty (20') feet from the lot line.

[T] Side Setback (Side Street).

- Minimum of five (5') feet from the lot line.

[U] Side Setback (Adjacent Lot).

- Minimum of five (5') feet from the lot line.

[V] Rear Setback (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[W] Access Points.

- Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. See [Title 11 Streets and Sidewalks](#) for additional requirements.

6. OTHER REQUIREMENTS.

[X] More than One (1) Lot.

- If a permit application has more than one (1) lot, all other lots must meet the requirements of CBB.

[Y] More than One (1) Lot.

- If a lot has more than one (1) primary street, that lot is only required to meet the primary street requirements for one (1) of those primary streets and all other streets may be defined as a side street.

[Z] Structured Parking Garages.

- Any BBR Building located within RA and IE must utilize a structured parking garage that meets the requirements of Parking Areas and Access for this building type. Surface parking is allowed with a BBR Building in all other zoning district.

7. OVERLAY REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per [Chapter 20.500 Title Here](#) of this code.

[AA] Allowable Frontage Type.

The following table shows the allowable frontage types for this building type that apply to frontage on primary and side streets. Internal frontage is not regulated. See [Chapter 20.440 Frontage Types](#) of this code for additional frontage type requirements.

Frontage Type	Allowable
Awnings	Yes
Balconies	No
Bay Windows	No
Cafe	Yes
Common Yard	No
Courtyard	No
Gallery	No
Light Court	No
Porch	No
Stoop	No
Shopfront	Yes

[AB] Use Mixing Requirements.

- Not applicable.

[AC] Ground Floor Height.

- Minimum of eighteen (18') feet (floor to floor).

[AD] Facade Modulation Requirements.

- Not applicable.

[AE] Finished Ground Floor Level.

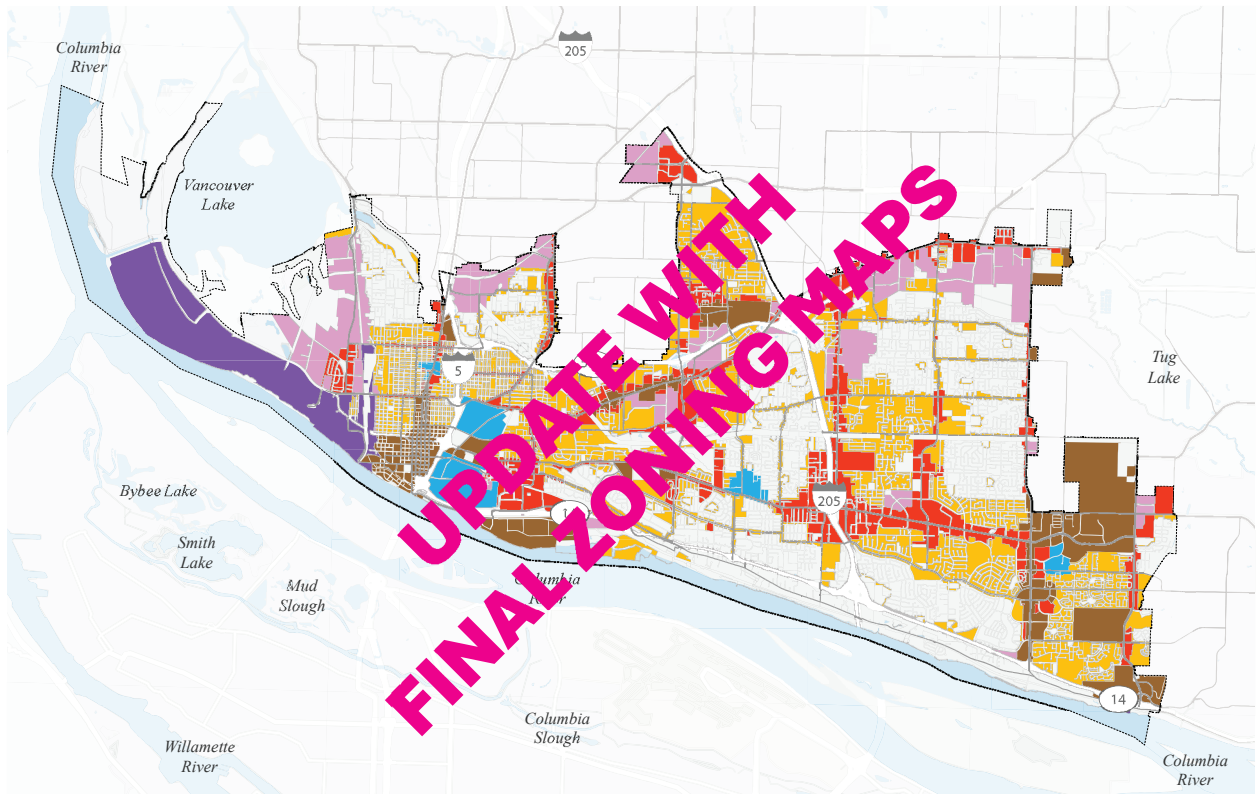
- Maximum of six (6") inches above the sidewalk grade, on average per facade, for any non-residential uses.

[AF] Shared Outdoor Space Requirements.

- Not applicable.

TO BE FINALIZED WITH
DIRECTION ON THE OVERLAY

120 FLEXIBLE-USE



Map of Allowable Zoning district

1. DEFINITION AND APPLICABILITY.

A Flexible-Use Building (FUB) is a larger footprint, rectangular building designed to accommodate diverse uses such as office, innovation, medical, research, and light manufacturing. When upper floors are included, access is through a shared ground-floor entrance, with interior circulation tailored to the number of tenants and specific layout. Parking and loading docks should be located at the rear or along an alley to maintain a clean streetscape. Side setbacks are ideal for creating outdoor areas and shared spaces that enhance the ground-floor facilities..

The map and table on this page identify the allowable zoning district. Character images on this page are advisory only.

Low-Scale Neighborhood District (LS)	No
Medium-Scale Neighborhood District (MS)	Yes
Mixed-Use Neighborhood District (MX)	Yes
Regional Activity Center District (RA)	Yes
Institutional / Campus District (IC)	Yes
Industrial / Employment District (IE)	Yes
Heavy Industrial District (HI)	Yes
Manufactured Home District (MH)	No
Parks / Open Space District (PO)	No
Natural Areas District (NA)	No

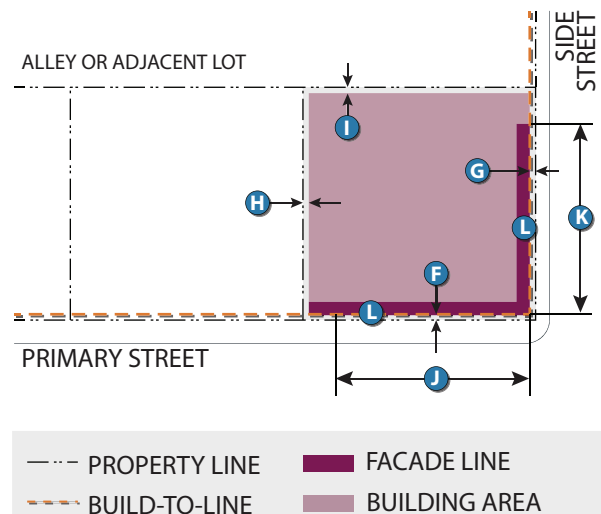
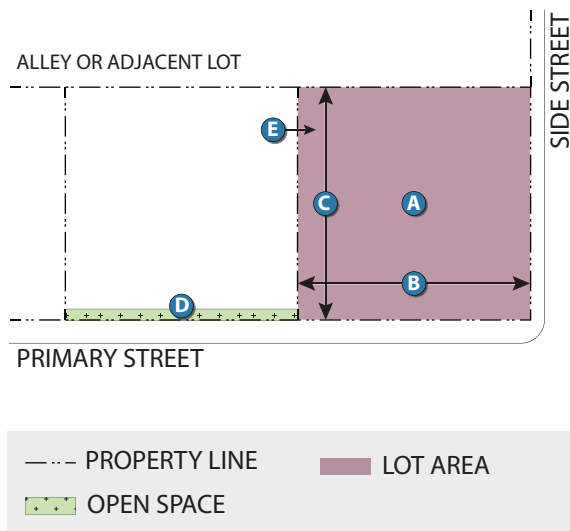
Table of Allowable Zoning district



Character Image

120 FUB

120 FLEXIBLE-USE



2. LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size.

- Minimum: Not applicable.
- Maximum: Not applicable.

[B] Maximum Lot Width.

- Not applicable.

[C] Maximum Lot Depth.

- Not applicable.

[D] Minimum Open Space Area.

- Not applicable.

[E] Maximum Impervious Area.

- Not applicable.

3. BUILDING PLACEMENT AND BUILDOUT.

[F] Front Build-to-Line (Primary Street).

- Maximum of five (5') feet from the lot line.

[G] Side Build-to-Line (Side Street).

- Maximum of five (5') feet from the lot line.

[H] Side Setback Line (Adjacent Lot).

- Minimum of five (5') feet from the lot line.

[I] Rear Setback Line (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street).

- Minimum of ninety (90%) percent of the front build-to-line.

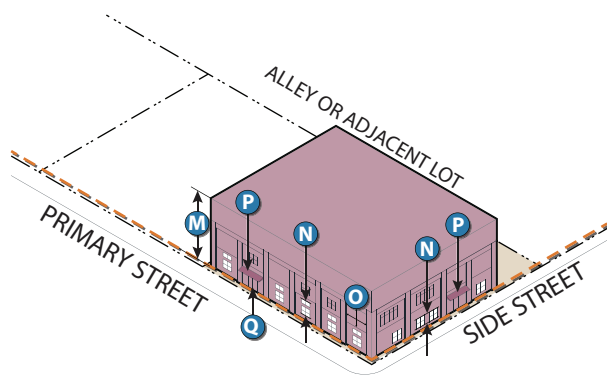
[K] Side Build-Out (Side Street).

- Minimum of ninety (90%) percent of the side build-to-line.

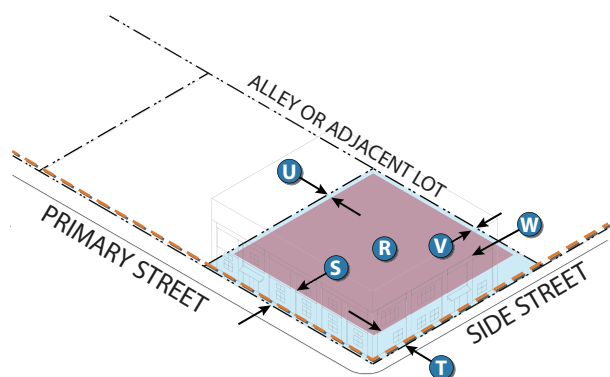
[L] Maximum Facade Length.

- Maximum two-hundred (200') feet without a building break; unrestricted public, pedestrian access; facade modulation; or change in materials or color.

120 FUB



--- PROPERTY LINE
 --- BUILD-TO-LINE
 LOT AREA
 BUILDING MASS



--- PROPERTY LINE
 --- BUILD-TO-LINE
 SETBACK AREA
 PARKING AREA

4. BUILDING HEIGHT AND FRONTAGE.

[M] Minimum and Maximum Height.

- See [Chapter 20.410 Zoning district](#) height range for minimum and maximum height.

[N] Ground Floor Transparency.

- Primary Street. Minimum of sixty (60%) percent transparent windows or doors.
- Side Street. Minimum of forty (40%) percent transparent windows or doors

[O] Blank Wall Limitations (Any Public Street).

- No blank frontage walls greater than fifty (50') feet.

[P] Weather Protection.

- Required at all primary and side street entrances.
- Minimum of forty (40%) percent linear coverage on primary streets.
- Minimum vertical clearance of ten (10') feet.
- Maximum vertical clearance of twenty (20') feet.
- Minimum overhang of six (6') feet.

[Q] Entrances and Access Points.

- No requirements for shared pedestrian entrances.

5. PARKING AND ACCESS.

[R] Parking Ratios.

- See [Chapter 20.450.090 VMC Parking and Loading](#) for parking requirements.

[S] Front Setback (Primary Street).

- Minimum of twenty (20') feet from the lot line.

[T] Side Setback (Side Street).

- Minimum of twenty (20') feet from the lot line.

[U] Side Setback (Adjacent Lot).

- Minimum of five (5') feet from the lot line.

[V] Rear Setback (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[W] Access Points.

- Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. See [Title 11 Streets and Sidewalks](#) for additional requirements.

6. OTHER REQUIREMENTS.

There are no other requirements for this building type.

7. OVERLAY REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Chapter 20.500 Title Here** of this code.

[X] Allowable Frontage Type.

The following table shows the allowable frontage types for this building type that apply to frontage on primary and side streets. Internal frontage is not regulated. See **Chapter 20.440 Frontage Types** of this code for additional frontage type requirements.

Frontage Type	Allowable
Awnings	Yes
Balconies	No
Bay Windows	No
Cafe	No
Common Yard	No
Courtyard	No
Gallery	No
Light Court	No
Porch	No
Stoop	No
Shopfront	Yes

[Y] Use Mixing Requirement.

– Not applicable.

[Z] Ground Floor Height.

– Minimum of eighteen (18') feet (floor to floor).

[AA] Facade Modulation Requirements.

– Not applicable.

[AB] Finished Ground Floor Level.

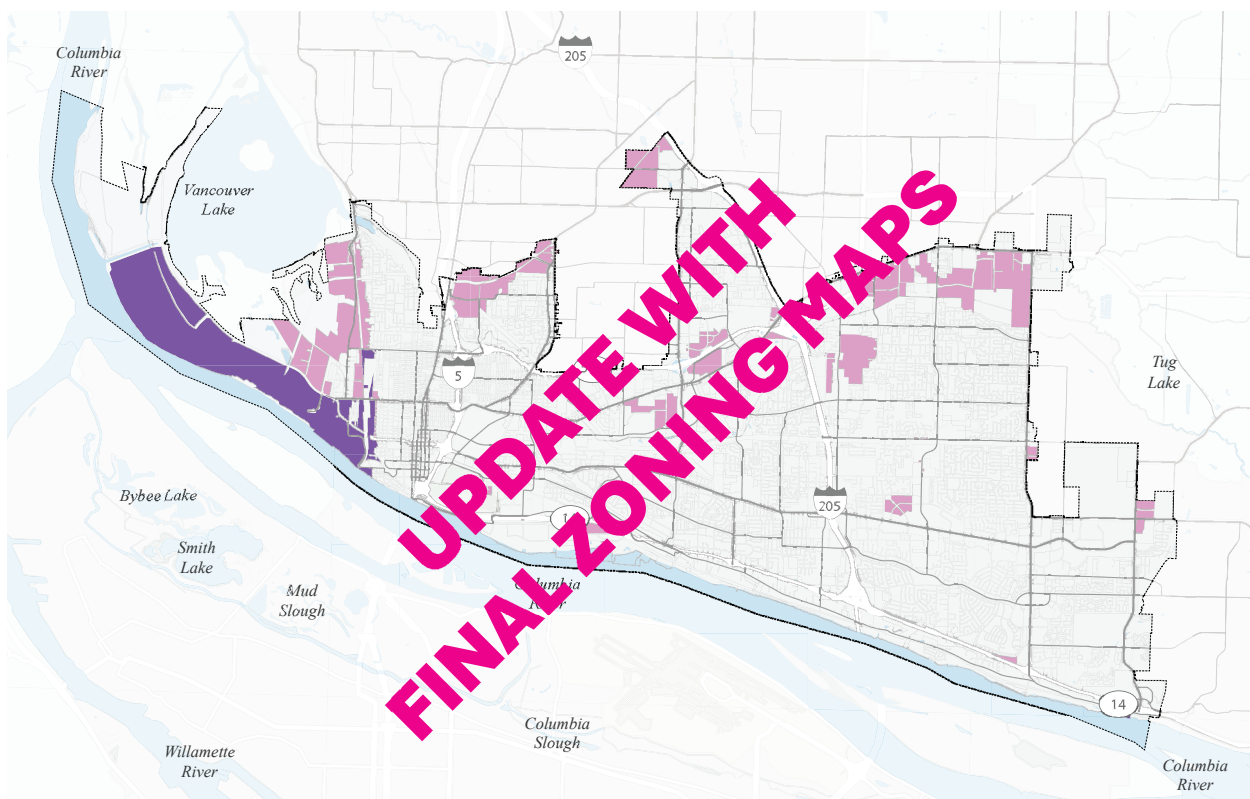
- Ground floor residential units should be a minimum of two (2') feet and maximum of six (6') feet above sidewalk grade, on average per facade.
- Maximum of six (6") inches above the sidewalk grade, on average per facade, for any non-residential uses.

[AC] Shared Outdoor Space Requirements.

– Not applicable.

TO BE FINALIZED WITH
DIRECTION ON THE OVERLAY

130 INDUSTRIAL / DISTRIBUTION



Map of Allowable Zoning district

1. DEFINITION AND APPLICABILITY.

An Industrial / Distribution Building (IDB) is a large standalone building, typical of business parks or commercial corridors, often featuring setbacks and green space. The entrance is strategically located based on local circulation patterns, typically near or visible from the main street for ease of access. Vehicular access and loading areas should be positioned along secondary streets or at the rear of the lot to accommodate large trucks and deliveries, ensuring smooth operations for industrial and manufacturing uses while maintaining an attractive frontage.

The map and table on this page identify the allowable zoning district. Character images on this page are advisory only.

Low-Scale Neighborhood District (LS)	No
Medium-Scale Neighborhood District (MS)	No
Mixed-Use Neighborhood District (MX)	No
Regional Activity Center District (RA)	No
Institutional / Campus District (IC)	No
Industrial / Employment District (IE)	Yes
Heavy Industrial District (HI)	Yes
Manufactured Home District (MH)	No
Parks / Open Space District (PO)	No
Natural Areas District (NA)	No

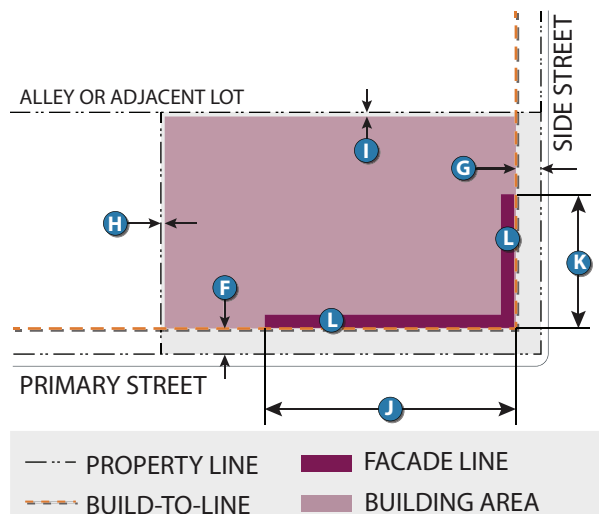
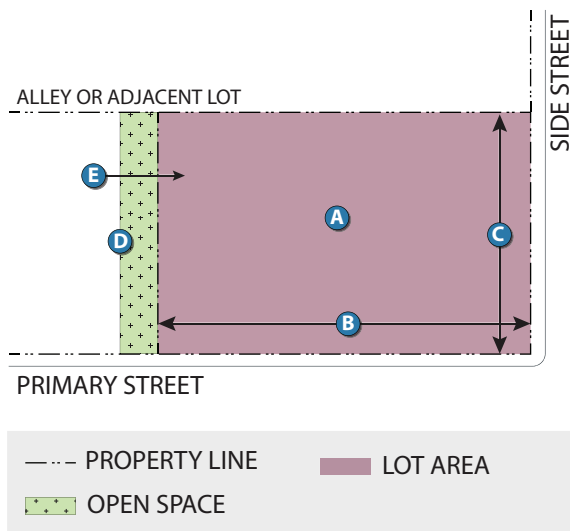
Table of Allowable Zoning district



Character Image

130 IDB

130 INDUSTRIAL / DISTRIBUTION



2. LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size.

- Minimum: Not applicable.
- Maximum: Not applicable.

[B] Maximum Lot Width.

- Not applicable.

[C] Maximum Lot Depth.

- Not applicable.

[D] Minimum Open Space Area.

- Not applicable.

[E] Maximum Impervious Area.

- Not applicable.

3. BUILDING PLACEMENT AND BUILDOUT.

[F] Front Build-to-Line (Primary Street).

- Maximum of thirty (30') feet from the lot line.

[G] Side Build-to-Line (Side Street).

- Maximum of thirty (30') feet from the lot line.

[H] Side Setback Line (Adjacent Lot).

- Minimum of five (5') feet from the lot line.

[I] Rear Setback Line (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street).

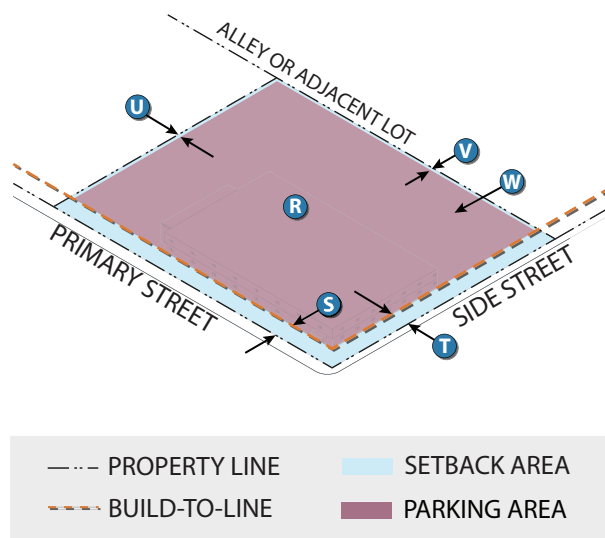
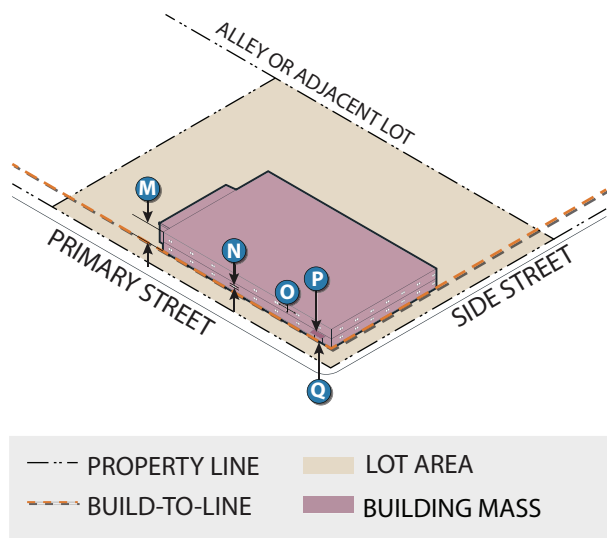
- Minimum of sixty (60%) percent of the front build-to-line.

[K] Side Build-Out (Side Street).

- Minimum of thirty (30%) percent of the side build-to-line.

[L] Maximum Facade Length.

- Not applicable.



4. BUILDING HEIGHT AND FRONTAGE.

[M] Minimum and Maximum Height.

- See [Chapter 20.410 Zoning district](#) height range for minimum and maximum height.

[N] Ground Floor Transparency.

- Primary Street. Minimum of twenty (20%) percent transparent windows or doors.
- Side Street. Minimum of twenty (20%) percent transparent windows or doors.

[O] Blank Wall Limitations (Any Public Street).

- No blank frontage walls greater than fifty (50') feet.

[P] Weather Protection.

- Required at all primary and side street entrances.
- Minimum of twenty (20%) percent linear coverage on primary streets.
- Minimum vertical clearance of ten (10') feet.
- Maximum vertical clearance of twenty (20') feet.
- Minimum overhang of six (6') feet.

[Q] Entrances and Access Points.

- Not applicable.

5. PARKING AND ACCESS.

[R] Parking Ratios.

- See [Chapter 20.450.090 VMC Parking and Loading](#) for parking requirements.

[S] Front Setback (Primary Street).

- Minimum of twenty (20') feet from the lot line.

[T] Side Setback (Side Street).

- Minimum of twenty (20') feet from the lot line.

[U] Side Setback (Adjacent Lot).

- Minimum of five (5') feet from the lot line.

[V] Rear Setback (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[W] Access Points.

- Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. See [Title 11 Streets and Sidewalks](#) for additional requirements.

6. OTHER REQUIREMENTS.

There are no other requirements for this building type.

7. OVERLAY REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Chapter 20.500 Title Here** of this code.

[X] Allowable Frontage Type.

The following table shows the allowable frontage types for this building type that apply to frontage on primary and side streets. Internal frontage is not regulated. See **Chapter 20.440 Frontage Types** of this code for additional frontage type requirements.

Frontage Type	Allowable
Awnings	Yes
Balconies	No
Bay Windows	No
Cafe	No
Common Yard	No
Courtyard	No
Gallery	No
Light Court	No
Porch	No
Stoop	No
Shopfront	Yes

[Y] Use Mixing Requirement.

– Not applicable.

[Z] Ground Floor Height.

– Not applicable.

[AA] Facade Modulation Requirements.

– Not applicable.

[AB] Finished Ground Floor Level.

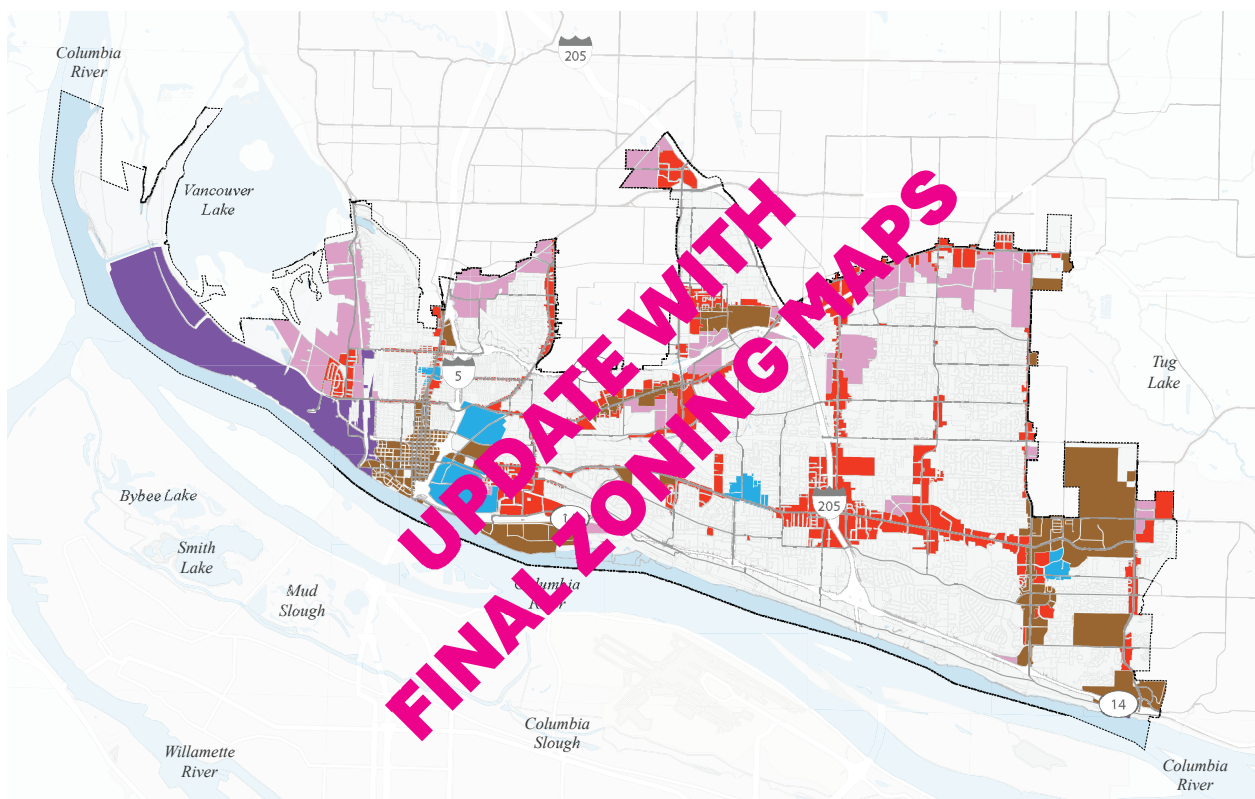
– Maximum of six (6") inches above the sidewalk grade, on average per facade, for any non-residential uses.

[AC] Shared Outdoor Space Requirements.

– Not applicable.

TO BE FINALIZED WITH
DIRECTION ON THE OVERLAY

140 STRUCTURED PARKING GARAGE



Map of Allowable Zoning district

1. DEFINITION AND APPLICABILITY.

A Structured Parking Garage Building (SPG) is a neighborhood scale or larger parking garage serving multiple uses or buildings within a city or commercial corridor. These structures can be underground or above ground, and where possible, should incorporate active commercial spaces at the ground level. Design elements should enhance visual interest at the pedestrian scale and mitigate the visual impact of the parking levels above, creating a more attractive and engaging streetscape.

The map and table on this page identify the allowable zoning district. Character images on this page are advisory only.

Low-Scale Neighborhood District (LS)	No
Medium-Scale Neighborhood District (MS)	No
Mixed-Use Neighborhood District (MX)	Yes
Regional Activity Center District (RA)	Yes
Institutional / Campus District (IC)	Yes
Industrial / Employment District (IE)	Yes
Heavy Industrial District (HI)	Yes
Manufactured Home District (MH)	No
Parks / Open Space District (PO)	No
Natural Areas District (NA)	No

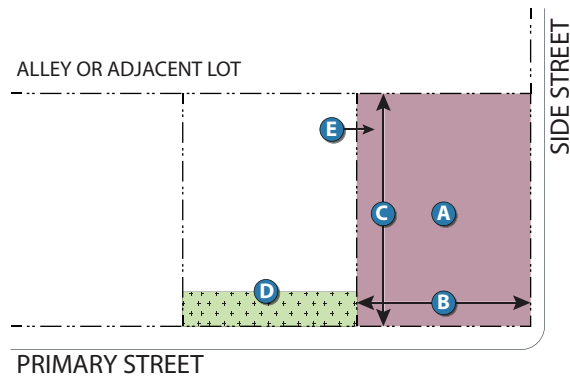
Table of Allowable Zoning district



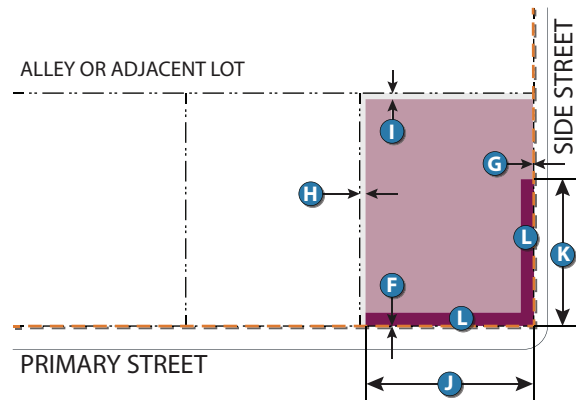
Character Image

140 SPB

140 STRUCTURED PARKING GARAGE



--- PROPERTY LINE
 ■ LOT AREA
 ■ OPEN SPACE



--- PROPERTY LINE
 --- BUILD-TO-LINE
 ■ FACADE LINE
 ■ BUILDING AREA

2. LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size.

- Minimum: Not applicable.
- Maximum: Not applicable.

[B] Maximum Lot Width.

- Not applicable.

[C] Maximum Lot Depth.

- Not applicable.

[D] Minimum Open Space Area.

- Not applicable.

[E] Maximum Impervious Area.

- Not applicable.

3. BUILDING PLACEMENT AND BUILDOUT.

[F] Front Build-to-Line (Primary Street).

- Zero (0') lot line.

[G] Side Build-to-Line (Side Street).

- Zero (0') lot line.

[H] Side Setback Line (Adjacent Lot).

- Minimum of five (5') feet from the lot line.

[I] Rear Setback Line (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street).

- Minimum of ninety (90%) percent of the front build-to-line.

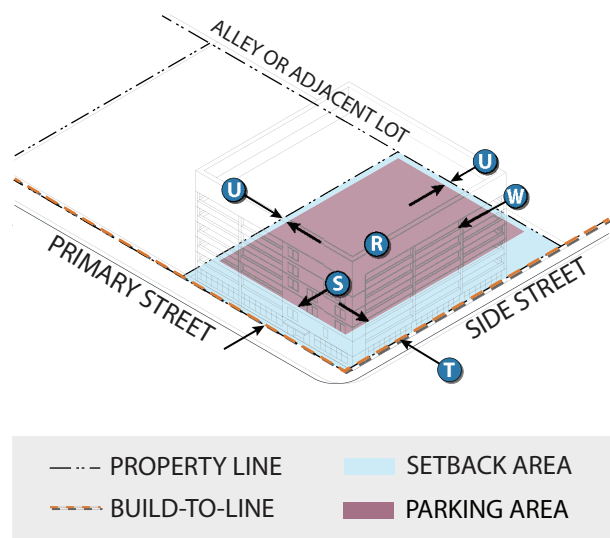
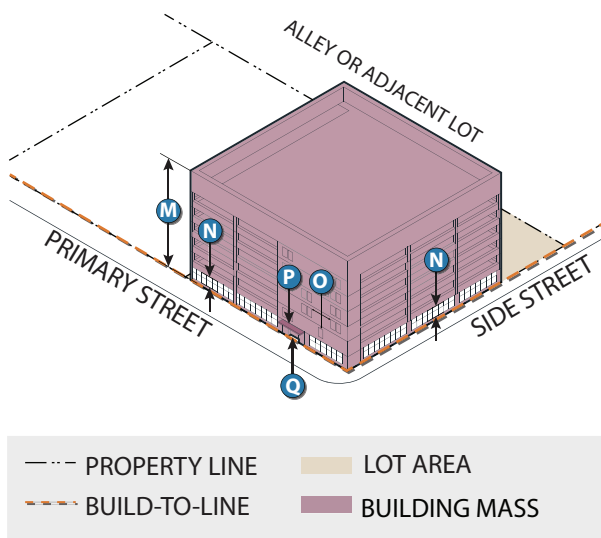
[K] Side Build-Out (Side Street).

- Minimum of fifty (50%) percent of the side build-to-line.

[L] Maximum Facade Length.

- Not applicable.

140 SPB



4. BUILDING HEIGHT AND FRONTAGE.

[M] Minimum and Maximum Height.

- See [Chapter 20.410 Zoning district](#) height range for minimum and maximum height.

[N] Ground Floor Transparency.

- Primary Street. Minimum of twenty (20%) percent transparent windows or doors.
- Side Street. Minimum of twenty (20%) percent transparent windows or doors.
- May exclude those portions of the facades devoted to driveway entrances and exits, stairwells, elevators and centralized payment booths from the calculation.

[O] Blank Wall Limitations (Any Public Street).

- No blank frontage walls greater than fifteen (15') feet.

[P] Weather Protection.

- Required at all primary and side street entrances.
- Minimum of forty (40%) percent linear coverage on primary streets.
- Minimum vertical clearance of ten (10') feet.
- Maximum vertical clearance of twenty (20') feet.
- Minimum overhang of six (6') feet.

[Q] Entrances and Access Points.

- A shared pedestrian entrance must be located facing a primary street. Additional pedestrian entrances may be located facing side streets. If no primary street is present, the pedestrian entrance must face the side street.

5. PARKING AND ACCESS.

[R] Parking Ratios.

- See [Chapter 20.450.090 VMC Parking and Loading](#) for parking requirements.

[S] Front Setback (Primary Street).

- Minimum of twenty (20') feet from the lot line on the ground floors; and no minimum on upper floors.

[T] Side Setback (Side Street).

- Minimum of twenty (20') feet from the lot line on the ground floors; and no minimum on upper floors.

[U] Side Setback (Adjacent Lot).

- Minimum of five (5') feet from the lot line.

[V] Rear Setback (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[W] Access Points.

- Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. See [Title 11 Streets and Sidewalks](#) for additional requirements.

6. OTHER REQUIREMENTS.

[X] Entrance/Exit Design.

- Adequate vision clearance shall be provided so that motorists leaving a parking structure have a clear view of the sidewalk on either side of the exit, and so that approaching pedestrians have a clear view of any approaching vehicle. Parking structure entrances and exits shall be designed to achieve travel speeds not to exceed five (5) miles per hour, and shall require a vehicle stop directly prior to crossing the street sidewalk. Entrance and exit areas shall be designed so that vehicles approaching or leaving the parking structure can queue to enter/exit the traffic stream without blocking the sidewalk.

[Y] Parking Structure Internal Design and Pedestrian Circulation.

- Parking structure internal circulation design shall include provisions for the safe and convenient circulation of pedestrians. Design speed shall not exceed 10 miles per hour, and traffic control measures shall be provided at any location where vehicle circulation crosses a pedestrian walk way. (Ord. M-3643, 2004)

[Z] Parking Structure Internal Design and Pedestrian Circulation.

- Required windows shall have a sill no more than four (4') feet above grade. Where an interior floor level prohibits such placement, the sill may be raised to allow it to be no more than two (2') feet above finished floor wall up to a maximum sill height of six (6') feet above grade. These openings shall be glazed or gridded.

7. OVERLAY REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Chapter 20.500 Title Here** of this code.

[AA] Allowable Frontage Type.

The following table shows the allowable frontage types for this building type that apply to frontage on primary and side streets. Internal frontage is not regulated. See **Chapter 20.440 Frontage Types** of this code for additional frontage type requirements.

Frontage Type	Allowable
Awnings	Yes
Balconies	No
Bay Windows	No
Cafe	Yes
Common Yard	No
Courtyard	No
Gallery	No
Light Court	No
Porch	No
Strip	No
Front	Yes

[AB] Use Mixing Requirements.

- Not applicable.

[AC] Ground Floor Height.

- Not applicable.

[AD] Facade Modulation Requirements.

- Not applicable.

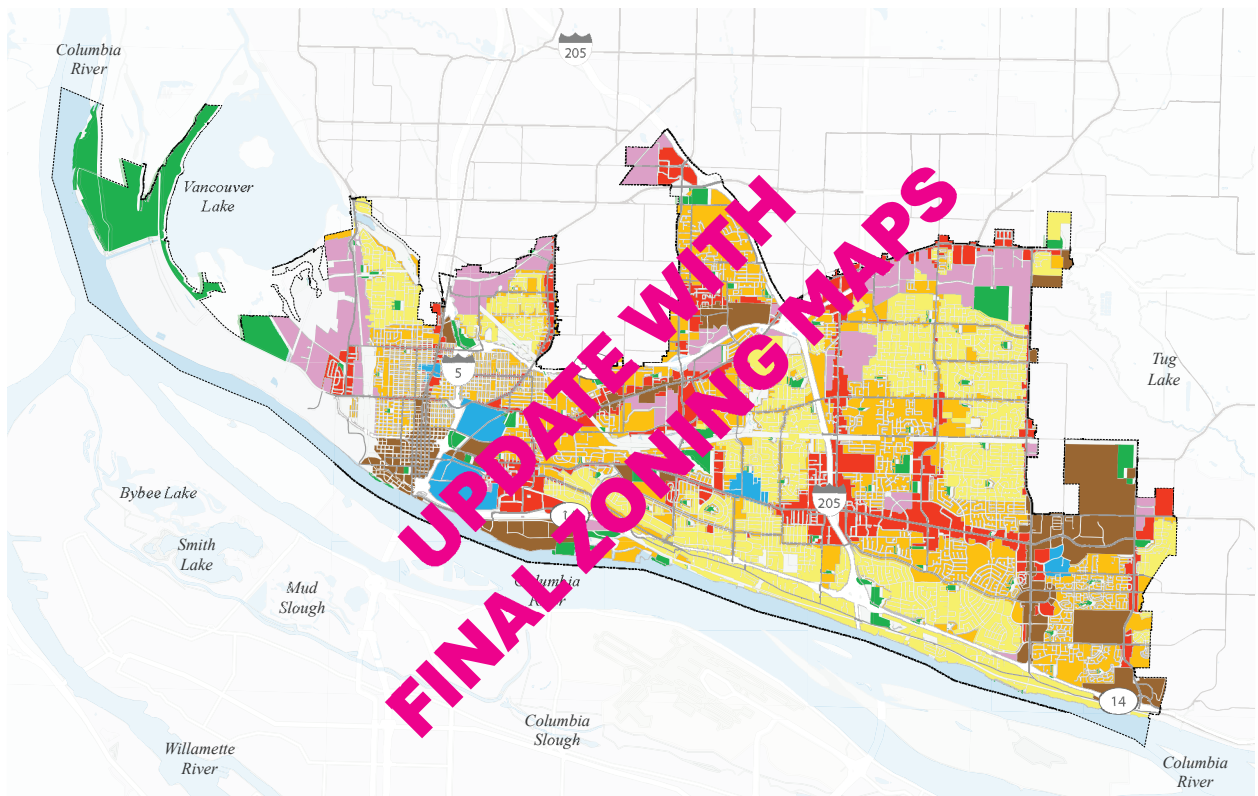
[AE] Finished Ground Floor Level.

- Maximum of six (6") inches above the sidewalk grade, on average per facade, for any non-residential uses.

[AF] Shared Outdoor Space Requirements.

- Not applicable.

150 CIVIC / INSTITUTIONAL



Map of Allowable Zoning district

1. DEFINITION AND APPLICABILITY.

A Civic / Institutional Building (CIB) is a standalone building designed to accommodate various uses such as arts, culture, education, recreation, transportation, government, and public assembly. These buildings can have multiple floors with flexible design requirements to suit diverse functions. The main entrance should be easily accessible from the primary street, with parking located at the rear. Outdoor spaces, such as courtyards, plazas, or parks, are typically provided either in front of the building or within an accessible courtyard, enhancing public engagement and gathering opportunities.

The map and table on this page identify the allowable zoning district. Character images on this page are advisory only.

Low-Scale Neighborhood District (LS)	Yes
Medium-Scale Neighborhood District (MS)	Yes
Mixed-Use Neighborhood District (MX)	Yes
Regional Activity Center District (RA)	Yes
Institutional / Campus District (IC)	Yes
Industrial / Employment District (IE)	Yes
Heavy Industrial District (HI)	No
Manufactured Home District (MH)	No
Parks / Open Space District (PO)	Yes
Natural Areas District (NA)	No

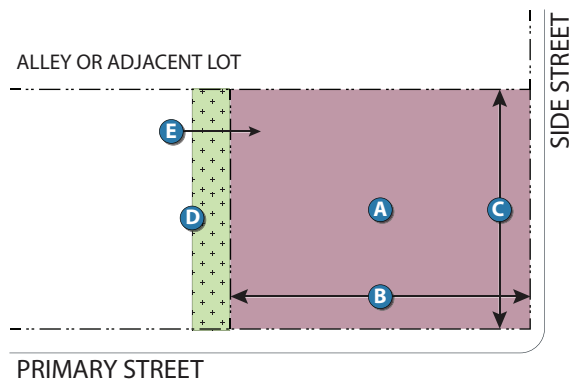
Table of Allowable Zoning district



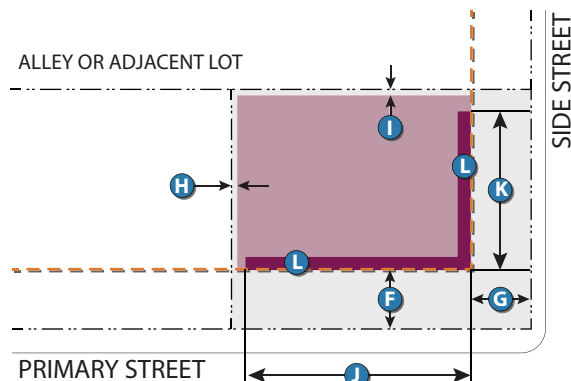
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150 CIB

150 CIVIC / INSTITUTIONAL



--- PROPERTY LINE
 OPEN SPACE LOT AREA



--- PROPERTY LINE
 BUILD-TO-LINE
 -LINE BUILDING AREA

2. LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size.

- Minimum: Not applicable.
- Maximum: Not applicable.

[B] Maximum Lot Width.

- Not applicable.

[C] Maximum Lot Depth.

- Not applicable.

[D] Minimum Open Space Area.

- Not applicable.

[E] Maximum Impervious Area.

- Not applicable.

3. BUILDING PLACEMENT AND BUILDOUT.

[F] Front Build-to-Line (Primary Street).

- Maximum of fifty (50') feet from the lot line.

[G] Side Build-to-Line (Side Street).

- Maximum of fifty (50') feet from the lot line.

[H] Side Setback Line (Adjacent Lot).

- Minimum of five (5') feet from the lot line.

[I] Rear Setback Line (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street).

- Minimum of fifty (50%) percent of the front build-to-line.

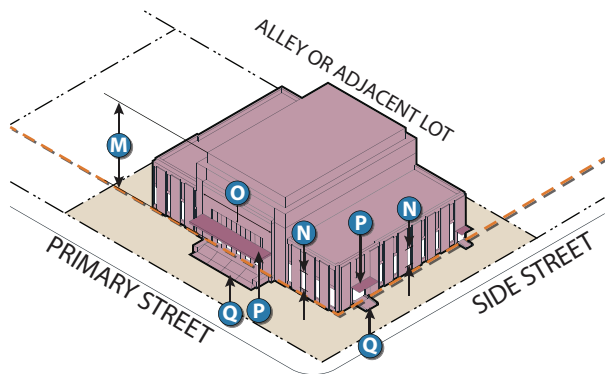
[K] Side Build-Out (Side Street).

- Minimum of fifty (50%) percent of the front build-to-line.

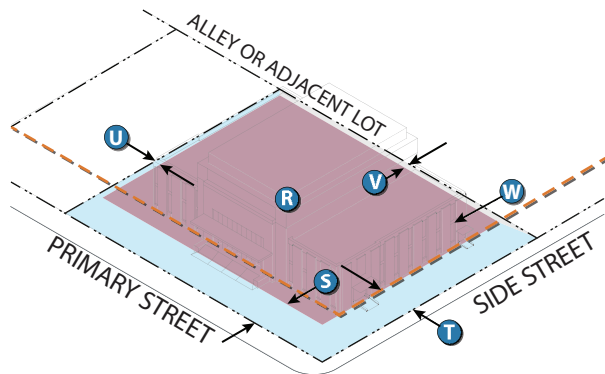
[L] Maximum Facade Length.

- Not applicable.

150 CIB



--- PROPERTY LINE
 --- BUILD-TO-LINE
 LOT AREA
 BUILDING MASS



--- PROPERTY LINE
 --- BUILD-TO-LINE
 SETBACK AREA
 PARKING AREA

4. BUILDING HEIGHT AND FRONTAGE.

[M] Minimum and Maximum Height.

- See [Chapter 20.410 Zoning district](#) height range for minimum and maximum height.

[N] Ground Floor Transparency.

- Primary Street. Minimum of forty (40%) percent transparent windows or doors.
- Side Street. Minimum of forty (40%) percent transparent windows or doors

[O] Blank Wall Limitations (Any Public Street).

- No blank frontage walls greater than thirty (30') feet.

[P] Weather Protection.

- Required at all primary and side street entrances.
- Minimum of forty (40%) percent linear coverage on primary streets.
- Minimum vertical clearance of ten (10') feet.
- Maximum vertical clearance of twenty (20') feet.
- Minimum overhang of six (6') feet.

[Q] Entrances and Access Points.

- Not applicable.

5. PARKING AND ACCESS.

[R] Parking Ratios.

- See [Chapter 20.450.090 VMC Parking and Loading](#) for parking requirements.

[S] Front Setback (Primary Street).

- Minimum of twenty (20') feet from the lot line.

[T] Side Setback (Side Street).

- Minimum of twenty (20') feet from the lot line.

[U] Side Setback (Adjacent Lot).

- Minimum of five (5') feet from the lot line.

[V] Rear Setback (Adjacent Lot or Alley).

- Minimum of five (5') feet from the lot line.

[W] Access Points.

- Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. See [Title 11 Streets and Sidewalks](#) for additional requirements.

6. OTHER REQUIREMENTS.

There are no other requirements for this building type.

7. OVERLAY REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Chapter 20.500 Title Here** of this code.

[X] Allowable Frontage Type.

The following table shows the allowable frontage types for this building type that apply to frontage on primary and side streets. Internal frontage is not regulated. See **Chapter 20.440 Frontage Types** of this code for additional frontage type requirements.

Frontage Type	Allowable
Awnings	Yes
Balconies	No
Bay Windows	No
Cafe	Yes
Common Yard	No
Courtyard	No
Gallery	No
Light Court	No
Porch	No
Stoop	No
Shopfront	Yes

[Y] Use Mixing Requirement.

– Not applicable.

[Z] Ground Floor Height.

- Minimum of fifteen (15') feet (floor to floor).
- Not applicable to parking on ground floor.

[AA] Facade Modulation Requirements.

– Not applicable.

[AB] Finished Ground Floor Level.

- Maximum of six (6") inches above the sidewalk grade, on average per facade, with any non-residential uses.

[AC] Shared Outdoor Space Requirements.

– Not applicable.

TO BE FINALIZED WITH
DIRECTION ON THE OVERLAY

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CHAPTER 20.430

Use Requirements

20.430.001 PURPOSE.

The purpose of this chapter is to introduce nine (9) primary use types regulated by the zoning district. Each primary use on a lot is classified as permitted, conditional, or prohibited, as outlined in the Primary Use Tables, and may be subject to specific standards. This chapter also outlines accessory and temporary uses, which may either support a primary use or exist independently on a lot, depending on the specific type of use.

20.430.002 APPLICABILITY.

This chapter shall be applicable to all permit applications on any lot or lots. Primary uses included in this chapter are subject to **Chapter 20.270 VMC Site Plan Review**, as applicable per standards or submittal requirements.

20.430.003 ESTABLISHMENT OF USE REQUIREMENTS.

This chapter includes the following Use requirements:

- 20.430.100 Primary Use Types and Standards.
- 20.430.200 Accessory Use Types and Standards.
- 20.430.300 Accessory Structures.
- 20.430.400 Temporary Use Types and Standards.

20.430.100 PRIMARY USE TYPES AND STANDARDS.

The primary use is defined as the principal or main activity conducted on a lot, which is the primary purpose for which the property is used. A primary use must comply with all applicable use permissions, standards, and zoning district requirements. All other uses on the lot, such as accessory or temporary uses, must be subordinate and clearly incidental to the designated primary use. The primary use types include the following:

20.430.101 Active Retail Uses (ACR).

20.430.102 Civic / Institutional Uses (CIN).

20.430.103 Industrial Uses (IND).

20.430.104 Infrastructure Uses (INF).

20.430.105 Office Uses (OFF).

20.430.106 Open Space Uses (OPN).

20.430.107 Passive Retail Uses (PAR).

20.430.108 Residential Uses (RES).

101 ACTIVE RETAIL

Definition.

Active retail uses include facilities and spaces dedicated to the sale of goods, merchandise, or services directly to consumers. These uses are typically located on ground floors in pedestrian-oriented areas and are designed to generate foot traffic and contribute to the economic vitality and vibrancy of the streetscape. Active retail Uses are permitted, conditional, and prohibited as follows:

	LS	MS	MX	RA	IC	IE	HI	MH	PO	NA	Standards	Additional Approvals, Policies, or Submittals
Active retail uses.												
1. Artisan and specialty goods production	●	●	●	●	●	●					✓	N/A
2. Eating and drinking establishments	●	●	●	●	●	●	●				✓	N/A
3. Personal Services	●	●	●	●	●	●					N/A	N/A
4. Sales-oriented	●	●	●	●	●	●					✓	✓

● Permitted Use ● Conditional Use ○ Prohibited Use

102 CIVIC / INSTITUTIONAL

Definition.

Civic / institutional uses include governmental, medical, educational, cultural, or religious functions. These uses are typically accessible to the public and contribute to the social and cultural infrastructure of the community. Civic / institutional uses are permitted, conditional, and prohibited as follows:

	LS	MS	MX	RA	IC	IE	HI	MH	PO	NA	Standards	Additional Approvals, Policies, or Submittals
Civic / institutional uses.												
1. Ambulance services			●	●	●	●					N/A	N/A
2. Community centers	●	●	●	●	●	●			●		N/A	N/A
3. Cultural centers	●	●	●	●	●	●			●		N/A	N/A
4. Colleges	●	●	●	●	●	●	●				✓	N/A
5. Community recreation	●	●	●	●	●	●			●		✓	N/A
6. Day care (child care centers and institutional adult day care)	●	●	●	●	●	●					✓	N/A
7. Detention and post-detention facilities				●	●	●	●				N/A	N/A
8. Emergency services (except ambulance)	●	●	●	●	●	●					✓	N/A
9. Medical centers	●	●	●	●	●	●					N/A	N/A
10. Religious institutions	●	●	●	●	●	●					✓	✓
11. Schools (public and private)	●	●	●	●	●	●					✓	✓
12. Social / fraternal and clubs / lodges	●	●	●	●	●	●					N/A	N/A

● Permitted Use ● Conditional Use ○ Prohibited Use

103 INDUSTRIAL

Definition.

Industrial uses include production, manufacturing, processing, warehousing, distribution, or repair of goods, as well as related research and development. These uses are typically characterized by operations that may generate higher levels of noise, emissions, truck traffic, or other external impacts. Industrial uses are permitted, conditional, and prohibited as follows:

	LS	MS	MX	RA	IC	IE	HI	MH	PO	NA	Standards	Additional Approvals, Policies, or Submittals
Industrial uses.												
1. Bulk fossil fuel storage and handling facility							●				✓	✓
2. Cleaner fuels storage and handling facility							●				✓	✓
3. Energy plants			●	●	●	●	●				✓	N/A
4. Industrial services					●	●	●				✓	N/A
5. Manufacturing and production			●	●	●	●	●				✓	✓
6. Organic materials management facilities	●	●	●	●	●	●	●				N/A	N/A
7. Recycling facilities							●				N/A	N/A
8. Research and development			●	●	●	●	●				✓	✓
9. Small fossil fuel or cleaner fuel storage and distribution facilities							●				✓	✓
10. Solid Waste Handling Facilities							●				✓	✓
11. Truck stops						●	●					N/A
12. Warehouse / freight movement						●	●				✓	N/A
13. Wholesale sales					●	●					✓	N/A

● Permitted Use ● Conditional Use ○ Prohibited Use

104 INFRASTRUCTURE

Definition.

Infrastructure uses include facilities and spaces essential for the movement of people and goods, as well as the delivery of critical services across the city. This includes transportation networks, utility systems, rail infrastructure, and communication facilities, all of which support urban functionality, connectivity, and growth. Infrastructure uses are permitted, conditional, and prohibited as follows:

	LS	MS	MX	RA	IC	IE	HI	MH	PO	NA	Standards	Additional Approvals, Policies, or Submittals
Infrastructure uses.												
1. Airports / airports						●	●				✓	✓
2. Basic utilities	●	●	●	●	●	●			●	●	N/A	✓
3. Data centers											N/A	N/A
4. Heliports			●	●	●	●					N/A	N/A
5. Major utility facilities			●	●	●	●	●		●	●	N/A	✓
6. Park and ride facilities	●	●	●	●	●	●					✓	✓
7. Rail lines / utility corridors	●	●			●	●	●		●	●	✓	N/A
8. Railroad yards							●				N/A	N/A
9. Structured parking facilities (i.e., parking garages)		●	●	●	●	●	●				✓	N/A
10. Surface parking facilities (i.e., parking lots)		●	●	●	●	●	●		●		N/A	
11. Transportation facilities	●	●	●	●	●	●			●		N/A	✓
12. Water-related or water-enjoyment (as defined by VMC 20.760 Shoreline Management)			●	●	●				●		✓	N/A
13. Wireless communication facilities			●	●	●	●	●				✓	✓

● Permitted Use ● Conditional Use ○ Prohibited Use

105 OFFICE

Definition.

Office uses include spaces used for professional, administrative, business, or clerical activities, typically conducted indoors with minimal environmental or external impacts on surrounding areas. Office uses are permitted, conditional, and prohibited as follows:

	LS	MS	MX	RA	IC	IE	HI	MH	PO	NA	Standards	Additional Approvals, Policies, or Submittals
Office uses.												
1. Extended office	●	●	●	●	●	●	●				N/A	N/A
2. General office	●	●	●	●	●	●	●				✓	N/A
3. Medical office	●	●	●	●	●	●	●				N/A	N/A

● Permitted Use ● Conditional Use ○ Prohibited Use

105 OFF

106 OPEN SPACE

Definition.

Open space uses include parks and land preserved or developed for outdoor activities, ecological function, or community interaction. These spaces are regulated by their form, design elements, and relationship to surrounding structures, rather than specific activities alone. Open space uses are permitted, conditional, and prohibited as follows:

	LS	MS	MX	RA	IC	IE	HI	MH	PO	NA	Standards	Additional Approvals, Policies, or Submittals
Open space uses.												
1. Agriculture / horticulture / silviculture	●	●	●	●	●	●	●		●	●	✓	N/A
2. Cemeteries	●	●	●	●	●	●	●				✓	N/A
3. Environmental Management and Education									●	●	N/A	N/A
4. Fish hatcheries										◐	N/A	N/A
5. Motorized recreational activities							●				✓	N/A
6. Parks or Natural Area (urban)	●	●	●	●	●	●	●		●	●	N/A	N/A
7. Parks or Natural Area (regional)	●	●	●	●	●	●	●		●	●	N/A	N/A
8. Trails									●	●	N/A	N/A

● Permitted Use ◐ Conditional Use ○ Prohibited Use

107 PASSIVE RETAIL

Definition.

Passive retail uses include spaces that complement active retail uses. Secondary retail is not intended to act as the primary drivers of foot traffic or economic activity in an area. These uses often provide support or specialized goods and services that enhance the overall retail environment. Passive retail uses are permitted, conditional, and prohibited as follows:

	LS	MS	MX	RA	IC	IE	HI	MH	PO	NA	Standards	Additional Approvals, Policies, or Submittals
Passive retail uses.												
1. Animal kennel / shelters			●	●	●	●	●				✓	N/A
2. Adult entertainment					●	●	●				✓	
3. Auto salvage / repair						●	●				N/A	N/A
4. Bulk sales					●	●	●				N/A	N/A
5. Commercial and transient lodging (i.e., hotels, etc.)	●	●	●	●	●	●					✓	✓
6. Dog day care	●	●	●	●	●	●	●				✓	N/A
7. Electric vehicle (EV) battery exchange station					●	●	●				N/A	N/A
8. Electric vehicle (EV) charging station (stand-alone)	●	●	●	●	●	●	●				N/A	N/A
9. Indoor entertainment			●	●	●	●					✓	✓
10. Major event entertainment				●	●						N/A	✓
11. Motor vehicle sales / rental					●	●	●				✓	N/A
12. Motor vehicle servicing / repair					●	●	●				✓	N/A
13. Outdoor sales					●	●	●				✓	N/A
14. Repair-oriented	●	●	●	●	●	●	●				N/A	N/A
15. Self-service storage			●	●		●					✓	✓
16. Vehicle fuel sales (i.e., gas stations)					●	●	●				✓	N/A

● Permitted Use ● Conditional Use ○ Prohibited Use

107 PAR

108 RESIDENTIAL

Definition.

Residential uses include facilities and spaces intended for long-term habitation by individuals or households and may include a range of housing types and densities, from single-family homes to multi-family developments intended to support a mix of lifestyles and household needs. Residential uses are permitted, conditional, and prohibited as follows:

	LS	MS	MX	RA	IC	IE	HI	MH	PO	NA	Standards	Additional Approvals, Policies, or Submittals
Residential uses.												
1. Cottage cluster dwellings	●	●	●								✓	✓
2. Group living	●	●	●	●	●						✓	N/A
3. Household living	●	●	●	●	●						✓	N/A
4. Manufactured home or home developments (all types)	●	●						●			✓	✓
4. Short-term rentals	●	●	●	●	●						✓	✓
6. Temporary shelter / housing (i.e., safe stays, transitional housing)	●	●	●	●	●						N/A	N/A

● Permitted Use ● Conditional Use ○ Prohibited Use