

# 112<sup>th</sup> Avenue Subarea Plan

## Existing Conditions

### BACKGROUND

The Planning Commission identified the 112th Corridor as a top priority for subarea planning. The corridor currently contains a mix of land uses and housing types and vacant/underutilized parcels waiting for future development. The Corridor will face significant changes in the near future upon the completion of transportation facility improvements. Within the Corridor's plan area, Washington State Department of Transportation (WSDOT) plans two new I-205 split-diamond interchanges - one located at 18th Street and the other at 28th Street. In preparation of the 18th Street interchange, the City of Vancouver is currently constructing an improved 18th /112th Street intersection. In addition, the *Regional Transportation Council's High Capacity Transit System Study* identifies a future park and ride to be located within the plan area near 18th Street. The challenge is to incorporate these major transportation facilities in a way that enhances the livability of the area.

### PLANNING AREA

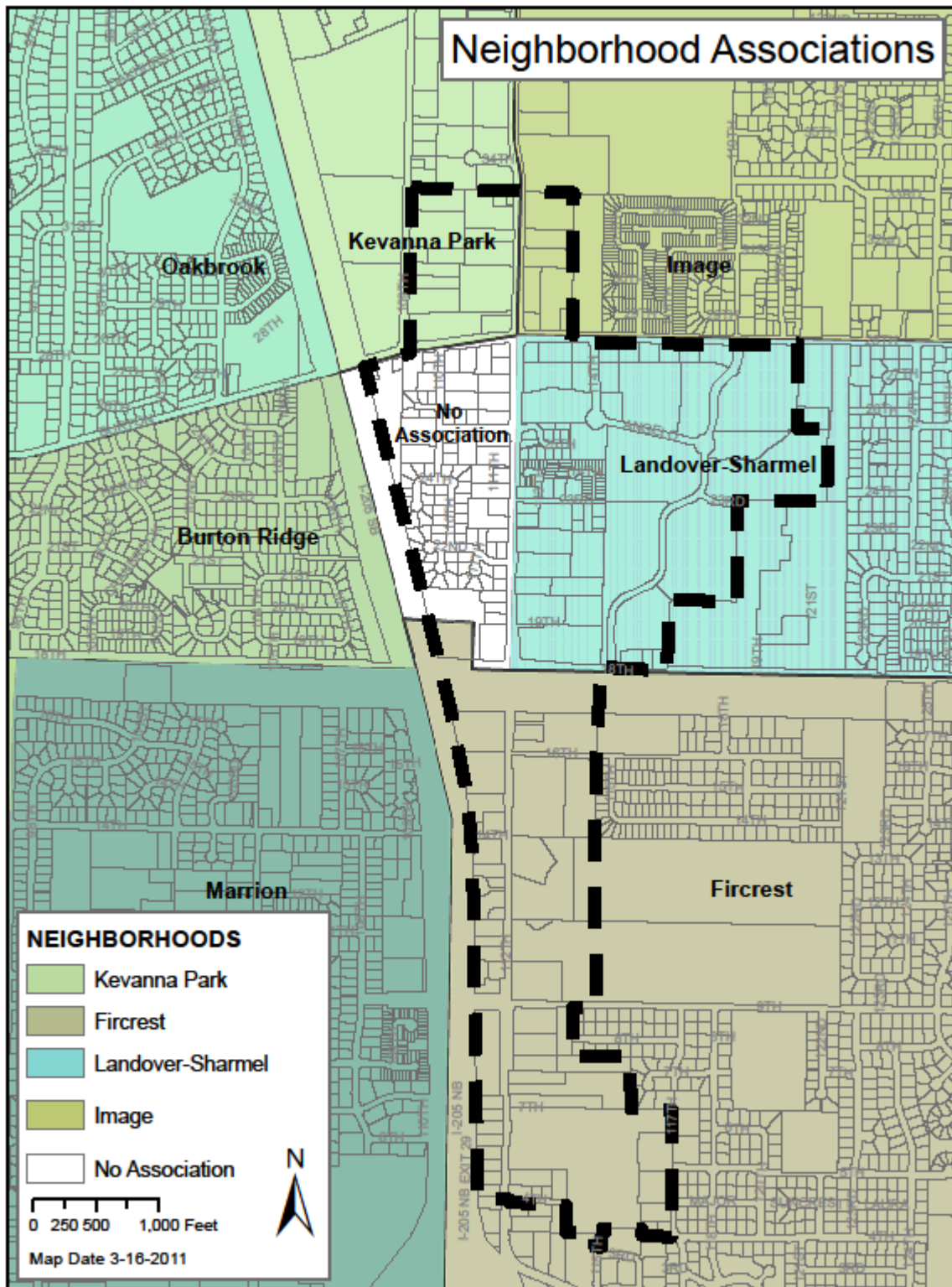
The 112th Street Corridor is a north-south minor arterial in the City of Vancouver. The portion of the corridor that is the subject of this planning effort follows along the 112th Corridor adjacent to Interstate 205 and roughly between 4th Street to the south and 33rd Street to the north, see map. There are 3 active neighborhood associations within the planning area – Image, Landover-Sharmel, and Fir Crest. The Kevanna Park neighborhood association is inactive at this time. The residential area west of 112<sup>th</sup> is not a part of a neighborhood association – see map.

There are five elements that define the 112<sup>th</sup> Corridor

- Land use
- Size and shape of the buildings
- Super block pattern
- Pedestrian realm/mobility
- Infrastructure

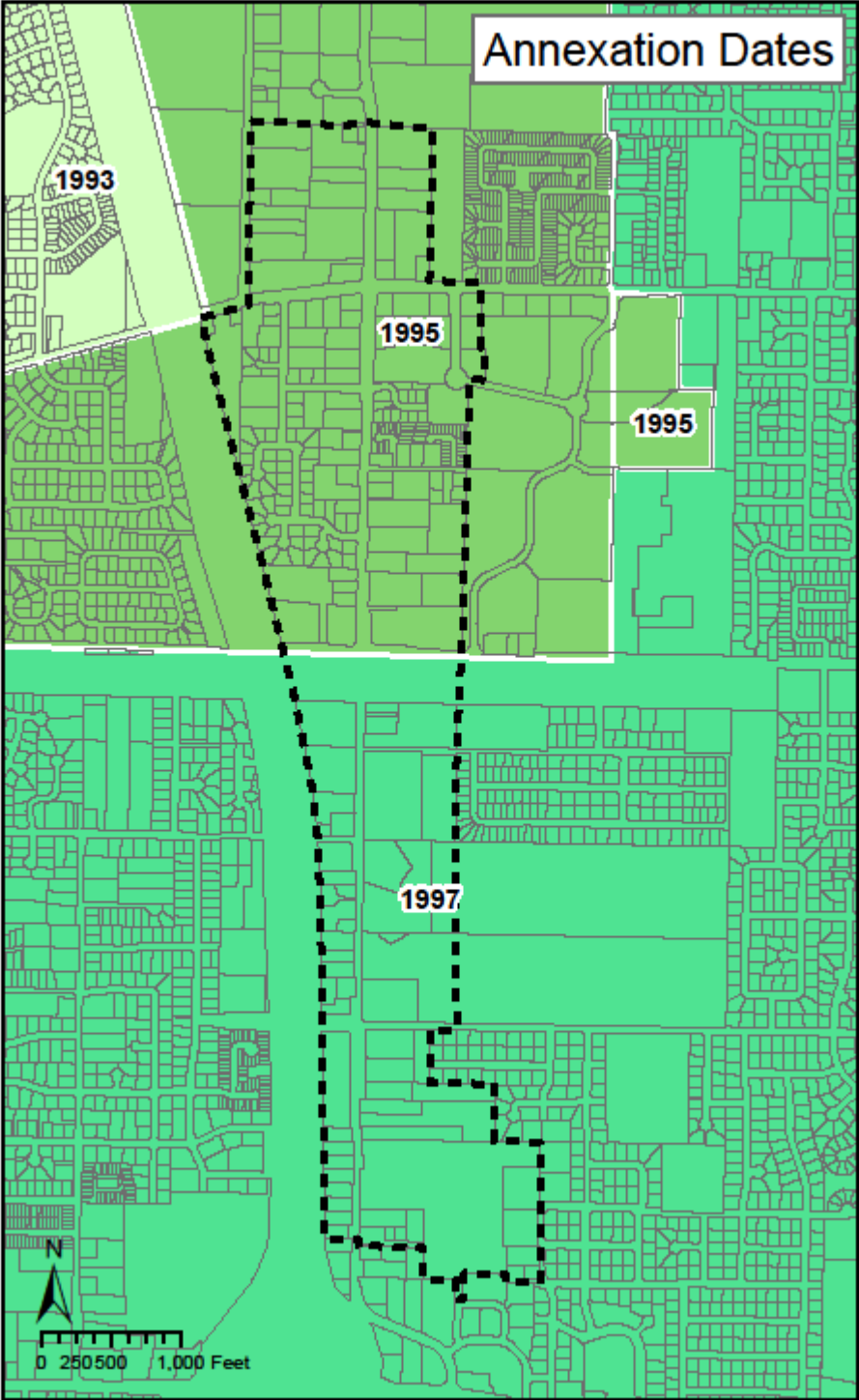
# 112th Corridor





**ANNEXATION**

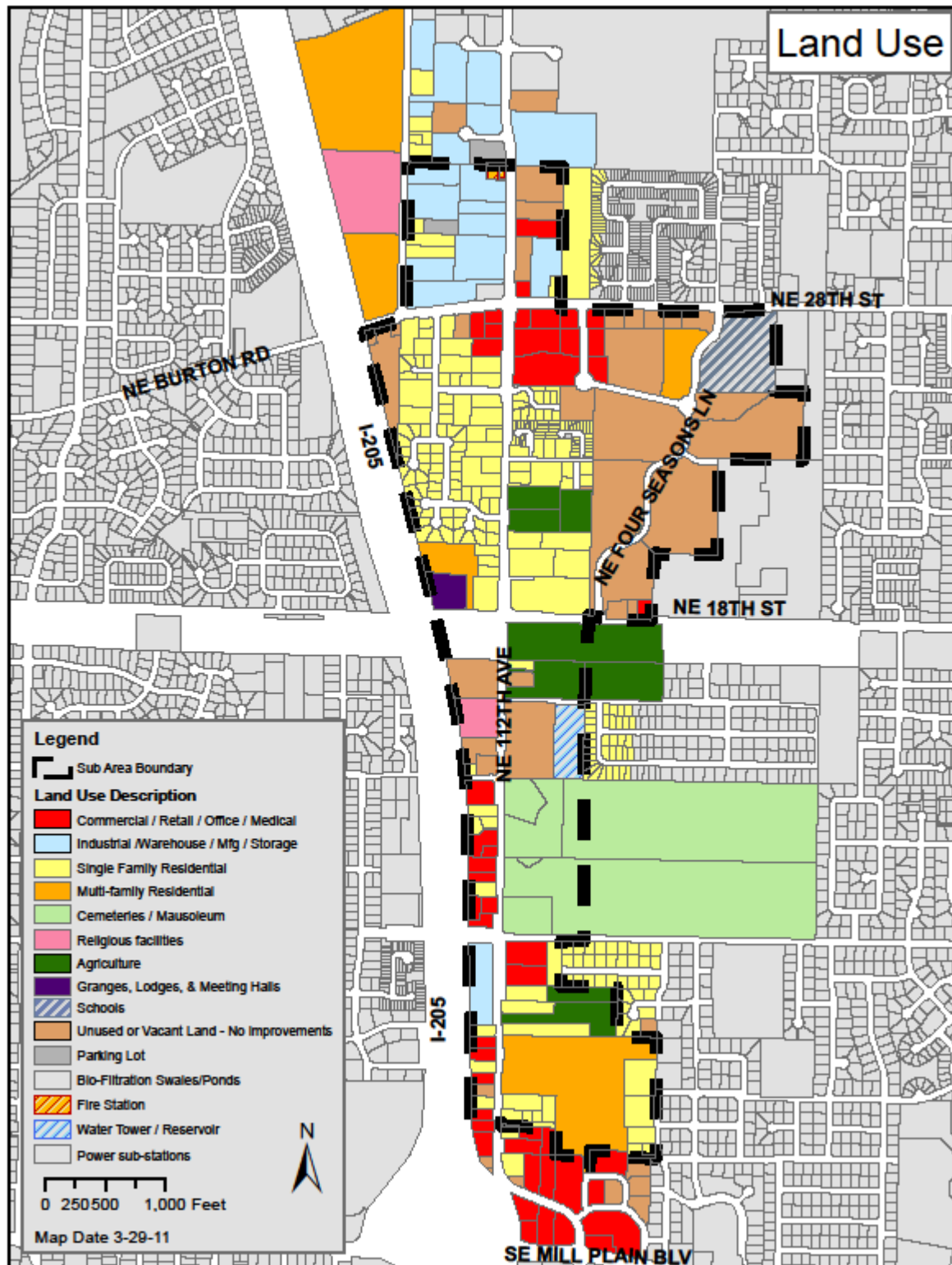
The 112<sup>th</sup> Avenue area was annexed to the City of Vancouver during two years – 1995 and 1997, see map below.



## **LAND USE**

The following land use map and further description illustrates the range of existing land uses along the corridor. The corridor currently contains a mix of land uses and housing types - multifamily, single family, office/commercial and light industrial. Nearly all of the property within the corridor is privately owned. There are a few more specific land uses in the plan area: cemetery/mausoleum, Moose Family Lodge, the Salvation Army church and urban agriculture. The largest property owner is the Evergreen Memorial Gardens, a cemetery and mausoleum of approximately 70 acres much of these acres extend east outside of the plan area.

There are several development proposals at various stages within and near the plan boundary. East and adjacent to the plan boundary are a few larger residential proposals that will significantly influence the 112<sup>th</sup> Corridor planning area. Refer to Current Development Activities, pages 25-27



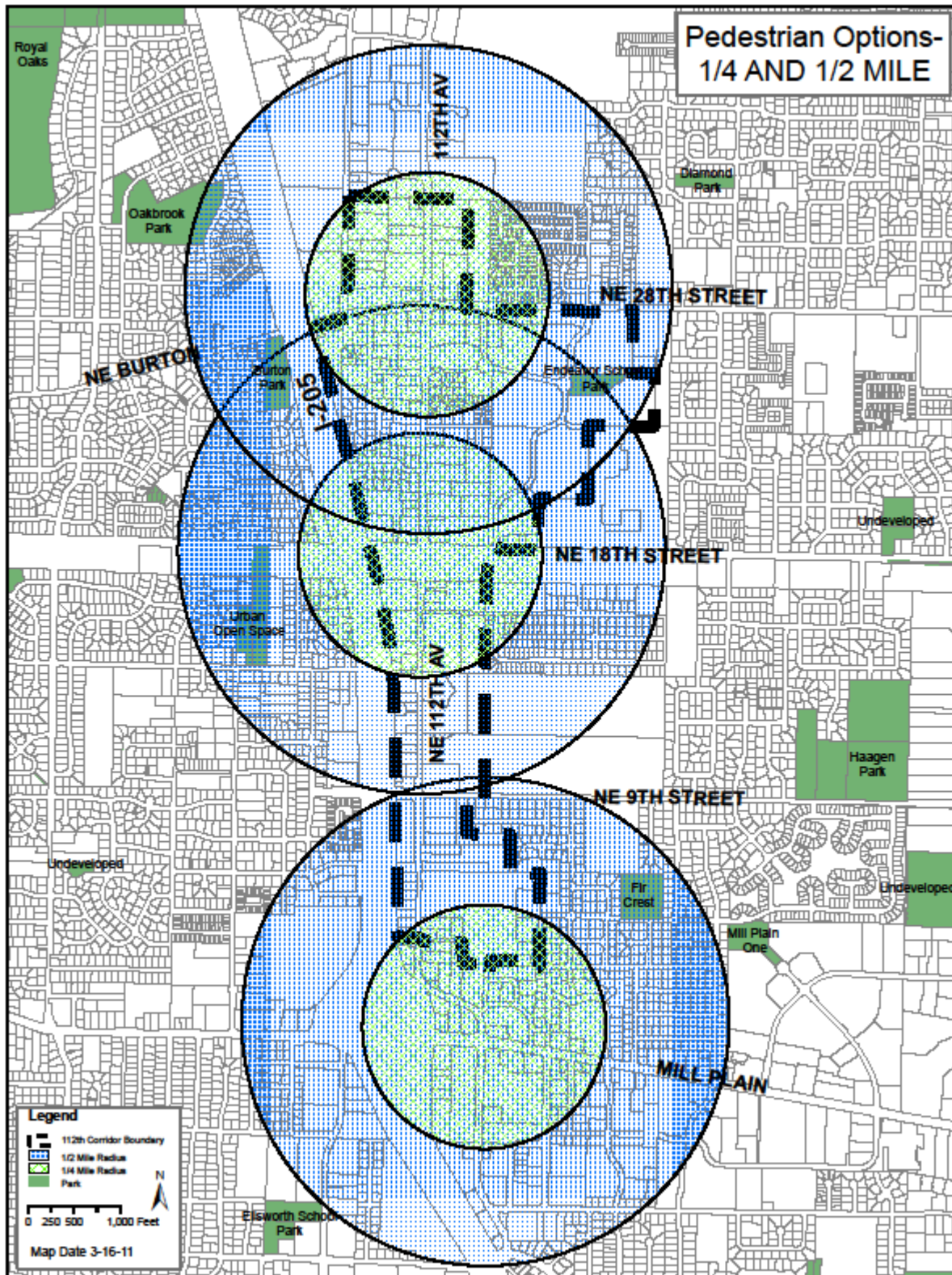
Community Amenities – The Moose Family Lodge is located north and adjacent to 18<sup>th</sup> Street and I-205. The Salvation Army church is located one property south of the 112<sup>th</sup>/18<sup>th</sup> intersection on the west side of 112<sup>th</sup>. The Northwest Baptist Center is located north on 109<sup>th</sup> Avenue outside of the plan area. An elementary school is located on 28<sup>th</sup> Street within the Four Seasons Planned Unit Development and just outside of the corridor plan area. The newer Four Seasons shopping center at the intersection of 112<sup>th</sup> and 28<sup>th</sup> includes a grocery store, coffee shop, restaurants and other services and there are 4 different medical clinics located in both the south and north ends of the corridor. Two elementary schools are located east of the plan area.

Urban agriculture is a special land use within the area. Today there is Joe’s Farm stand and orchards, as well as a retail plant nursery. Joe’s Farm stand and orchards property located south of 9<sup>th</sup> Street is a farming remnant prior to urbanization of the area. Joe’s 8 acre farm also uses BPA right-of-way for additional orchards located on the south side of 18<sup>th</sup> Street. The retail plant nursery named Cascade Greenhouses is located on 112<sup>th</sup> north of 18<sup>th</sup> Street. The nursery has extensive greenhouses and a retail shop that covers approximately 6 acres. However, the owners are interested in redevelopment. Prior to the recession they had completed a pre-application meeting with the City of Vancouver, considering a residential development.

Publicly owned properties - only four parcels are publicly owned – 3 vacant parcels (3.5 acres) owned by Washington State Dept. of Transportation (WSDOT) and one parcel ( 3.5 acres) with a water tower owned by the City of Vancouver.

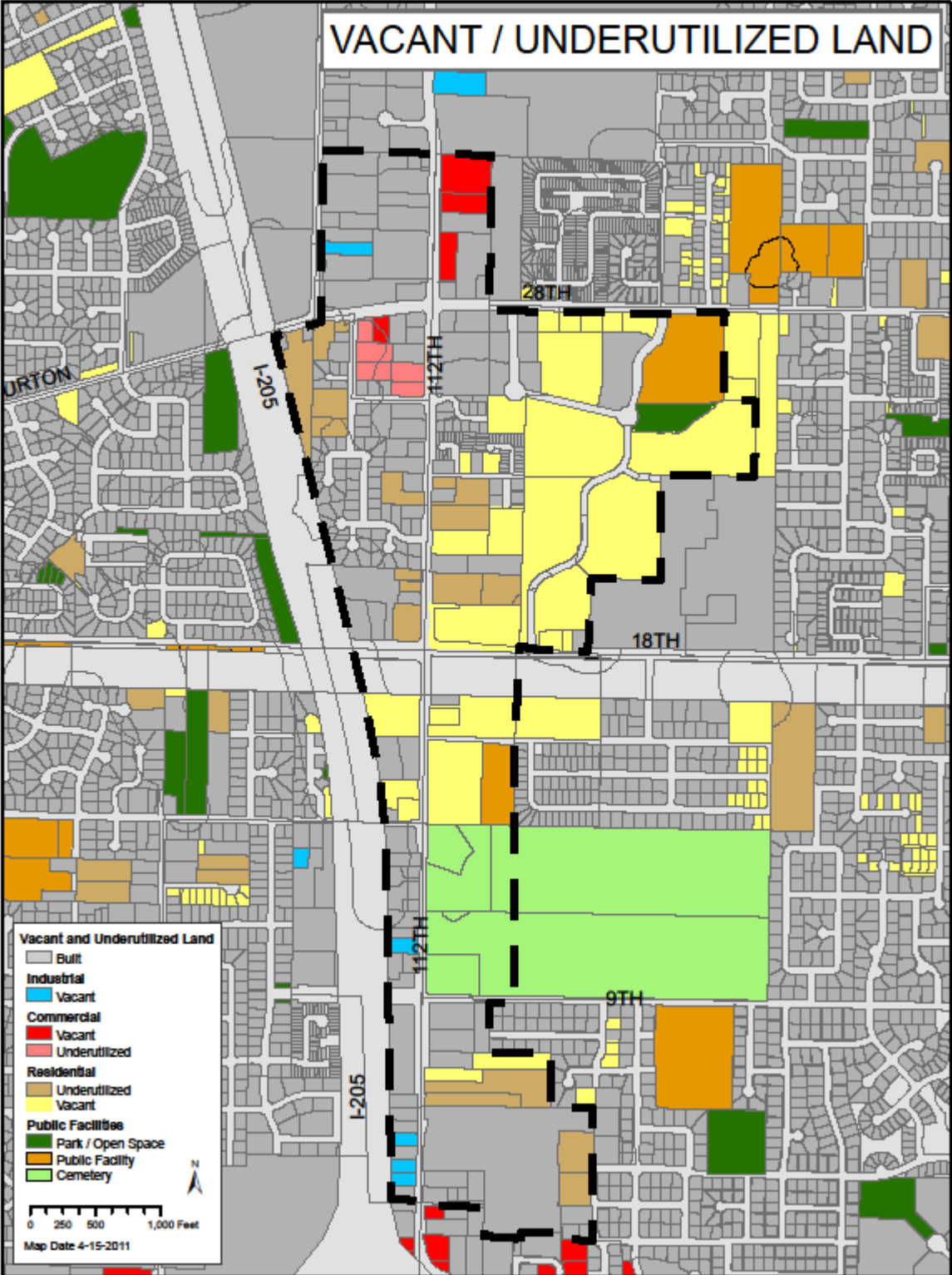
Parks and Open Space - there are no parks or public open spaces directly within the corridor plan area; however there are several parks located near the plan area – 3 of which are located on the other side of I-205. See map on page 7. It should be mentioned as well, that the Firstenburg Community Center is located to the east on 136<sup>th</sup> Ave, but is just off the map.

- Four Seasons Park
- Burton Park
- Burton Ridge south natural open space
- Fir Crest Park
- Haagen Park
- Oakbrook Park
- Mill Plain One Park

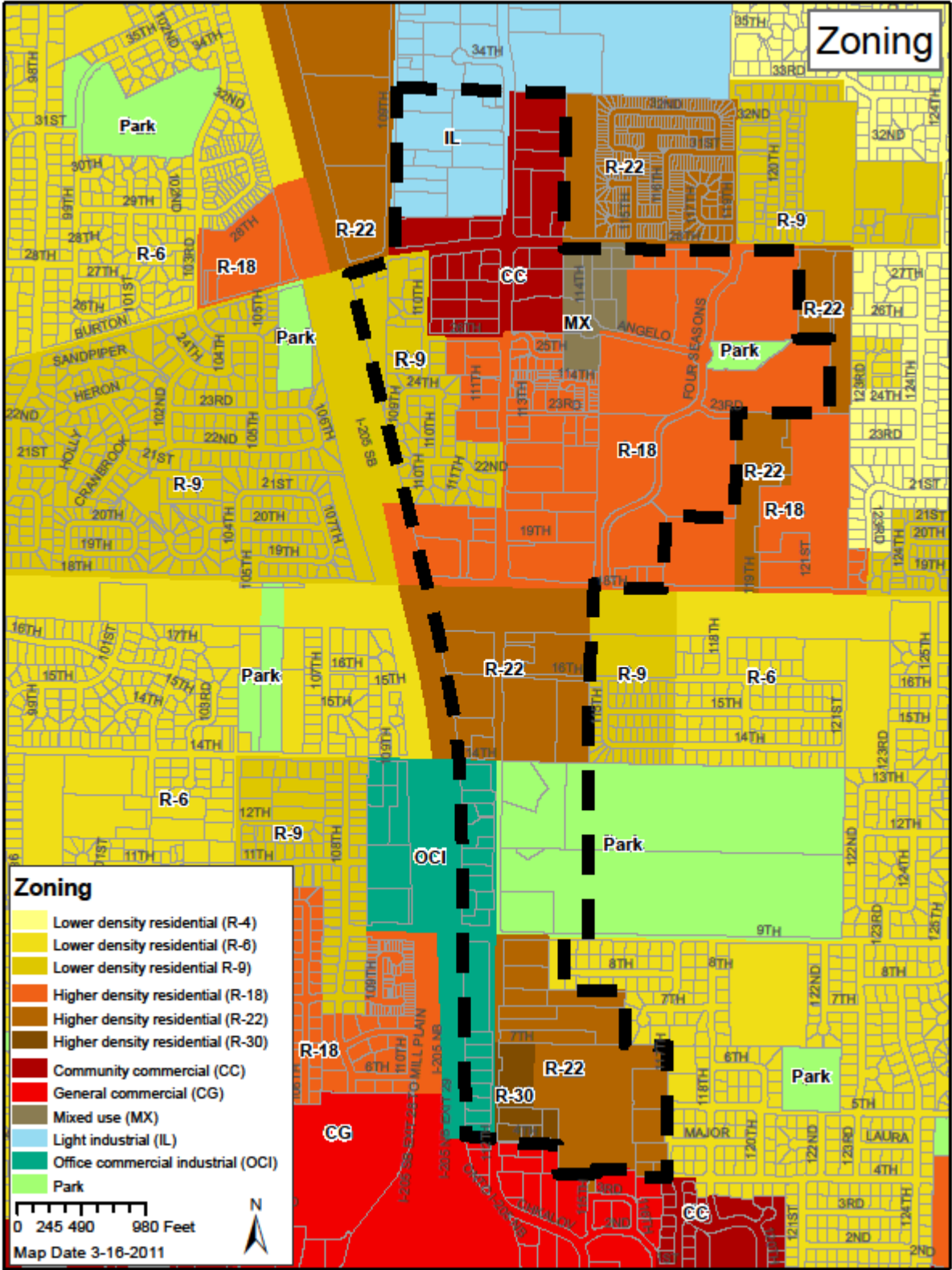




Vacant and Underutilized Land is scattered along the corridor and have a variety of land use zones from residential, industrial and commercial. The following are the approximate vacant and underutilized acres in the planning area: Commercial zoned – 10 acres; Residential – 48 acres; Light Industrial – 9 acres; Mixed Use – 2 acres.

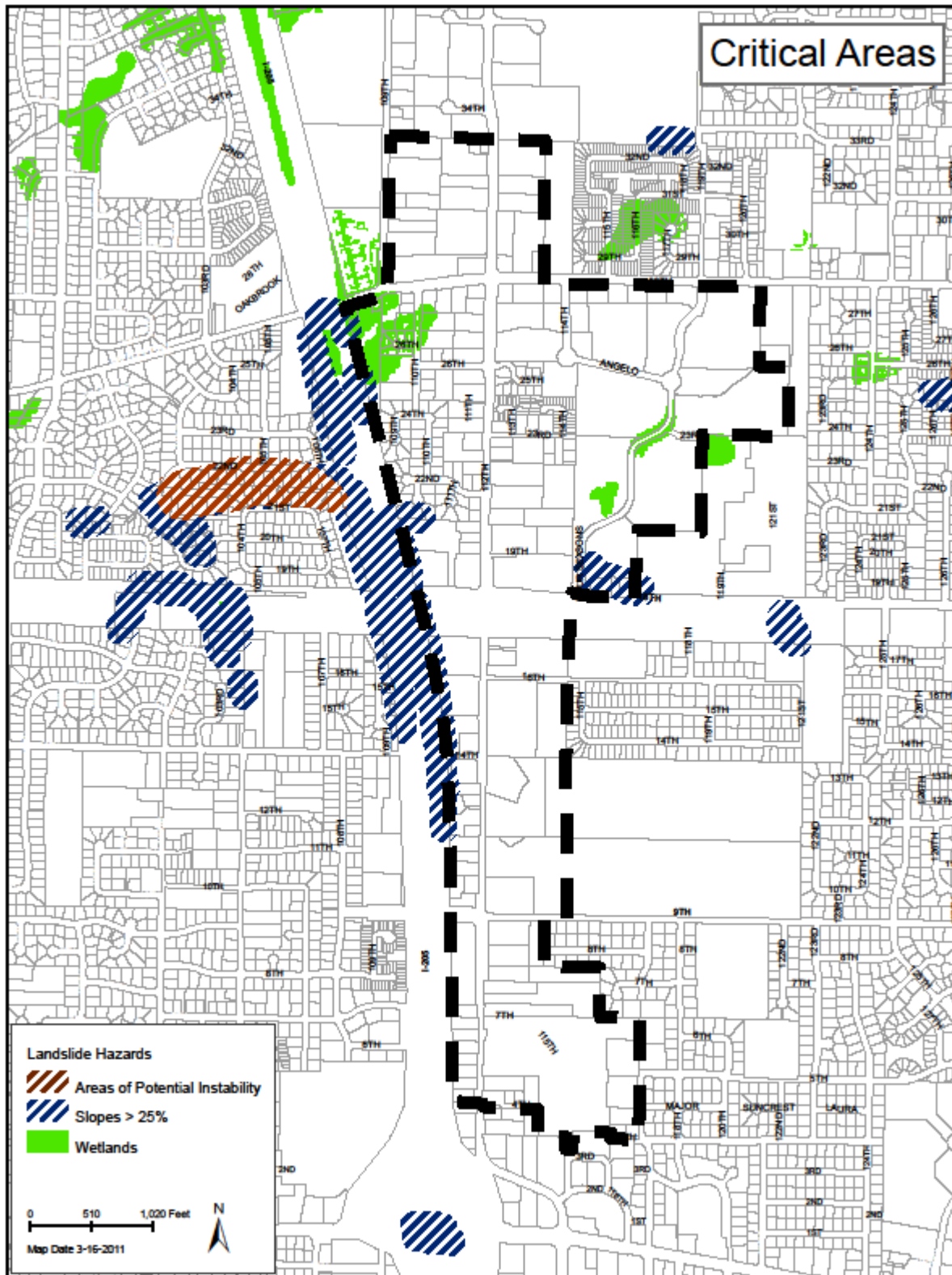


Zoning - There are 5 major zoning districts in the plan area - Commercial, Single Family, Multifamily, Office and Light Industrial, see map



Environmentally Sensitive Lands

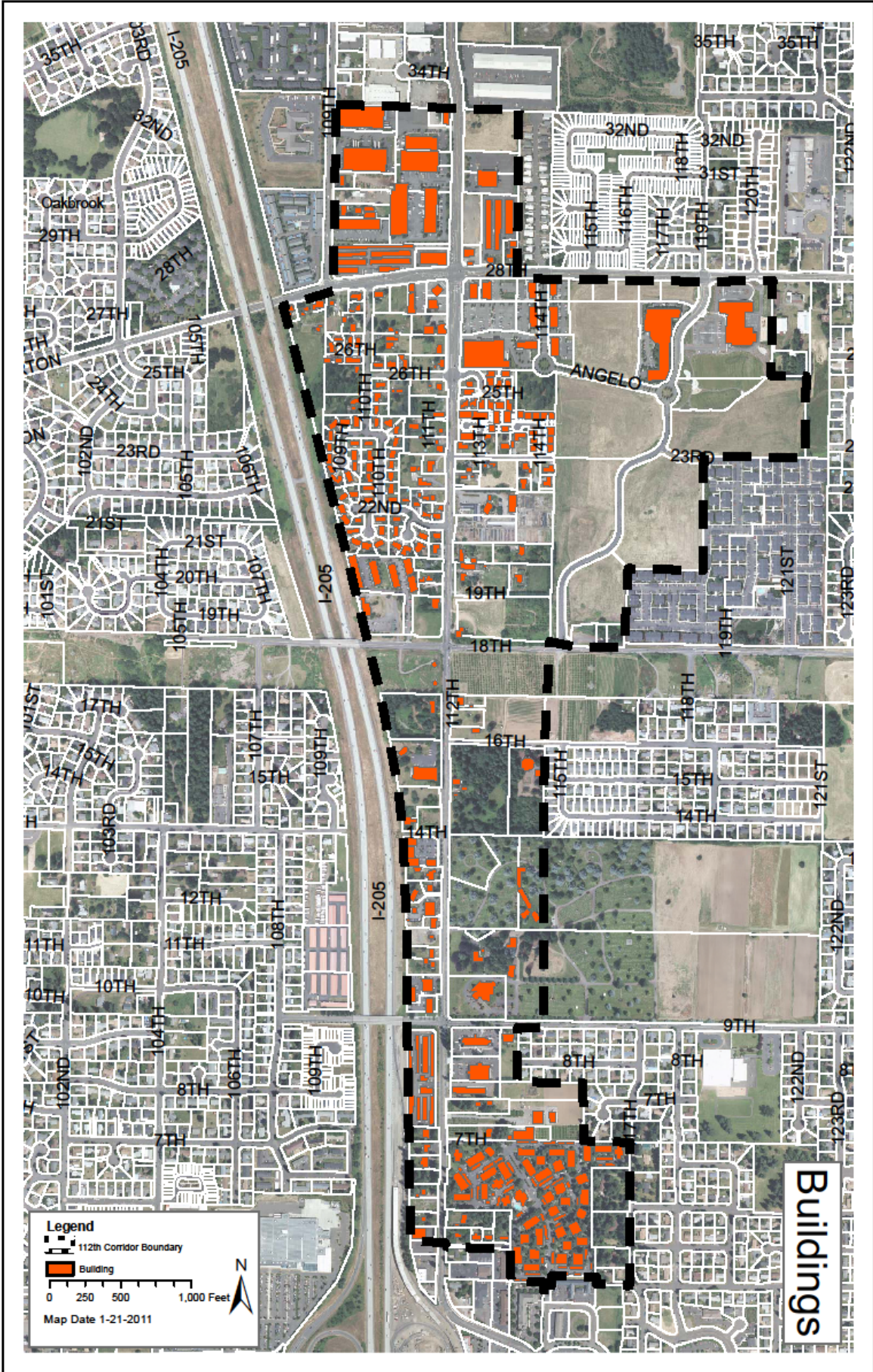
The corridor has few environmentally sensitive lands. The Clark County GIS data shows two sensitive land categories in the area – steep slopes (> 25%) and wetlands. The steep slopes seem to be located along the I-205 corridor and most likely created with the construction of I-205- field verification is needed. The wetland inventory data shows 2 areas of wetlands located near one another and south of the 28<sup>th</sup> Street/I-205 overpass. One wetland area is mostly on WSDOT owned properties and the other is just south of the WSDOT properties where single family homes exist. These wetlands would need to be field verified prior to redevelopment.



## **SIZE AND SHAPE OF BUILDINGS**

The following map illustrates the size and scale of buildings found along the 112<sup>th</sup> Corridor. Existing buildings have been shaded to help create a picture of the pattern created by different buildings, streets and open space – or the area’s urban fabric.

The street pattern is a typical suburban mix of large arterial streets with super block lengths, drive-ways, and circuitous streets and cul-de-sacs. Nearly, all the buildings are one story with the exception of the multifamily housing and the newer attached single-family housing, which are two stories. The building footprints along the length of the 112<sup>th</sup> Corridor plan area generally reveal a mix of lot sizes and development. In general, buildings are set back from 112<sup>th</sup> with parking or landscape to the front and/or side of the buildings.



## PEDESTRIAN REALM/MOBILITY INVENTORY

There is limited sidewalk/trail access or connections throughout the plan area (especially east/west connections). The area is dominated by super blocks (9<sup>th</sup>, 18<sup>th</sup>, and 28<sup>th</sup> Streets) with limited cross circulation. Where there is a cross street there is no pedestrian crosswalk.

### **Streetscape**

*Street trees, Street furnishing, and pedestrian oriented lighting* - are non-existent in the corridor plan area. However, there are many significant healthy trees along the corridor on private property. Trees are a very important amenity that the neighborhoods value. There have been several successful volunteer tree plantings organized by Friends of Trees within the plan area. Utility poles and lines found on both sides of 112<sup>th</sup> limit street tree type. Some trees planted along 112<sup>th</sup> are unhealthy inappropriate tree types and should be considered for replacement.

*Sidewalks* – The sidewalks that exist on 112<sup>th</sup> are narrow, attached, found mostly on the west side, and are not continuous. Most of the residential neighborhoods do not have sidewalks. Refer to map.

**Parks and public open space** – Two neighborhood parks are within ½ mile or less walking distance of the northern portion of the 112<sup>th</sup> corridor plan area. There are sidewalks leading to these parks for the most part. However, the residents within the 112<sup>th</sup> corridor must walk north to 28<sup>th</sup> street and then either west or east to the parks, which adds considerable length to the walk.

### **Public Art**

There is no visible public art along the corridor

**Neighborhood Areas** – The larger 112<sup>th</sup> Corridor neighborhood is located between 18<sup>th</sup> and 28<sup>th</sup> on both sides of 112<sup>th</sup>. Very few of these residential areas have sidewalks, however the streets have slow moving and a limited number of vehicles. Sidewalks do not connect the residential areas to the commercial services.

**Commercial Areas** – The southern portion of the corridor has a sidewalk leading to the numerous office/commercial services, however most of these uses are not ones that promote walking access. The medical offices in the south portion of the corridor are only accessed by a sidewalk from 9<sup>th</sup> Street. Joe's Farm an amenity that should draw pedestrians is nearly impossible to walk to. The northern Four Seasons shopping center has new sidewalks and connects well to the new eastern developments, but pedestrian access from the west and south could be improved.

**Industrial Areas** – Sidewalks on 112<sup>th</sup> and 109<sup>th</sup> Avenues north of 28<sup>th</sup> Street serve the industrial area.

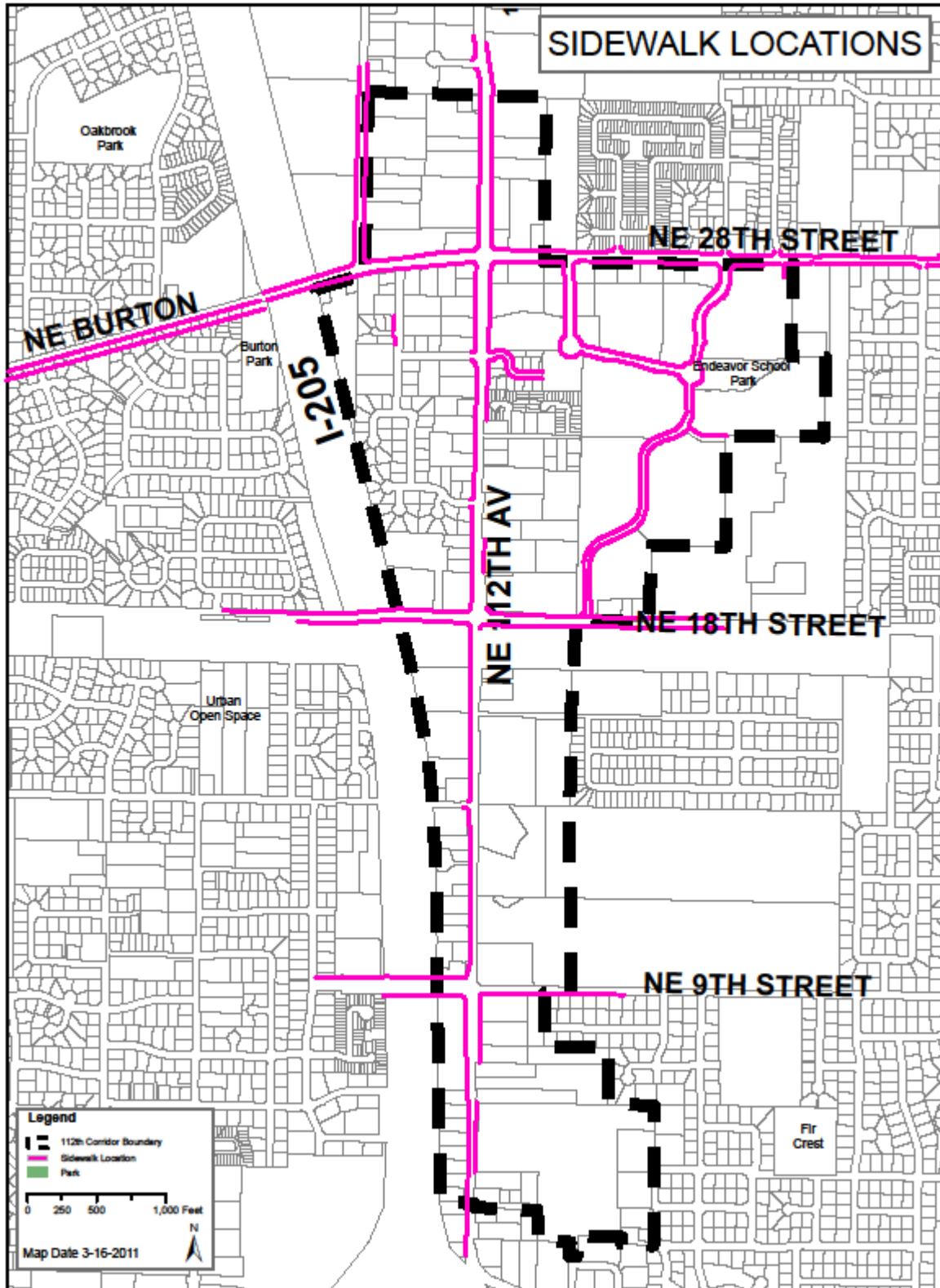
### **Community Facilities**

*Schools* – are dependant on pedestrian and bicycle mobility for students to safely and efficiently arrive and depart. Sidewalks on 28<sup>th</sup> Street and Four Seasons Avenue serve the nearby Four Seasons elementary school and sidewalks on 9<sup>th</sup> Street serve the Fir Crest Elementary School – both schools are outside the 112<sup>th</sup> corridor plan area.

*Other Facilities located within the plan area*

- 1 church
- Moose Family Lodge
- Numerous medical/health clinics

- Joes Farm and Farm Stand
- Currently, these facilities are not adequately served by safe and ample sidewalks.



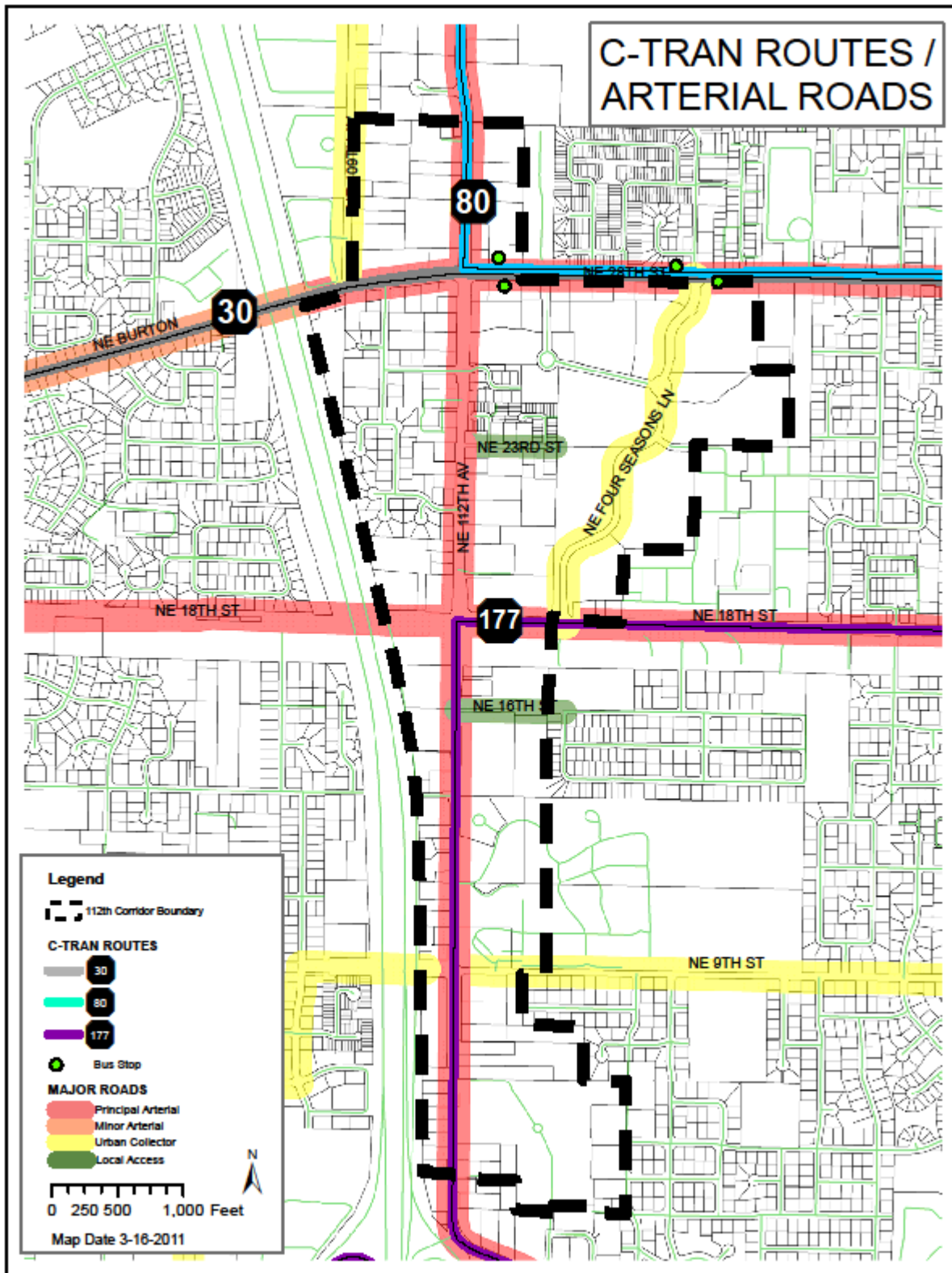


*Crosswalks* – The super block street pattern limits cross walks to existing traffic-light intersections.

*Bikeways/trails* – 28<sup>th</sup> Street has bicycle lanes on both sides of the street as will 18<sup>th</sup> street when the current construction of the 18<sup>th</sup> Street improvements is completed. A regional trail travels east/west on the south side of 18<sup>th</sup> Street. The trail will be 8 feet wide with a 3 ft planting strip. 112<sup>th</sup> Avenue is a narrow 4 lane street without medians, bike lanes, or continuous sidewalks.

*Bus routes and stops/bus shelters* - Three buses serve the 112<sup>th</sup> plan area and the few existing bus stops do not have shelters.

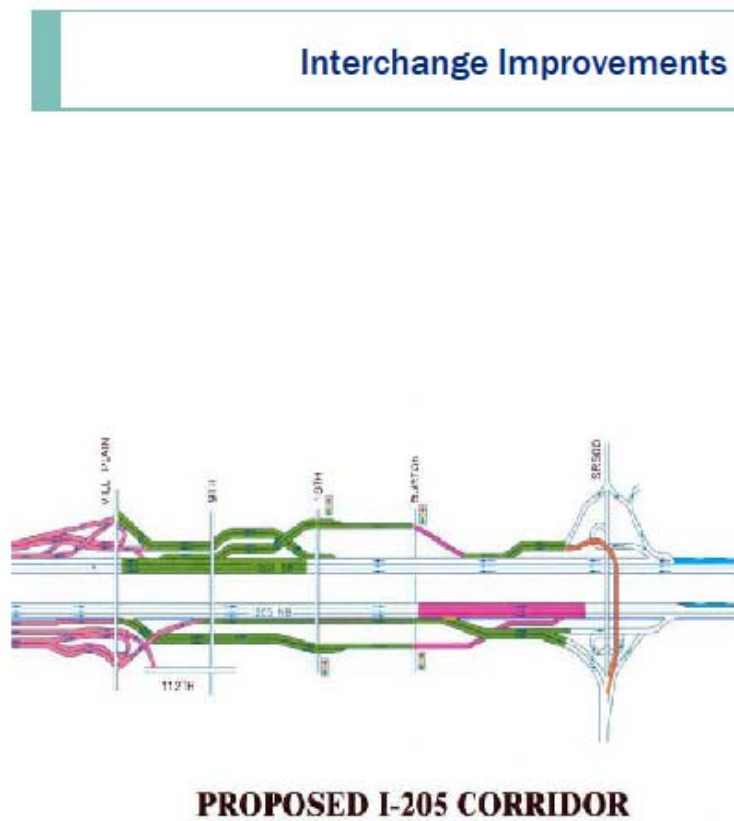
- #177 – the Evergreen express bus travels from the Evergreen Park and Ridge on 18<sup>th</sup> and south/north to and from Portland. With no stops on 18<sup>th</sup> or 112<sup>th</sup>.
- #30 – travels east/west on 28<sup>th</sup> Street into the Vancouver City Center. With 2 stops each way. See Bus route/street classification map for stops
- #80 – travels east/west on 28<sup>th</sup> street and north/south on 112<sup>th</sup> north of 28<sup>th</sup> Street. With 2 stops each way.



# INFRASTRUCTURE

## Transportation

Major transportation projects, both city and state, have been constructed within the last few years near the 112<sup>th</sup> corridor. The state project to upgrade the I-205/Mill Plain Blvd interchange was completed in 2010, the city's 28<sup>th</sup> Street improvement project was completed in 2005 and today the 18<sup>th</sup> Street improvement project is under construction. Future WSDOT plans include split diamond interchanges at I-205/18<sup>th</sup> and 28<sup>th</sup> streets. The SW Washington Regional Transportation Council (RTC) recommends a park and ride to be located somewhere near the future I-205/18<sup>th</sup> street interchange. A specific location has not been considered at this time. A brief summary and map of the (RTC) study follows.



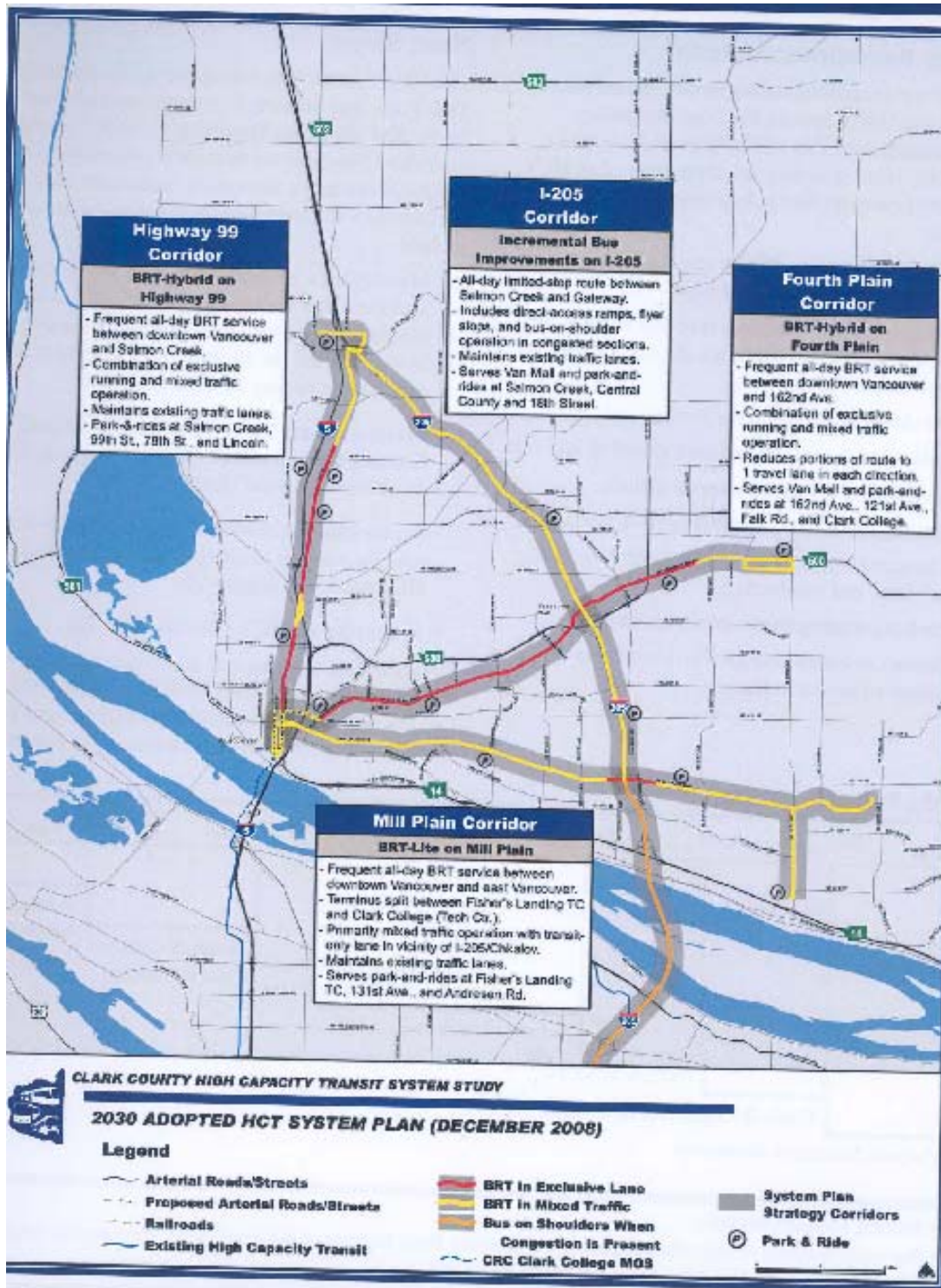
Southwest Washington Regional Transportation Council completed a Clark County High Capacity Transit (HCT) System Study in December of 2008. The Study builds from the proposed bi-state Columbia River Crossing Project connecting downtown Vancouver to the Portland MAX system. The corridors evaluated include I-5/Highway 99, Fourth Plain, **I-205**, and Mill Plain Blvd. The rider ship, modes, and alignments within each of the 4 corridors and comparisons among the corridors were evaluated. Based on this evaluation, the RTC Steering Committee approved the 4 corridor system plan strategy, policies and recommended corridor elements. Most relevant to 112<sup>th</sup> Street is the 18<sup>th</sup> Street proposed park and ride facility. The study states that HCT in the I-205 corridor needs to serve both intra Clark County trips and bi-state trips.

The study found that while the design of a good HCT system is critical, it is not enough to ensure successful HCT project implementation. A well designed set of HCT facilities needs to be complimented by the following;

- Transit-supportive densities
- A mix of land use
- Transit-oriented pedestrian environment
- Parking management strategies
- Transit-oriented urban design

The following map shows approximate locations for future park and ride facilities recommended on the I-205 HCT corridor. An existing C-TRAN park and ride (Evergreen P&R) is located east of the plan area on the southwest corner of 18<sup>th</sup> Street and 136<sup>th</sup> Avenue. C-TRAN has considered relocating this existing park and ride closer to the I-205 corridor.

City Park and Ride Regulation – Park and Rides are allowed as a limited use in the Light and Heavy Industrial zones and the Community and General Commercial zones. Development standards for park & rides are found under VMC 20.430.040E. These standards are attached.



### Local Street classifications (See Bus Route Map)

- 18<sup>th</sup> Street - Principal arterial
- 112<sup>th</sup> Avenue – Principal arterial
- 28<sup>th</sup> Street – Minor arterial
- Four Seasons – Collector
- 9<sup>th</sup> Street – Collector
- 23<sup>rd</sup> Street – Neighborhood Circulator
- 16<sup>th</sup> Street – Loop/Cul-de-sac

### Local Street Projects and Conditions

- 28<sup>th</sup> Street intersection - 2005 improvements include widened street to 2 through lanes and a center left turn lane, sidewalks and bike lanes on both sides of the street and a new intersection with turning lanes at 112<sup>th</sup>/28<sup>th</sup>.
- 18<sup>th</sup> Street/112<sup>th</sup> intersection - Construction of the 18<sup>th</sup> Street improvements stretching from 18<sup>th</sup> street east to the eastern edge of the Four Seasons development is currently underway. The intersection improvements include 7 lanes north/south on 112<sup>th</sup> and east/west on 18<sup>th</sup> street extending approximately 300' from the intersection (lanes will taper down to match existing roads). The improvement includes: a sidewalk on the north side of the street, and a regional multipurpose trail alignment along the south side of 18<sup>th</sup> street. The regional trail will be constructed with a 3' planting strip adjacent to the curb and an 8' sidewalk. Sidewalks along both sides of 112<sup>th</sup> Street will extend for 300'. When completed the intersection will look like the 138<sup>th</sup>/18<sup>th</sup> Street intersection.
- 9<sup>th</sup> Street – The city completed a sidewalk on the south side of the street in 2010 from 112<sup>th</sup> Avenue east. There is no sidewalk on the north side of 9<sup>th</sup> Street east of 112<sup>th</sup>.
- 112<sup>th</sup> Avenue - is a narrow 4 lane street without medians, bike lanes, or continuous sidewalks.
- WSDOT 112<sup>th</sup> Corridor Safety Program - The program is a joint effort between WSDOT and the Washington Traffic Safety Commission. Many partner agencies are also involved, including the state patrol, county public works and sheriff's office, and city public works and police departments. The Corridor Safety Program works to reduce collisions on chosen roadways using low-cost, near-term solutions through the use of partnerships with engineering, enforcement, education, and emergency services. The goal of the program is to reduce fatalities and serious injuries in Washington State.

### **Utilities**

Utility poles and lines run along both sides of the 112<sup>th</sup> corridor possibly limiting street tree selection and sidewalk location.

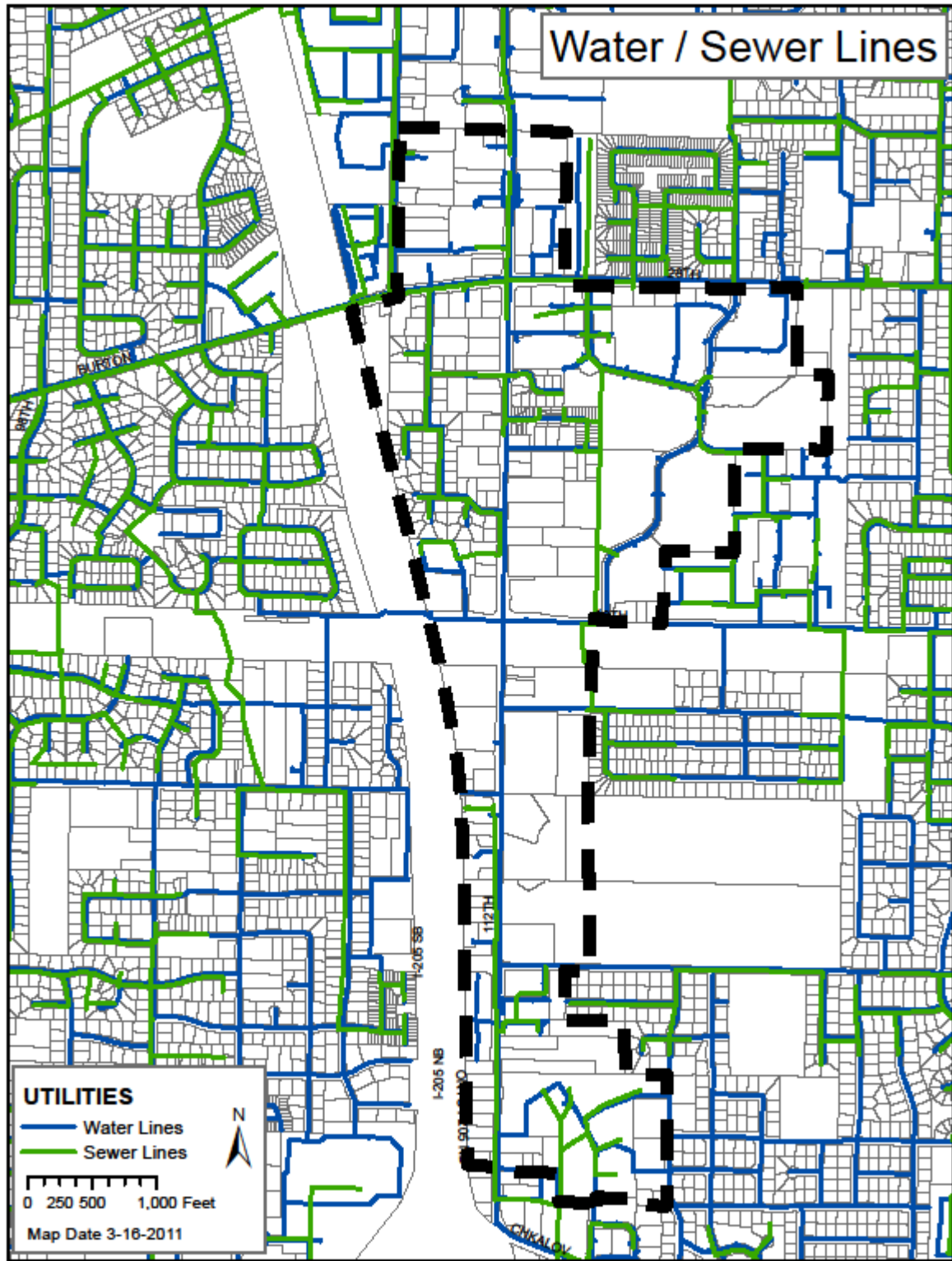
Electric - Bonneville Power owns 3 parcels along the south side of 18<sup>th</sup> Street where a high voltage tower line is located. Two of these parcels (just southeast of 112<sup>th</sup>/18<sup>th</sup> intersection) have easements for agriculture use and one parcel (southwest of 112<sup>th</sup>/18<sup>th</sup> intersection) is vacant.

Sewer – Much of the 112<sup>th</sup> Corridor area was built within the 60's to 80's time frame and was outside of the City's jurisdiction. When the city annexed the area limited sewer lines were available. Today most of the 112<sup>th</sup> corridor plan area has available sewer lines and slowly by phases areas are

connecting to the available city sewer. However, there are residents and businesses on functioning septic systems that choose not to connect to the city sewer system.

Water – There are deep wells at the water tower site and the whole area has a significant supply of water. The city water tower along 112<sup>th</sup> corridor is a Special Protection Area (SPA). As defined in the Vancouver Municipal Code 14.26.135, certain restrictions apply within these areas.

Stormwater – The headwaters of Burton Creek is piped under the larger area of 112<sup>th</sup>/28<sup>th</sup> intersection. From this intersection it travels underground and surfaces near 26<sup>th</sup> street and I/205. It then travels under I-205, under a residents driveway surfacing just to the west of a private driveway and travels westward on the surface. There is one low area located between I-205 and 112<sup>th</sup> Ave and south of 28<sup>th</sup> Street. When this area develops it may need its own storm water detention/conveyance system since it can not drain to the 112<sup>th</sup> Ave system.





## DEMOGRAPHICS

The following demographic data is derived from the 2000 census. The census tracks and blocks for the immediate 112<sup>th</sup> plan area include 413.17 blocks 1, 2, 3; 413.13 block 1; and 413.14 block 1.

<b>Total population</b>	<b>7,310</b>	
<b>Race/ethnicity</b>	<b>Percent of population</b>	
	112 <sup>th</sup> Corridor	City of Vancouver
White	85.6	82.2
Hispanic/Latino	5.2	6.3
Black or African American	3.3	2.4
Two or more races	2.1	3.1
American Indian and Alaska Native	1.6	.9
Asian	1.3	4.5
Other	.97	.14

<b>Percent of population by Age</b>	
Under 18	25
18 to 25	12
26 to 59	53
60 and over	10

<b>Highest level of education attained</b>	<b>Percent of population 25 and older</b>
8 <sup>th</sup> grade or less	2.4
9 <sup>th</sup> grade to 12 <sup>th</sup> grade (no diploma)	7.4
High school graduate	30.7
Some college (no degree)	39
College degree	20.5

<b>Households</b>		
	112 <sup>th</sup> Avenue Corridor	City of Vancouver
Total Households	2,828	
Median Household income	\$39,000	\$41,618

**CURRENT DEVELOPMENT**

Residential Developments in the 112th Subarea						
Project No.	Project Name	Address	Assessor No.	Description	Status	
1	PRJ2006-00690	Kondors Subdivision	12306 NE 28th Street	163709-005	Proposal for a 6 lot single family short subdivision using Tier I Infill	Preapp conference held on 5/1/06
2	PRJ2006-01493	Canyons at Four Seasons	Both sides of NE Four Seasons Lane between Angelo Dr and NE 18th St	162742-036 162742-038 162742-040 162742-042	Subdivide into 351 attached single family lots	Approved civils on 6/16/10
3	PRJ2008-01838	VHA Burton Ridge	Lot 5 of Four Seasons Phase 2	162742-044	Construct three story 76 unit assisted living building, three story 80 unit independent living bldg and a one story 16 unit memory care bldg	Not fully complete as of 2/2/09 - application not complete or const?
4	PRJ2006-00579	Cascade Gardens	2015 and 2201 NE 112th Avenue	162659-015 162610-000 162647-000 162720-000	Subdivide into 82 single family zero lot line development	Approved 9/20/07 - no civil plans submitted
5	PRJ2007-01466	Diamond Townhouse Subdivision	2001 NE 112th Avenue	163699-000 163699-005	Subdivide into 44 townhouse lots	Preapp conference held on 8/23/07
6	PRJ2006-00204	Burton Road Short Subdivision	10815 NE Burton Road	162644-000	Subdivide into nine detached single family lots using Tier I Infill	Preapp conference held on 3/2/06
7	PRJ2004-02119	Hobb 3 Lot Short Subdivision	2700 NE 110th Avenue	162648-016	Subdivide into 4 single family lots	Civil Plans expired on 9/29/10
8	PRJ2010-01181	Elite Care at Sylvan Park	2308, 2400, 2404 and 2408 NE 112th Avenue	162630-005 162630-000 162633-000 162626-000	Construct a two building 48 unit residential care facility	Preapp conference held on 8/19/10
Commercial/Industrial Projects in the 112th Subarea						
Project No.	Project Name	Address	Assessor No.	Description	Status	
9	PRJ2007-00041	Hertz Industrial Bldg	109th and 30th Street	162628-000	13,250 square foot industrial building with 23 parking spaces	Preapp conference held on 4/19/07
10	PRJ2008-00582	Walgreens	11200 NE 28th Street	162648-018 162648-027 162648-017	Construct Walgreens and fast food restaurant	Preapp conference held on 5/1/08
11	PRJ2008-02055	Four Seasons Retail D and E	11421 and 11501 NE 28th Avenue	162742-026 162742-028	Construct two approx. 6,500 square foot commercial buildings	Site Plan Review approval on 7/28/10

12	PRJ2006-01688	Salvation Army Expansion	1500 NE 112th Avenue	165395-000 165396-000 165458-000 165459-000	35,000 square foot addition	Preapp conference held on 10/5/06
13	PRJ2008-02025	Hargis Parking	1100, 1108 and 1114 NE 112th Avenue	165564-000 165528-000	Change of Use from residential to commercial and added 59 parking spaces	Approved plans on 4/23/10
<b>Projects in close proximity to the 112th Subarea Plan</b>						
	<b>Project No.</b>	<b>Project Name</b>	<b>Address</b>	<b>Assessor No.</b>	<b>Description</b>	<b>Status</b>
14	PRJ2005-00419	Concorde Estates Infill	12515 NE 28th Street	163765-000	9 lot single family detached short subdivision using Tier II infill	PLD approval 9/1/2006
15	PRJ2008-00505	Burton Townhomes	10306 NE Burton Road	163476-000 163556-000	Nine townhomes	Preapp conference held on 4/28/10
16		SEH America	4111 NE 112th Avenue	162666-000	Possible future master plan submittal	

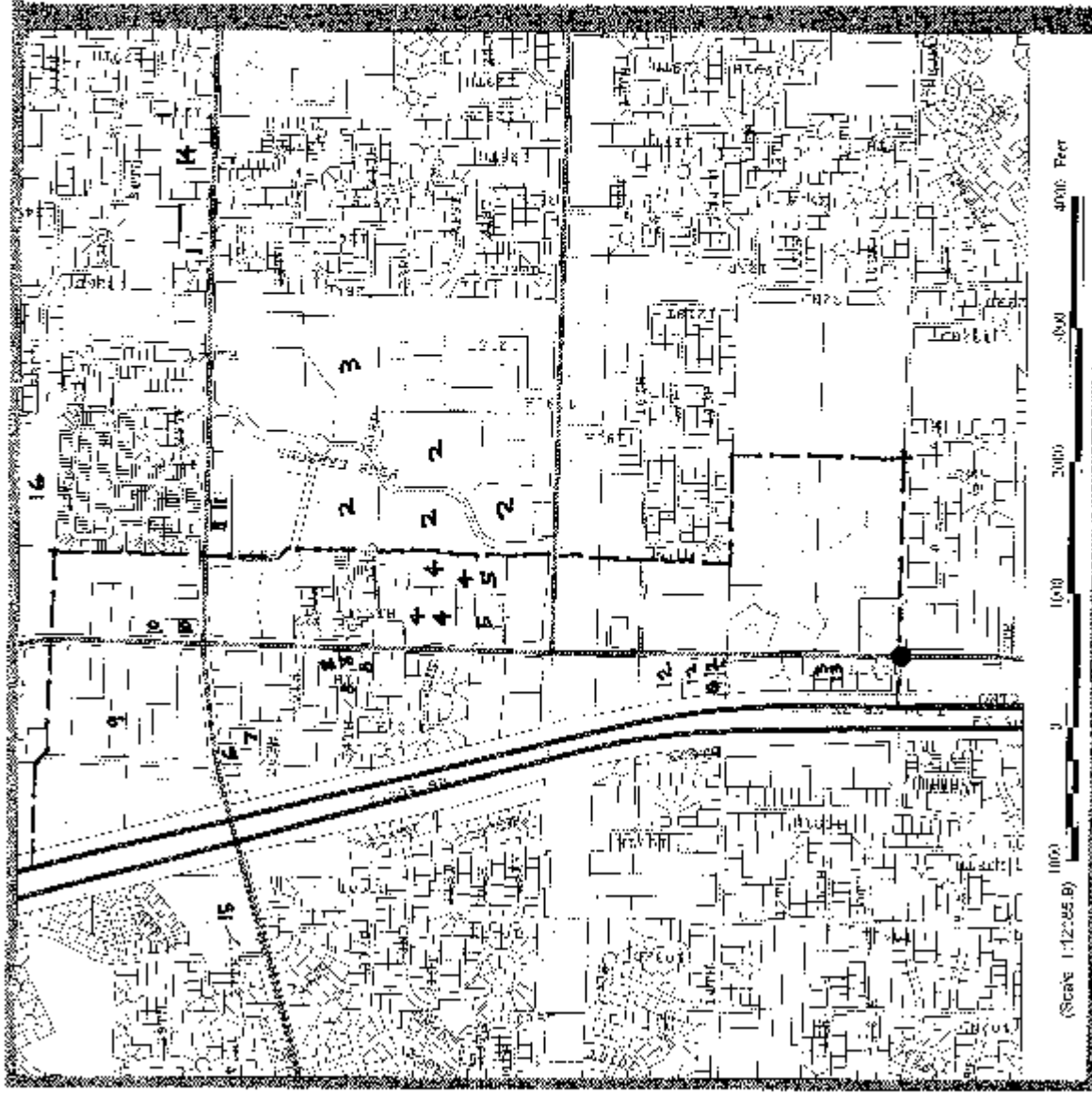
**LAND OWNERSHIP PLAN**

2005-15-00000000

SW 1/4 of Section 22 T2R2E W1

File Date: Nov 24, 2010  
Map produced by:

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(Scale 1:12,000) 1000 2000 3000 4000 Feet

**ATTACHMENT**

**VMC 20.430.040 Commercial Development Standards including Park and Ride development standards (VMC 20.430.040E)**

A. Compliance Required. All developments must comply with:

1. All of the applicable development standards contained in the underlying zoning district.
2. All other applicable standards and requirements contained in this title.

B. Development standards. Development standards in are contained in Table 20.430.040-1. Additional development standards are contained in subsections VMC 20.430.040 (C)-(E) below. Additional development standards for the MX Zone are contained in 20.430.060 VMC. Additional development standards for the WX Zone are contained in 20.430.070 VMC.

<b>Table 20.430.040 - 1 Development Standards</b>								
<b>STANDARD</b>	<b>CN</b>	<b>CC</b>	<b>CG</b>	<b>CX**</b>	<b>WX**</b>	<b>CPX**</b>	<b>MX***</b>	<b>RGX****</b>
Minimum Lot Size	None	None	None	None	None		None	None
Minimum Lot Width	None	None	None	None	None		None	None
Minimum Lot Depth	None	None	None	None	None		None	None
Maximum Lot Coverage	Maximum determined by compliance with screening and buffering standards contained in VMC Tables 20.925.030 - 1 and 20.925.030 - 2, stormwater standards, erosion control regulations, and all other applicable development standards.			100%	70%		100%	100%
<b>Minimum Setbacks</b>								
Front yard	See below	See below	See below <sup>3</sup>	None	All 25' except parking lots, 10' and driveways		All 10' abutting an R zone; otherwise, same as abutting zone	All 10' abutting an R zone; otherwise, zero
Rear yard	See below	See below	See below	None	All 25' except parking lots, 10' and driveways		All 10' abutting an R zone; otherwise, same as abutting zone	All 10' abutting an R zone; otherwise, zero
Rear through-street	See below	See below	See below	None				None

Table 20.430.040 - 1 Development Standards								
STANDARD	CN	CC	CG	CX**	WX**	CPX**	MX***	RGX****
Side yard	See below	See below	See below	0/5' <sup>4</sup>	5'			0/5' <sup>4</sup>
Street Side yard	See below	See below	See below <sup>3</sup>	None	None			None
Between buildings on site	None	None	None	None	None		None	None
Maximum Height	35'	None	None	Refer to Figure 20.630.4	60'		35' - 75' <sup>5</sup>	35' - 75' <sup>6</sup>
Minimum setbacks adjacent to residential district	Pursuant to the screening and buffering standards contained in VMC Tables 20.925.030-1 and 20.925.030-2, plus an additional 1/2 foot for each foot the building exceeds 20 feet in height to a maximum setback requirement of 40 feet. Buildings in excess of 20 feet may be stepped.							
Minimum setbacks adjacent to non-residential districts	Pursuant to screening and buffering standards contained in VMC Tables 20.925.030-1 and 20.925.030-2.							
Minimum Landscaping Requirement (percentage of total net area)	15%	15%	15%	None	20%		15%	15%, unless adjusted through master plan

\*\* Subject to additional development standards of 20.600 Plan Districts.

\*\*\* Subject to development standards of 20.430.060.

\*\*\*\* Subject to development standards of 20.680, and associated Master Plan Adopted for the area of proposed development.

<sup>1</sup> Deleted.

<sup>2</sup> Commercial condominiums shall have no minimum lot size.

<sup>3</sup> Zero setbacks allowed for buildings along Main Street and Broadway between McLoughlin and Fourth Plain.

<sup>4</sup> None except when abutting residentially-zoned property, when the minimum setback is 5'.

<sup>5</sup> In the MX District, maximum building height shall be the same as that of the abutting zone within a distance of the same number of feet from the property line. Farther from the property line, height may increase by 2' for every additional 1' that a structure is set back from the property line to a maximum height of 75'. (For example, where the MX district abuts a residential district with a maximum height of 35', the maximum height in the MX district would be 35' for the first 35' from the property line. The height may then be increased by 2' for every

additional 1' the structure or portion of the structure is removed from the property line to a maximum of 75'.) Where the abutting zone is MX or OCI, the maximum height shall be 35'; however, the height may be increased 2' for every additional 1' that a structure is set back from the property line, to a maximum of 75' (For example, a building which is set back 10' from an abutting MX or OCI property may be 45' tall).

<sup>6</sup> Maximum heights in the RGX District shall be the same as the MX District as described herein including footnote 5, except where indicated otherwise through Master Plan review and approval pursuant to VMC 20.680, subject to conditions therein.

C. On-site pedestrian access and circulation. On-site pedestrian access and circulation requirements for all commercial and mixed use zones are outlined in 20.945.040(H) VMC.

D. CN Zone: Retail and office uses. Personal service and sales-oriented retail services, eating and drinking establishments, and general and medical offices are permitted as limited uses in any combination in the CN zone subject to the following development standards:

1. Maximum use shall be no greater than 3,500 gsf. Maximum building size is limited to 10,000 gsf.
2. The use(s) shall front a street with no less than an arterial designation.
3. The use(s) shall have a maximum of 10 parking spaces per use.
4. Parking between the street and the building is prohibited. Parking must be located on the side or behind the building.

E. Park and Ride Facility Development Standards

1. Design. Park & Ride facilities shall be compatible with the scale, architectural style and design of buildings in the immediate vicinity and/or any adopted design guidelines and standards for the area.

2. Transportation Management. All Park & Ride facilities shall submit a Transportation Management Plan that, at a minimum describes on-site management systems and operations and

- a. assures efficient ingress and egress
- b. assures safety of facility users and adjacent properties
- c. describes how on-street and off-street parking impacts associated with the park & ride facility will be mitigated.
- d. assures that the facility will contribute to an active urban center or corridor by providing parking opportunities during non-peak hours for non-transit riders and as a resource for reducing overall parking need within ½ mile, by for example, executing a shared parking agreement.
- e. ensures that the park & ride facility will be managed so that it is used only by those authorized to park in such facilities.
- f. demonstrates compliance with all other applicable standards, including VMC 20.945.060, Parking Structure Design Standards.

g. demonstrates that the facility is designed and managed to encourage environmentally sustainable commuting, for example by giving priority to carpools and/or providing plug-in stations for electric vehicles.

3. Active Uses. Park & Ride facilities within corridors and urban centers designated in the Vancouver Comprehensive Plan must be designed and constructed to accommodate active uses on the street level of streets designated for active pedestrian use. Areas designed to accommodate active uses shall be developed at the time of construction.

a. This standard must be met along 100% of the ground floor walls that front onto active pedestrian streets in centers and corridors, except where used for the auto entry/exit lanes for the parking structure, or plazas, or other public open spaces.

b. CX and RGX zones: In park & ride facilities located in these zone districts, at least 50 percent of the ground floor area in each building must be designed and constructed to accommodate the active uses allowed by the base zone. Active uses include lobbies, retail or service commercial and visitor services. The Planning Official may make an adjustment to the active use requirements for park & ride facilities when it can be demonstrated that the topography of the ground or location adjacent to highway ramps makes it infeasible.

c. Spaces designed to accommodate active pedestrian uses shall have a minimum floor to ceiling height of 15 feet, a minimum street front bay width of 15 feet and a minimum active use space depth of 20 feet.