

Chapter 20.640

VANCOUVER CENTRAL PARK PLAN DISTRICT

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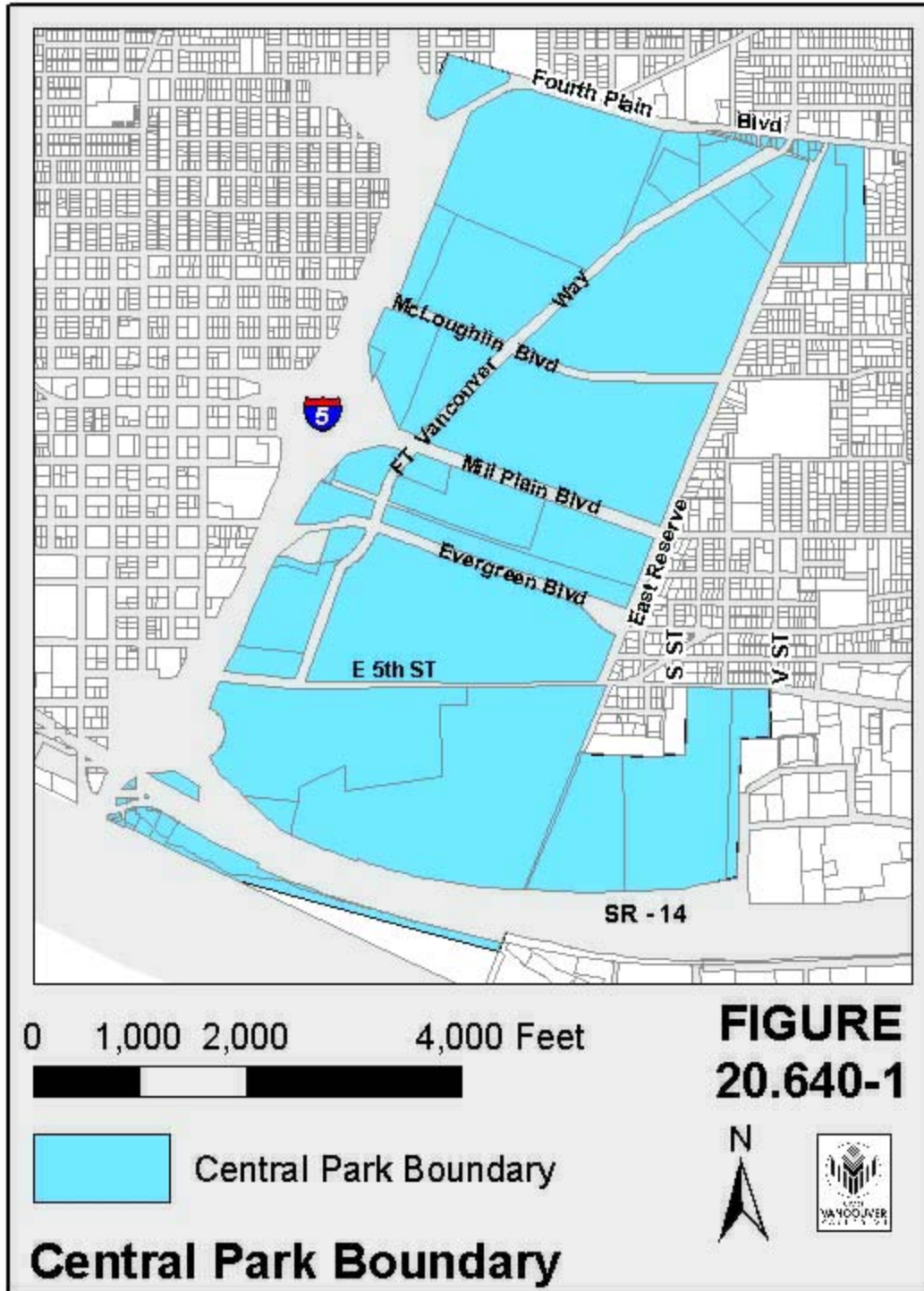
Section 20.640.010 Purpose.

Purpose. The Vancouver Central Park Plan District is prominently located at the Columbia River gateway to Washington State and the Vancouver City Center and possesses a unique grouping of public resources and destinations of national, state, and local significance. This Plan District intends to preserve and enhance the established urban civic character of the area and its significant historical, natural, educational, recreational, public utility and social service resources, as directed by the adopted goals and policies of the Central Park Plan, (Ordinance M-3865); Fort Vancouver National Historic Site General Management Plan; Vancouver National Historic Reserve Cooperative Management Plan; and the Vancouver National Historic Reserve Long Range Plan.

(M-3891, Amended, 11/03/2008, Sec 11-Effective 12/03/08; M-3643, Added, 01/26/2004)

Section 20.640.020 Applicability.

A. Purpose. Establishment of Boundaries. In general, the Columbia River to the south, Interstate 5 to the west, Fourth Plain Boulevard to the north and East Reserve Street to the east define the plan area, as illustrated in Figure 20.640-1.



B. Zoning designation. Property within the Vancouver Central Park Plan District is primarily zoned Vancouver Central Park Mixed-Use (CPX). The CPX zoning designation enables development in accordance to the adopted policies of the Central Park Plan, Fort Vancouver National Historic Site

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General Management Plan, Vancouver National Historic Reserve Cooperative Management Plan, and the Vancouver National Historic Reserve Long Range Plan and as covered by the Comprehensive Plan Ordinance and map (see Ordinance M-3865, M-2184 and Ordinance M-2295).

Properties zoned Park or Community Commercial within the Vancouver Central Park Plan District shall comply with their respective code requirements and the development standards and guidelines under VMC 20.640.020(D) as well as the development standards and guidelines under each of the respective conservation districts. The CX zoned properties shall comply with all CX code requirements, the Downtown Design Guidelines, and the development standards and guidelines under VMC 20.640.020(D). If there is a conflict, the most restrictive shall apply.

C. Conservation Districts. There are four identified conservation districts within the larger Vancouver Central Park Plan District. This chapter includes sections specific to each Conservation District that include: Officers Row (20.640.030), Historic Reserve (20.640.040), Education and Recreation (20.640.050), and the Social and Health Services Conservation District (20.640.060).

D. Development Guidelines and Standards. Development in the Vancouver Central Park District shall comply with the following design guidelines and standards:

1. Gateways at Interstate-5. The four major street intersections at Interstate 5 that include: Columbia Way, Evergreen Street, Mill Plain Boulevard, and Fourth Plain Boulevard are essential east/west connections that should be enhanced to act as prominent gateways that unify Vancouver Central Park Plan District and the Vancouver City Center. These prominent locations shall include design elements that provide a safe and welcoming environment, unify the east and west sides of I-5, and create gateways that announce the arrival to Central Park to visitors and residents in all modes of travel. New connections between Vancouver Central Park Plan District and Vancouver's City Center shall also be made when any realignments and/or upgrades are added to I-5. Design elements shall include, but are not limited to the following:

a. Special gateway plantings. A gateway planting shall be required and shall include, in addition to required street trees: 1) small groves of native evergreen trees such as Douglas fir, Western Red Cedar, and Grand Fir, in groupings of three, five or seven and, 2) under-story or smaller ornamental trees, shrubs, and groundcover plantings that display year round seasonal color. Groves shall be located to create a gateway appearance at the major I-5/street intersections listed above. Additionally, public art work or special gateway structures subject to the City of Vancouver's Public Art Policy may be integrated into the gateway plantings. The City Urban Forester or the Parks Design Division shall approve gateway plantings.

b. Full multimodal access between Vancouver Central Park Plan District and the Vancouver City Center shall be provided including a pedestrian bridge over I-5 at 7th Street and a freeway park (lid) over I-5 at Evergreen Boulevard.

c. Way finding features subject to VMC20.960.

2. Great Streets. The intention of a "great street" is to provide full multimodal facilities that include equally safe access for pedestrians, bicyclists, transit users and drivers. Great streets are also visually appealing with design features that should include street trees, landscaping, special paving, pedestrian scale lighting, and street furniture. All streets in the Vancouver Central Park Plan District should be developed, as much as practicable, with Great Street design elements such as:

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a. Sidewalks that are no less than eight feet wide, unless as specified otherwise herein, on both sides of the street.

b. Enhanced pedestrian crossings that are built with varying textures, colors and patterns and/or are raised.

c. Traffic calming elements that include bulb-outs, street medians, and planting strips with street trees and landscaping;

d. Street trees that provide a large, wide canopy over the streets in Central Park and shall be selected from the Street Tree Selection List found in Appendix A of the 'Street Tree Manual'. Street Trees shall be approved by the City Urban Forester and planted in accordance with VMC 20.925, Street Trees.

3. Pedestrian Connectivity. Sidewalks and walkways shall provide linkages between the various facilities, transit stops, and parking areas within the Vancouver Central Park Plan District and into the surrounding areas. Pedestrian crossings of major streets shall be safe and effectively located to enhance district cohesiveness and reduce walking distances. Pedestrian crossings of major streets should be no more than 400 feet apart.

4. All site and development design should incorporate sustainable practices to minimize the use of energy, water, and other natural resources and to provide a healthy productive environment. Sustainable design concepts and practices such as, but are not limited to the following:

a. Reduce heat islands using landscaping and building design methods;

b. Minimize development of open space by replacing and renovating buildings and by using land efficiently;

c. Site buildings to be able to integrate passive and active solar strategies, take advantage of natural ventilation, and maximize daylight use;

d. Incorporate building materials for maximum energy efficiency;

e. Create interior spaces within buildings that relate to or take advantage of exterior environments;

f. Develop multifunctional stormwater management systems that dispose of the building's stormwater.

g. Incorporate functional rooftop facilities and eco-roofs;

h. Select and group plants appropriately; and

i. Create practical turf areas or a "less-lawn" landscaping concept.

5. Fencing and screening.

a. Fencing located along properties that front Fourth Plain Boulevard, McLoughlin Boulevard, Mill Plain Boulevard, Columbia Way, East Reserve Street and Fort Vancouver Way should be built with materials that allow views into the site, except that chain link fencing should not be used along

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these street frontages unless the fence is setback at least 6 feet from the back of the sidewalk and trees or landscaping are located between the fence and the back of the sidewalk or the fence has black vinyl coating. Refer to VMC20.912 for additional development standards.

b. All trash collection areas, exterior storage areas, and mechanical equipment shall be screened from view from streets and public areas.

6. Building Design

a. New construction built with a 20-foot or less street frontage setback shall avoid large areas of uninterrupted wall surfaces by incorporating human scale elements.

b. All buildings within the Central Park Plan District shall comply with VMC Chapter 20.570, Airport Height Overlay District.

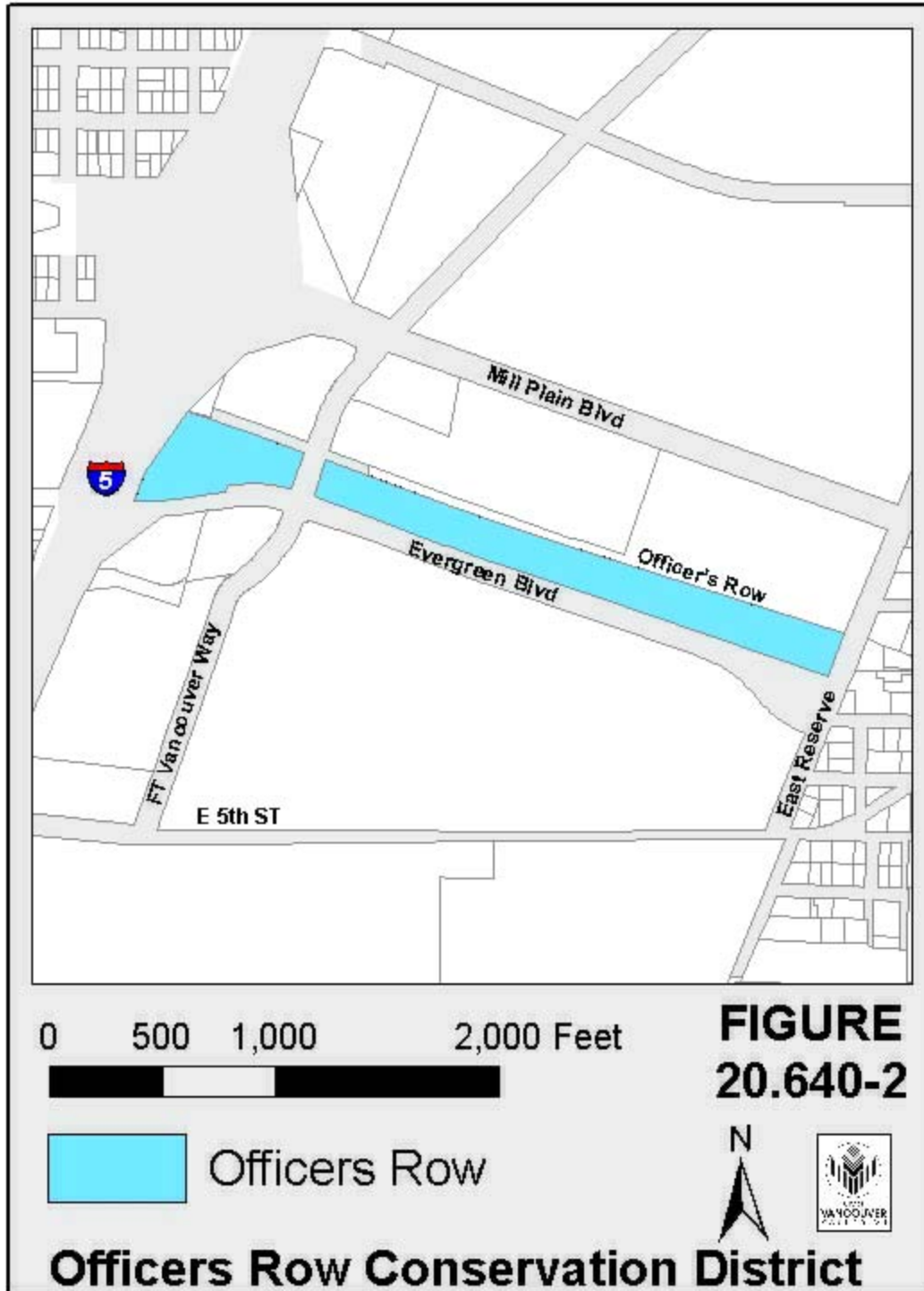
E. Wireless communications facilities— special provisions. VMC 20.890, Wireless Communications Facilities, provides certain special provisions to the uses and development standards provided by this Chapter. (Ord. M-3307 § 22, 1997)

(M-3891, Amended, 11/03/2008, Sec 12-Effective 12/03/08; M-3643, Added, 01/26/2004)

Section 20.640.030 Officers Row Conservation District.

A. Purpose. The purpose of this section is to establish an area of special regulation in of the Vancouver Central Park Plan District. This special district shall be designated as Officers Row Conservation District. The provisions of this chapter are not intended to abrogate any other section of this title, and in case of any conflict, the most restrictive requirement shall apply.

B. Establishment of boundaries. The provisions of this special district shall apply to the properties known as Officers Row, located on the north side of Evergreen Boulevard between East Reserve Street and Interstate 5, as shown on Figure 20.640– 2.



C. Regulation of uses

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1. Permitted uses. The following uses are permitted on all properties within the Officers Row Conservation District:

a. Existing residential uses, provided that single-family dwellings may be converted to include apartments for members of the same family.

b. General Offices as defined in Section 20.160.020 (C)(6)(a) VMC, excluding Medical Office, as defined in VMC 20.160.020 (C)(6)(b) Use Classifications, when used in conjunction with residential use.

c. Freestanding General Offices, as defined in VMC 20.160.020 (C)(6)(a) Use Classifications, housing Federal, State, County, City agencies or similar non-profit organizations.

d. Cultural Institutions, as defined in VMC 20.160.020 (B)(4) Use Classifications, such as museums or historical libraries.

2. Conditional uses. The following uses will be permitted conditionally, subject to a Type III Conditional Use, as governed by VMC 20.225, Conditional Uses, provided that the applicant demonstrates that the use will comply with subsection (D) below, and will be compatible with the historic appearance of Officers Row. These uses are further subject to such conditions as the Hearings Examiner finds necessary to protect the historic values of the area.

a. Eating and Drinking Establishments, as defined in VMC 20.160.020(C)(2) Use Classifications.

b. Sales-Oriented General Retail Stores, as defined in VMC 20.160.020(C)(4)(a) Use Classifications. These uses can include on-premises production of retail products offered for sale at the site, including but not limited to, bakery, leather shop, or ceramics or wood-working studio, but excluding such a use that involves noisy and/or hazardous processes or requires outdoor storage.

c. Personal Service General Retail, as defined in VMC 20.160.020 (C)(4)(b) Use Classifications.

d. Colleges, as defined in VMC 20.160.020(B)(2) Use Classifications.

e. Commercial Lodging, as defined in VMC 20.160.020 (C)(1) Use Classifications.

D. Special standards. All development in the Officers' Row Conservation District shall comply with the following standards, including Design Review Committee review; and other provisions of this title. In addition, refer to the National Historic Reserve Design Standards Book.

1. Signs shall comply with the regulation for Higher Density Residential, as governed by VMC 20.960, Signs, except no fascia signs are allowed.

2. Signs shall be, or shall appear to be, made of wood and shall be designed to be compatible with the historic buildings of Officers Row.

3. Officers Row development standards.

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a. Every reasonable effort shall be made to provide a compatible use for a property, which will require no more than minimal alternations of the building, structure or site and its environment, or to use a property for its originally intended residential purpose.

b. The distinguishing original qualities or character of a building, structure or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.

c. All buildings, structures, and sites shall be recognized as products of their own time. Alterations that have no historical basis and which seek to create an earlier appearance shall be discouraged.

d. Changes which may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected.

e. Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure or site shall be treated with sensitivity.

f. Deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historic, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.

g. The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken.

h. Every reasonable effort shall be made to protect and preserve archaeological resources affect by, or adjacent to, any project.

i. Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant historical, architectural or cultural material, and character of the property, neighborhood or environment.

j. Whenever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.

k. The demolition of any of the buildings included in Officers Row shall be considered a significant action under the State Environmental Policy Act, and no permit may be issued until an Environmental Impact Statement is completed, unless the building official has made written findings that the building poses an immediate threat to life or safety.

l. The required Environmental Impact Statement shall focus on alternatives to demolition and redevelopment of the site. A permit for demolition shall be issued only after a redevelopment plan is approved by City Council.

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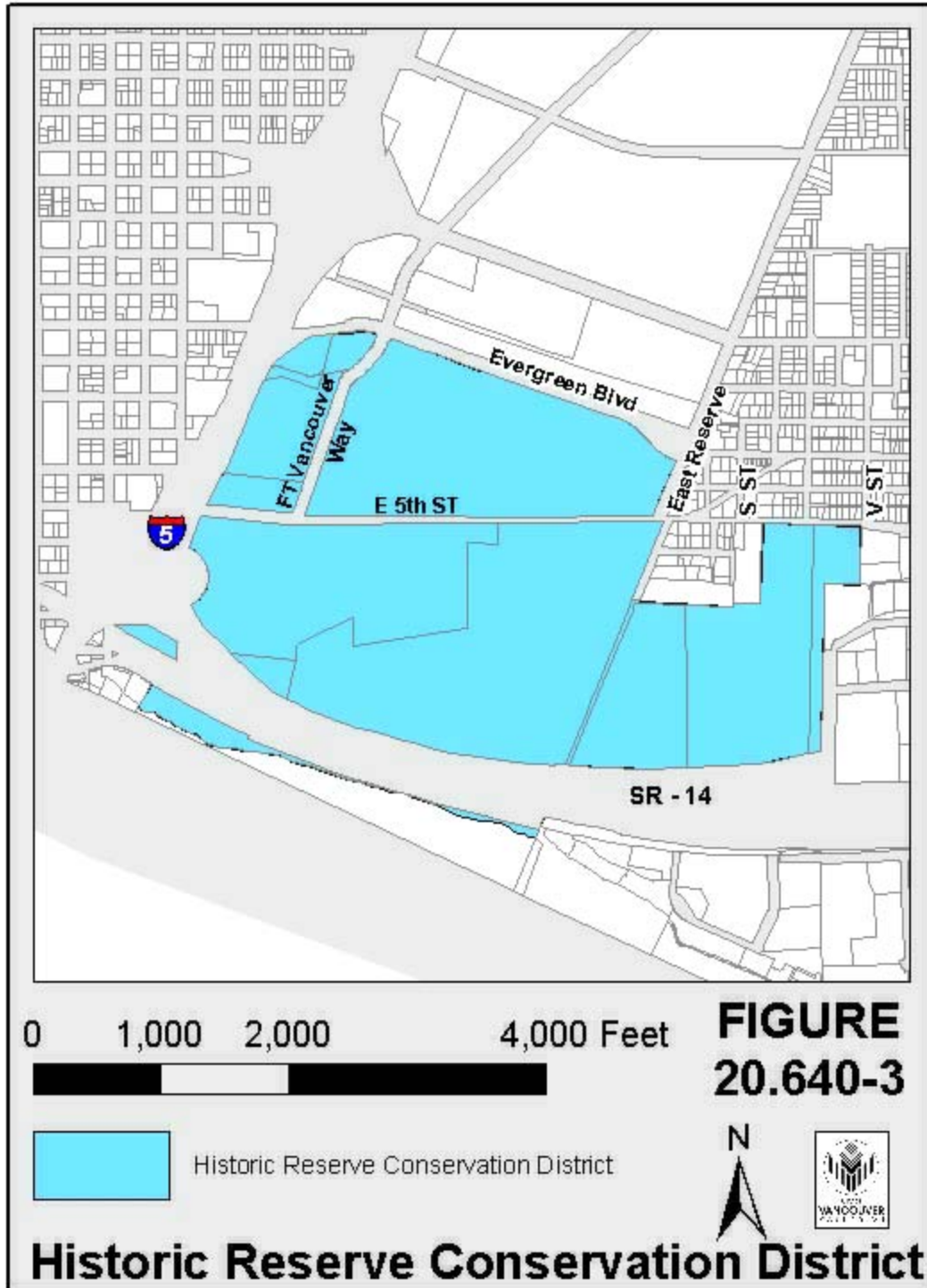
- m.. Buildings shall be maintained at a minimum to the standards of the Housing Code as adopted by the city.
- n. Off-street parking shall be provided as required in VMC 20.945 Parking and Loading.
 - 1. All parking shall be located to minimize visual impacts to the views from Evergreen Boulevard to Officers' Row or the former Vancouver Barracks Parade Ground.
 - 2. Off-street parking should, preferably, be located to the rear of the structures, with alley access.
 - 3. No parking lot may be developed in the front yard of any building on Officers Row (parking in side yards should seldom be allowed, if at all).
 - 4. No additional parking lots shall be developed on the south side of Evergreen Boulevard, north of the National Historic Site, between Fort Vancouver Way and East Reserve Street. However, the existing parking areas as shown on the urban renewal plan approved by Resolution M-2547 shall be allowed to remain and to be improved into fully developed parking lot or lots.
- o. If the use of any structure is changed, or if a structure is restored or rehabilitated at a cost which exceeds more than 50% of the assessed value of the structure, all utilities, including sewer and water shall be improved to current standards for the full frontage of the parcel.
(M-3891, Amended, 11/03/2008, Sec 13-Effective 12/03/08; M-3643, Added, 01/26/2004)

Section 20.640.040 Historic Reserve Conservation District.

A. Purpose. The federally designated Vancouver National Historic Reserve is unique in its cultural and historic resources. The purpose of this section is to establish standards that protect those resources and the historic character of the Reserve. To do so, the city is establishing an area of special regulation in the Vancouver Central Park Plan District. The Historic Reserve Conservation District is intended to result in a seamless environment that provides overall design and development standards while reflecting area and era specific standards within the Conservation District.

Officers Row is part of the Vancouver National Historic Reserve and the existing Officers Row Conservation District. VMC Chapter 20.640.030 provides specific regulations and development standards for this area. The uses, regulations and standards of the Historic Reserve and Officers Row Conservation Districts are intended to complement and support each other.

B. Establishment of boundaries. The Historic Reserve Conservation District shall include the properties known as the Vancouver Barracks, Fort Vancouver National Historic Site, Pearson Field Airport (includes the airfield and aircraft hanger facilities), Pearson Air Museum, and Jack Murdock Aviation Center, and Waterfront Park. These properties are generally located south of Evergreen Boulevard, east of the Interstate freeway I-5, and north of the Lewis & Clark Highway SR-14, the National Park Service property (referred to as Waterfront Park) and the Old Apple Tree Park located between SR-14 and the Columbia River as shown in Figure 20.640-3. As new property, owned by the Reserve Partners, is added to the Vancouver National Historic Reserve it will be included in the District boundaries. The Reserve Partners include the City of Vancouver, State of Washington, US Army, National Park Service at Fort Vancouver National Historic Site and the non-profit Vancouver National Historic Reserve Trust.



C. Regulation of uses.

1. Permitted uses. The following uses are permitted on all properties within the Historic Reserve

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Conservation District. Special Standards D. 2. below provides information regarding compatible uses.

- a. Household living and home occupations.
- b. General Offices as defined in VMC 20.160.020 (C)(6)(a), excluding Medical Office as defined in VMC 20.160.020 (C)(6)(b) Use Classifications.
- c. Freestanding General Offices, as defined in VMC 20.160.020 (C)(6)(a) Use Classifications, housing Federal, State, County, City agencies or similar non-profit organizations.
- d. Cultural Institutions, as defined in VMC 20.160.020 (B)(4) Use Classifications, such as museums and libraries.
- e. Art Studios and Galleries, excluding uses that involve hazardous processes or require outdoor storage.
- f. Eating and Drinking Establishments, as defined in VMC 20.160.020(C)(2) Use Classifications, including restaurants and microbreweries.
- g. Sales-Oriented General Retail Stores, as defined in VMC 20.160.020(C)(4)(a) Use Classifications. These uses can include on-premises production of retail products offered for sale at the site including but not limited to bakery, leather shop, or ceramics or wood-working studio, but excluding such a use that involves hazardous processes or requires outdoor storage.
- h. Personal Service General Retail, as defined in VMC 20.160.020(C)(4)(b) Use Classifications.
- i. Commercial Lodging, as defined in VMC 20.160.020(C)(1) Use Classifications.
- j. Educational Facilities such as schools and institutions of higher education.
- k. Recreation uses.
- l. Parades, special community events, air shows, car shows and similar public gatherings consistent with the city's Vancouver National Historic Reserve Special Events Policy.
- m. Airfield and Aircraft Hangar Facilities.
- n. Performing Arts Center.

D. Special standards. All development in the Historic Reserve Conservation District shall comply with the following standards and the Washington State Historic Building Code Chapter 51-19 WAC. These special standards supersede the Design Guidelines for Vancouver Central Park as adopted by Ordinance M-2073. All other provisions in the City of Vancouver Development Code apply. The Vancouver National Historic Reserve is also regulated under the US Secretary of the Interior's Standards for the Treatment of Historic Properties, 1995. Lands within the District will be managed with respect to pertinent state, federal, and local regulations. The provisions of this special district do not apply to existing and future state or federal highway properties and rights-of-way located within or adjacent to the Historic Reserve Conservation District.

1. Development and changes that have taken place over the course of time are evidence of the unique history and character of each building, structure, or site and its environment. Further changes to the

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existing development shall be compatible with the eight historic periods established for specific areas within the Historic Reserve. These eight historic periods include: Indian Country (pre-1824), Hudson Bay Company Period (1824-1846), Fort Vancouver and Vancouver Barracks (1847-1860), U.S. Army (1861-1916), U.S. Army and World War I (1917-1918), U.S. Army and Civilian Conservation Corps (1919-1941), U.S. Army and World War II (1942-1947), and Modern Era/ National Park Service Period (1948----).

2. Reasonable effort shall be made to provide a compatible use for a property, that will require minimal change to the defining characteristics, of the buildings, structure, or its site and its environment in conformance with the Secretary of the Interior's Standards for Rehabilitation, or to use a property for its originally intended purpose. A compatible use is defined as a use that is consistent, complementary and does not conflict with the historic period.

3. The distinguishing original qualities or character of a building, structure, or site and its environment, as defined in the West Barracks by the National Park Service 2002 "Historic Structures Report" and for National Park Service owned property as outlined in the "General Management Plan" shall not be destroyed.

4. New construction should be limited to the reconstruction of the vanished or non-surviving portions of a historic property or infill construction compatible with the scale and design of buildings in the immediate area. As described in The Secretary of the Interior's Standards for the Treatment of Historic Properties-1995, reconstructions is defined as the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

5. Distinctive stylistic features or examples of skilled craftsmanship that characterize a building, structure, or site shall be preserved except where demonstrated to be economically or physically impracticable as determined by the City's Planning Official.

6. Deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material shall, to the extent practicable, match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features shall be based on accurate duplications of features, substantiated by historic, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.

7. The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken.

8. Every reasonable effort shall be made to protect and preserve archaeological resources affected by, or adjacent to, any project. Activities within the special district will be required to meet the archaeological provisions of VMC 20.710.

9. Contemporary design for alterations and additions to existing properties shall be permitted when such alterations and additions do not destroy significant historical, architectural or cultural material, and/or the character of the property, neighborhood or environment.

10. Whenever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.

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11. Non-contributing buildings and structures, as identified in the 2007 National Historic Register listing of the Vancouver National Historic Reserve, may be removed.

12. Use of sustainable (environmentally sound and energy efficient) products and materials shall be required for all new construction and reconstruction throughout the special district. An exception may be granted by the Planning Official provided the applicant can clearly demonstrate that use of sustainable products and materials will significantly detract from the historic integrity of the individual building or the special district.

13. Public art and commemorative works within the special district shall be consistent with the Vancouver National Historic Reserve Public Art and Commemorative Works Policy.

14. Holiday or theme decorations and lighting shall present a coordinated appearance appropriate to the historic period of a building, structure, or site and its environment. All such decorations and lighting shall be subject to review and approval by the Reserve Partners and shall comply with applicable safety regulations.

15. Buildings shall be maintained at a minimum to the provisions of VMC 17.14 Minimum Property Maintenance Code as adopted by the city.

16. Off-street parking shall be provided as required in VMC 20.945 Parking and Loading. No parking lot may be developed in the front yard of any building within the Vancouver Barracks (parking in side yards should seldom be allowed, if at all).

17. Undergrounding of utilities is required throughout the special district except where demonstrated to be economically or physically impractical as determined by the City's Planning Official. The Hudson Bay Company cemetery property is exempt from this requirement due to federal regulations regarding disturbance of tribal cemeteries.

18. Site and building improvements shall be designed to consider accessibility throughout the special district and to incorporate those provisions in ways that result in minimal visual impact, such as utilizing elevated grades in lieu of ramps, and providing public access to main entrances in lieu of secondary entrances.

19. Screening of Off-Street Parking Areas.

a. Parking areas shall be designed to provide safe and convenient movement of motor vehicles, limit vehicular/pedestrian conflicts, limit paved areas, provide for screening of paved areas, and soften the visual impact of parking areas by providing interior plantings.

b. Evergreen plantings to provide year-round perimeter screening of parking areas are required except where physically impractical as determined by the City's Planning Official.

20. Pedestrian Connectivity.

a. Provide sidewalk and walkways to encourage and accommodate pedestrian circulation and access movement between buildings, activity centers, transit stops, and parking areas within the Historic Reserve Conservation District and along its public streets.

b. Sidewalks and walkways shall be hard surfaced or other approved materials consistent with

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historic nature of the property such as decomposed granite surfacing.

21. Thematic Landscape.

a. Landscaping improvements shall be designed to be compatible with the historic buildings and appropriate to the historic periods for specific areas within the Historic Reserve Conservation District.

b. Landscape plantings shall be maintained and enhanced. New plantings shall augment and complement the existing trees and plants with similar or compatible species.

c. Landscape plantings of Pacific Northwest native plant species shall be used where practicable within the special district.

d. Permanent underground irrigation systems shall be provided for proper watering and maintenance of lawn and landscape planted areas. The Hudson's Bay Company cemetery property is exempt from this requirement due to federal regulations regarding disturbance of tribal cemeteries.

e. Removal, repair and replacement of existing trees shall be carefully considered and shall be subject to review and approval by the City's Urban Forester. Designated heritage or centennial trees, along with any individual tree, group of trees or 'allee' of trees that is significant to the cultural landscape of the Reserve shall be preserved and maintained.

f. Street trees shall reflect historic types and planting patterns consistent with the specific area of the Historic Reserve and shall be subject to review and approval by the City's Urban Forester.

g. Existing view sheds of the Columbia River and Mount Hood shall be preserved.

22. Exterior Light Standards.

a. Light standards along streets and walkways shall be pedestrian scaled and lower than conventional street light standards and provide more illumination of sidewalks and walkways for public safety of pedestrians. Pedestrian scale light standards are lower in pole height and more closely spaced than conventional street lights.

b. Light standards along streets and walkways within the Vancouver Barracks, Pearson Air Museum and Pearson Field Airport shall be the Shepherd's Crook style light standard as adopted by the City of Vancouver for the downtown Vancouver area. These Shepherd's Crook style light standards shall be painted dark green (to match existing standards within the Historic Reserve) and shall be installed with a preferred pole height of 14-foot to a maximum of 20-foot pole height, as measured from ground level to the top of vertical tapered pole. The light source shall be high-pressure sodium lamps and the preferred lamp shield shall be a frosted globe-shaped protective lens. The City may approve modifications to this standard to address individual, location-specific safety issues.

c. Light standards within Fort Vancouver National Historic Site shall be as determined by the National Park Service.

23. Seat Benches and Trash Receptacles.

a. Location of seat benches and trash receptacles shall be compatible with the historic character of the Historic Reserve.

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b. Seat benches shall be provided at appropriate locations as opportunities for resting, social interaction, and stationary or passive pedestrian activities. Benches with backrests and armrests are recommended to accommodate and assist the elderly and physically challenged.

c. Seat benches and trash receptacles within the Vancouver Barracks and Pearson Field Airport shall be appropriate to the historic period of each location and shall be as approved by the Vancouver National Historic Reserve Partners.

d. Seat benches and trash receptacles within Fort Vancouver National Historic Site shall be as determined by the National Park Service.

24. Fences and Walls.

a. Fences and walls within the Vancouver Barracks, Pearson Air Museum and Pearson Field Airport shall be designed to be compatible with the historic buildings of these areas. The use of natural materials such as wood and native stone is required for fences and walls. The use of chain link fencing is prohibited except where use of other fencing materials is demonstrated to be economically or physically impracticable as determined by the City's Planning Official. Where chain link fencing is allowed, it shall be of a color to minimize visibility and screened from view from public rights-of-way with appropriate landscaping.

b. Fences and walls within Fort Vancouver National Historic Site shall be as determined by the National Park Service.

c. Fences shall be limited to reconstructions of historically documented fences, those replacing existing historic fences and only essential new fences. Reconstruction of historically documented fences is encouraged.

25. Signs.

a. Informational and directional signs within the Vancouver Barracks, Pearson Air Museum and Pearson Field Airport shall be as determined by the Vancouver National Historic Reserve signage program. Wayside signage shall be consistent throughout the special district. In general, new, non-essential signage is discouraged.

b. Regulatory signs for traffic control purposes (such as stop signs, yield signs and speed limit signs) shall comply with approved standards of the national Manual of Uniform Traffic Control Devices (MUTCD).

26. Access Control Bollards.

a. The City of Vancouver's Discovery Trail has a standard pre-cast concrete square bollard. This bollard shall be used to denote the Discovery Trail where it runs through the Historic Reserve.

b. Bollards within the Vancouver Barracks, Pearson Air Museum and Pearson Field Airport that are not located on the Discovery Trail shall be contemporary but compatible.

c. Bollards within Fort Vancouver National Historic Site shall be as determined by the National Park Service.

d. Use of bollards should be limited to areas where they are considered to be essential.

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27. Screening of Service Areas and Mechanical Equipment.

a. All service areas, trash collection areas, exterior storage areas, and mechanical equipment shall be screened from view from streets and public areas.

b. Mechanical equipment for heating and ventilation of buildings shall be carefully placed to minimize its visibility from surrounding public areas and facilities. Placement of mechanical equipment on building rooftops is prohibited except where demonstrated to be economically or physically impractical as determined by the City's Planning Official.

c. Screening material shall consist of visually obscuring improvements such as evergreen trees or shrub hedges or opaque building features such walls or fences.

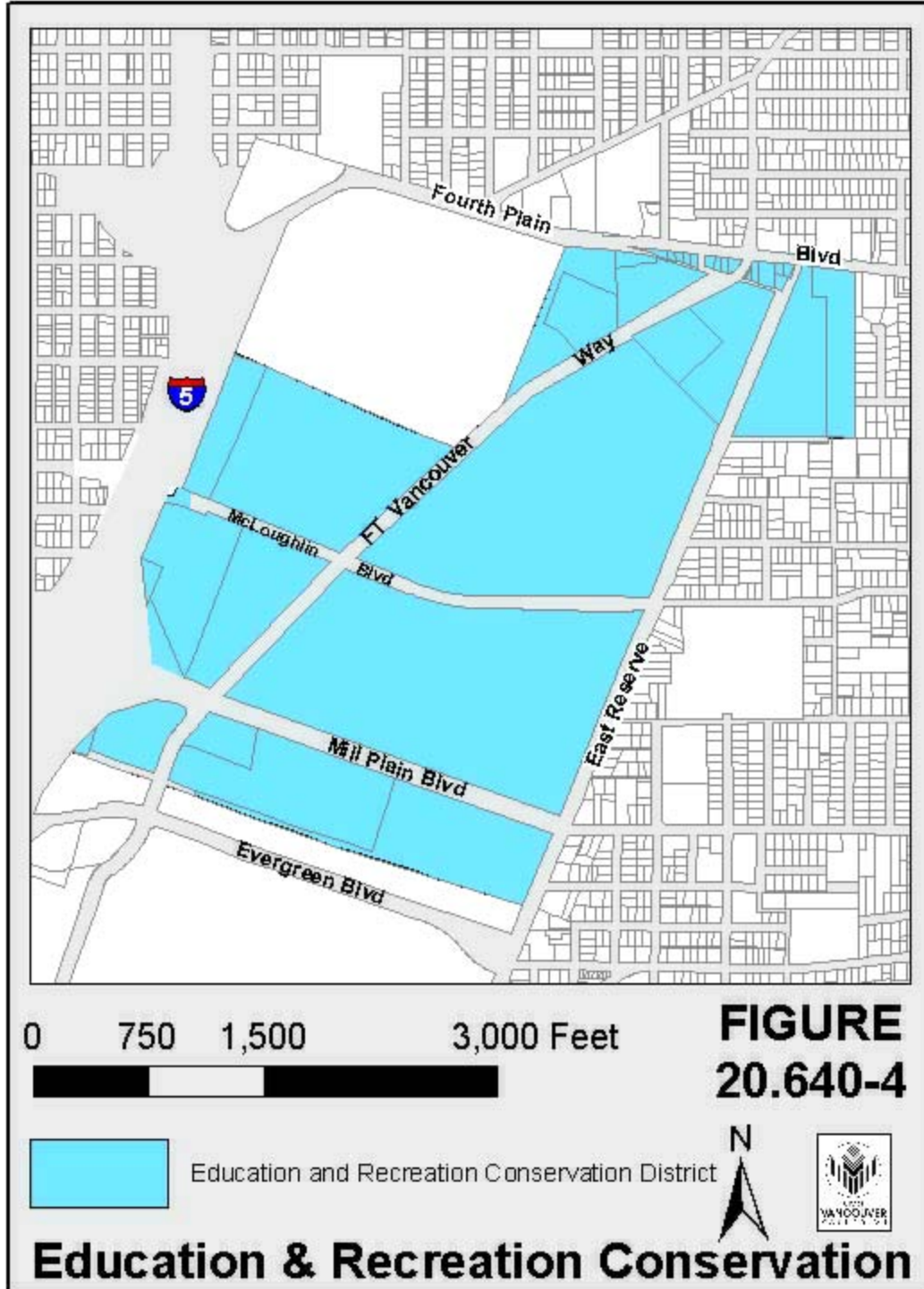
d. Screening constructed of building materials shall be compatible with the design and character of nearby buildings.

(M-3922, Amended, 07/06/2009, Sec 31; M-3891, Amended, 11/03/2008, Sec 14-Effective 12/03/08; M-3734, Added, 02/06/2006, Sec 2)

Section 20.640.050 Education and Recreation Conservation District

A. Purpose. The Education and Recreation Conservation District is intended to create an identifiable environment, promote preservation, enhancement, and expansion of education and recreation opportunities, and provide overall design guidelines and standards that reinforce connections to the other Central Park Plan Districts, emphasize 'great street' design as defined below, establish entry gateways, and preserve parks and open space.

B. Establishment of Boundaries. The portion of the Vancouver Central Park District located north and outside of the Officers Row Conservation District and the Historic Reserve Conservation District and excluding the Social and Health Services Conservation District, as illustrated in Figure 20.640-4.



C. Regulation of Uses. The following uses are permitted on all properties zoned CPX within the Education and Recreation Conservation District. For all other zones within the Vancouver Central Park Plan District, refer to 20.640.020 (B).

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1. Basic Utilities as defined in Section 20.160.020, Use Classifications, except for Vancouver Water Works Park where offices may be included as Operations Support Buildings as defined in the Water Works Park Public Facilities Master Plan PRJ2005-00739/MPF2005-00004.
2. Colleges as defined in Section 20.160.020, Use Classifications.
3. Community Recreation excluding the following: health/fitness clubs, indoor tennis/racquetball and soccer clubs, unless in conjunction with a school or community center, golf courses and shooting ranges as defined in Section 20.160.020, Use Classifications.
4. Cultural Institutions as defined in Section 20.160.020, Use Classifications, except for a performing arts center is also a permitted use.
5. Parks/Open Space as defined in Section 20.160.020, Use Classifications, except for Vancouver Water Works Park where property under the direction of the parks department will be used as Urban Natural Areas and Open Space, as defined in the Vancouver-Clark Comprehensive Parks, Recreation, and Open Space Plan 2007.
6. Schools as defined in Section 20.160.020, Use Classifications.
7. Transportation facilities as defined in Section 20.160.020, Use Classifications, except for park and ride facilities that are a Limited Use. Accessory eating and drinking establishments are permitted within the park and ride transit facility.
8. General Office, as defined in Section 20.160.020 (C)(6)(a), Use Classifications.
9. Rail Lines/Utility Corridors as defined in Section 20.160.020, Use Classifications.
10. Temporary Uses subject to VMC Chapter 20.885.
11. Wireless communications facilities as permitted in Chapter 20.890, Wireless Communication Facilities.

D. Special Standards and Guidelines. Development in the Education and Recreation Conservation District shall comply with the following design guidelines and standards, including Design Committee review, and other provisions of this title.

1. Trees and Landscape Planting
 - a. Street trees that will provide a large, wide canopy over Fort Vancouver Way shall be selected from the Street Tree Selection List found in Appendix A of the Street Tree Manual. Street Trees shall be approved by the City Urban Forester and planted in accordance with VMC 20.925, Street Trees.
 - b. Landscape plantings shall be chosen and designed to be similar and compatible with required street trees and/or existing landscaping.
 - c. Pacific Northwest native plant species should be used for landscape plantings.
 - d. Existing arboretums should be preserved and enhanced.

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e. As required in Chapter 20.770, a tree plan shall be submitted. The tree plan shall include small groves of native evergreen trees such as Douglas fir, Western Red Cedar, Grand Fir and/or the deciduous Oregon White Oak, in groupings of three, five or seven trees. Locate groves to create edges that frame and enhance open spaces.

f. New development on properties abutting I-5 and any substantial changes or expansions to I-5 shall require a planting plan that includes groves of native evergreen species, such as Douglas fir, Western Red Cedar, and Grand Fir that provide screening of I-5 from the Vancouver Central Park Plan District. The Urban Forester shall approve plantings.

2. Parks and Open Space: Preserving parks and open space is a priority of the Central Park Plan and may be accomplished by, but is not limited to, the following:

a. Compact building and efficient use of existing surface parking to reduce or eliminate the need to use open space to expand facilities.

b. Preserve as much as practicable, the central open space concept on the Clark College campus.

c. Preserve and enhance existing City Parks.

d. Preserve, enhance, and expand, as much as practicable, current sport fields and other open spaces.

3. Properties located north of Officers Row and south of Mill Plain Boulevard. Due to the importance of the public uses located within this area and their prominent location adjacent to Officer's Row and the importance and unique character of Officer's Row site and historic buildings, the following special regulations are deemed necessary to preserve and enhance the co-existence of both the public uses within this area and the adjacent Officer's Row.

a. If new building development is proposed, the design guidelines under (c) of this section shall be addressed.

b. If new or redeveloped sport fields are proposed, the following design and operational elements shall be addressed:

1. Provide modern field lighting with the least impact to adjacent properties.

2. Limit nighttime use to avoid disturbing adjacent residents.

3. Provide adequate parking to accommodate the various user group needs. Shared parking with adjacent facilities is encouraged.

4. Provide ADA, emergency, and concession delivery accessibility.

5. Provide adequate low-lighting for pedestrian access and security.

6. Provide trees and landscape plantings between the sport fields and Officer's Row that visually screen the uses and that include design elements for safety and security. The

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City Urban Forester or the Parks Design Division shall approve design of this landscaping.

c. New construction and major façade improvements on properties fronting Mill Plain Boulevard at Fort Vancouver Way or Fort Vancouver Way at Mill Plain should establish a primary gateway that welcomes residents and visitors to Central Park and the Historic Reserve, avoid massive buildings, and without attempting to replicate include complementary site and building design that reflect and respect Officer's Row and the Historic Reserve. This should be accomplished by, but is not limited to, the following:

1. Site and building layouts that include design elements such as: clustered buildings, courtyards, connecting walkways, entrances and windows facing street frontages.
2. Building mass should be broken up to develop a variety of volumes, a varied set of horizontal planes and vertical façade shifts or use divisions inherent to the building type to break up potentially massive building forms.
3. Large areas of uninterrupted wall surfaces shall be avoided along Mill Plain and Fort Vancouver Way by including human scale elements, such as pedestrian scale windows and lighting, public art, murals, special plantings, articulated walls of varied materials and/or color, and courtyards.
4. Parking facilities should be located behind buildings and away from street frontages.
5. Plantings around buildings and parking shall be compatible with the existing landscaping in the Historic Reserve. Street trees and large trees used in planting plans shall comply with Section 20.640.050 (D)(1)(a-e) and shall be approved by the City Urban Forester.
6. Gateway plantings, in addition to required street trees should be added at the intersection corners. The gateway planting plans shall consider tree height and width for gateway effect and include under-story or smaller ornamental trees, shrubs, and groundcover that display seasonal color throughout the year. Public art work or special gateway structures subject to the City of Vancouver's Public Art Policy may be integrated into the gateway plantings. The City Urban Forester or the Parks Design Division shall approve gateway plantings.
7. Street furniture and pedestrian scale lighting should be provided and should compliment and unite new development with the existing development.

4. Great Streets. The intention of a "great street" is to provide full multimodal facilities that include equally safe access for pedestrians, bicyclists, transit users and drivers. Great streets are also visually appealing with design features that include street trees, landscaping, special paving, pedestrian scale lighting, and street furniture.

a. All streets should be developed with full multimodal access and great street elements that provide a safe and desirable atmosphere to walk, bike, drive, and use transit.

b. Fort Vancouver Way provides the primary access to destinations in Central Park. Due to Fort Vancouver Way's essential role in the multimodal movement of people into and within Central Park, the city shall work collaboratively with property owners to ensure that the listed great street design guidelines and standards are followed:

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1. Fort Vancouver Way from Fourth Plain Boulevard to the first Clark College driveway on the east side of Fort Vancouver Way provides a gateway to Central Park plan area and Clark College that should include, but is not limited to, design elements such as:

a. A large center median to accommodate a pedestrian refuge, which provides safety while crossing the street, street trees, and landscape plantings that comply with Section 20.640.050 (D)(1)(a-c) and in accordance with VMC 20.925 Street Trees.

b. Sidewalks shall be located on both sides of the boulevard and should be no less than ten feet wide.

c. Planter strips should be on both sides of the boulevard, located between the boulevard and the sidewalk and should be no less than eight feet wide to accommodate trees that provide a large, wide, canopy over Fort Vancouver Way and shall be selected from the Street Tree Selection List found in Appendix A of the 'Street Tree Manual's recommended street trees. Street trees and landscaping shall also comply with Section 20.640.050 (D)(1)(a-c) and in accordance with VMC 20.925 Street Trees.

d. Central Park and Clark College entry signage.

2. Pedestrian crosswalks should include but are not limited to the following:

a. Pedestrian overpasses;

b. Roundabouts;

c. Pedestrian Hybrid style signals at mid-block crosswalks when warrants can be met.

3. Pedestrian street crossings that incorporate materials with offset color, varying texture and/or the crossing may be raised.

4. Passive and active traffic calming elements should include, but are not limited to, the following:

a. Bulb extensions to create pinch points that slow auto traffic should be provided and should include bicycle bypasses where practicable and accommodate trees that provide a large, wide canopy over Fort Vancouver Way. Refer to 20.640.050D(1)(a) for street tree selection requirements.

b. Curb extensions added to each side of each driveway to improve pedestrian and driver safety.

c. Pedestrian crossings and/or sidewalks over driveways should be raised and/or incorporate materials that are an off set color and/or texture.

d. Existing center medians shall be maintained at no less than 12 feet wide and planted with street trees that provide a large, wide canopy over Fort Vancouver Way. Refer to 20.640.050(D)(1)(a) for street tree selection requirements. If it is determined that the large wide canopy is in conflict with 20.640.050 D (5) adjustments may be made and approved by the City Urban Forester.

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e. Sidewalks shall be provided on both sides of the street the entire length of Fort Vancouver Way. Sidewalks should be no less than eight feet wide except for the area described under Section (D)(4)(b)(1)(b) above.

f. Planting strips that are no less than eight feet wide should be included on both sides of the street and planted as described in (D)(4)(b)(1)(c) above.

5. Transit and associated transit facilities

a. Street adjustments shall be made, as necessary, to develop high capacity transit and/or street car routes and associated facilities.

b. Transit facilities shall provide direct pedestrian and bicycle connections to and from the prominent public facilities and services located in the district.

6. Gateways Gateways should be developed at Mill Plain Boulevard and Fort Vancouver Way; Fort Vancouver Way and Fourth Plain Boulevard; Mill Plain Boulevard and East Reserve. Gateway features, in addition to required street trees, shall include special gateway plantings that address height and width of trees for gateway affect and shall include under story or smaller ornamental trees, shrubs, and groundcover plantings that display year round seasonal color. The City Urban Forester or Parks Design Division shall approve gateway plantings.

In addition, the following gateway features should be considered. Features such as, but are not limited to, the following

a. Central Park entry signage.

b. Public art work and/or special structures subject to the City of Vancouver's Public Art Policy.

c. Way finding features subject to VMC20.960 and Design Review Committee review.

7. Parking Standards

a. Off-street parking shall be provided as required by VMC 20.945 Parking and Loading.

b. On-street parking should be provided as much as practicable.

c. Existing drive-through services as of (M-3891, adopted November 3, 2008) shall be permitted to continue and may be improved for current uses and shall comply with 20.945.040 (G) Onsite vehicle stacking for drive through use. No new drive-through services shall be permitted.

8. Signs shall comply with the regulation for Higher Density Residential Districts as required in VMC 20.960

9. Lighting.

a. Streetlights should be designed to provide maximum illumination for autos and pedestrians. Streetlight design should include provisions to illuminate under street tree canopies

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at full growth and shall comply with Section 11.80.047 Streetlights.

b. Light standards for sidewalks and paths should be pedestrian scaled to maximize illumination for pedestrian safety. Pedestrian scale lighting should be designed to illuminate under street tree and landscape canopies at full growth and shall comply with Section 11.80.047, Streetlights.

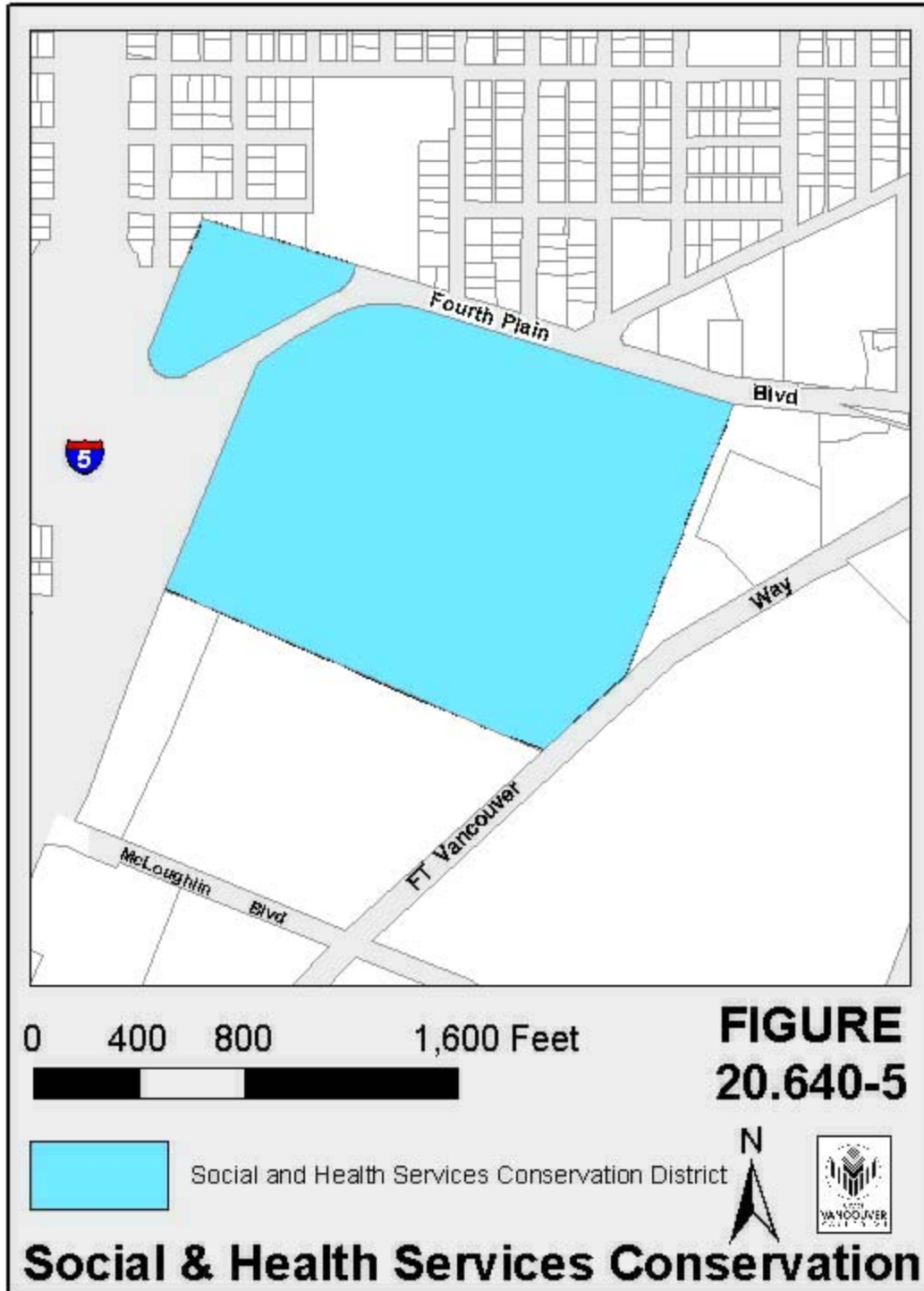
10. Central Promenade. The intent of the Central Promenade is to provide a shared use and as much as possible off-road path that runs the length of the planning area, linking from the south, Columbia River waterfront trail, to the north, Fourth Plain Boulevard, and uniting all of Central Park's significant resources. This is a place holder for future development standards and guidelines.

(M-3931, Amended, 11/02/2009, Sec 21-Effective 12/2/2009; M-3891, Added, 11/03/2008, Sec 15-Effective 12/03/08)

Section 20.640.060 Social and Health Conservation District

A. Purpose. The purpose of this section is to recognize the significant existing uses located within the Social and Health Conservation District as illustrated in Figure 20.640-5 and to provide a place for possible future regulations governing the area. The provisions of this section are voluntary as long as the ownership of the Social and Health Conservation District parcels remains with the Federal Government.

B. Establishment of Boundaries. Refer to Figure 20.640-5.



C. Regulation of Uses. The established social service uses include, but are not limited to, group living, transitional housing, human service facilities, medical centers, medical office, and army cemetery.

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D. Special Standards and Guidelines. Development in the Social and Health Conservation District shall comply with 20.640.020 (D) Development guidelines and standards.
(M-3891, Added, 11/03/2008, Sec 16-Effective 12/03/08)

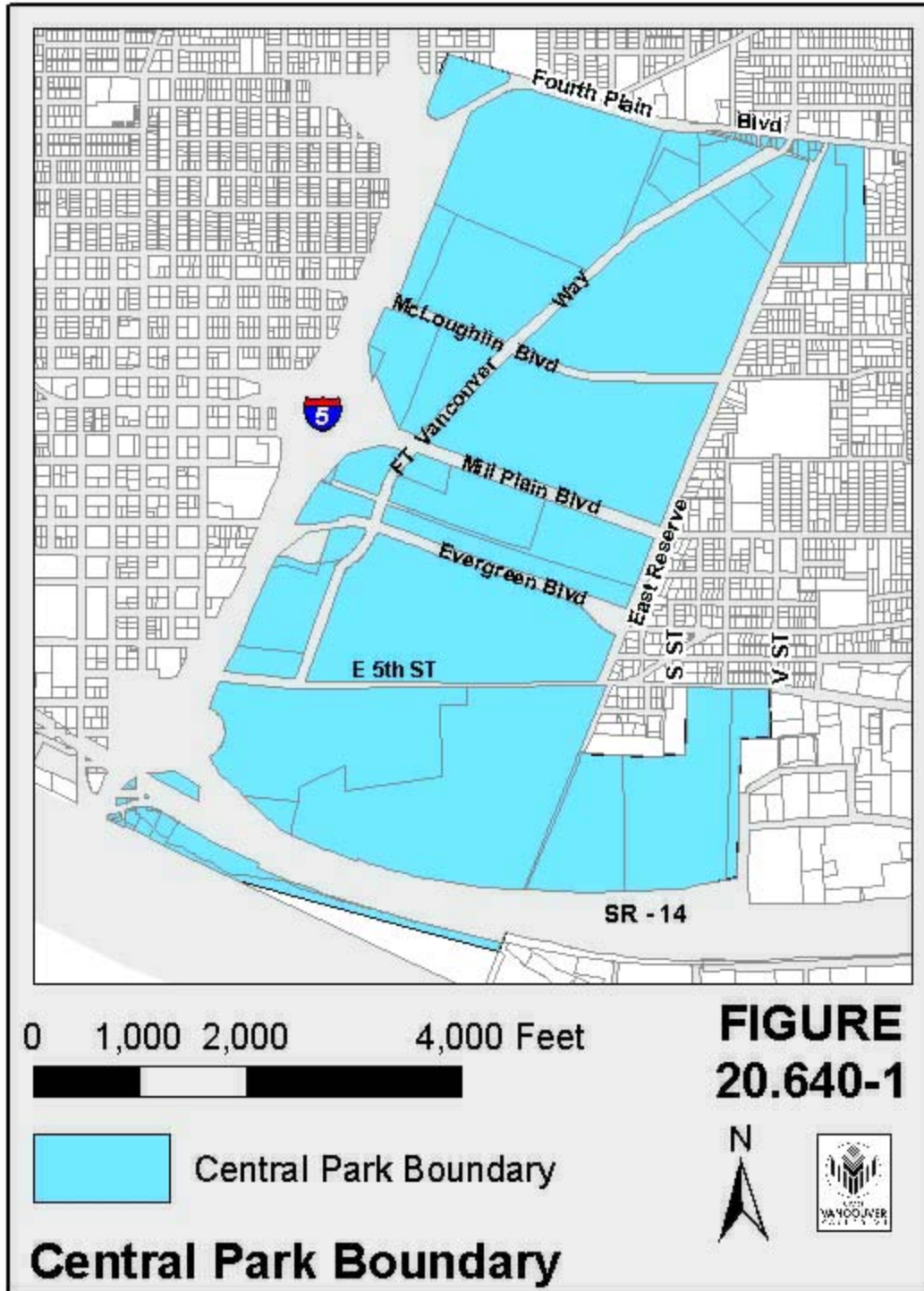
Section 20.640.010 Purpose.

Purpose. The Vancouver Central Park Plan District is prominently located at the Columbia River gateway to Washington State and the Vancouver City Center and possesses a unique grouping of public resources and destinations of national, state, and local significance. This Plan District intends to preserve and enhance the established urban civic character of the area and its significant historical, natural, educational, recreational, public utility and social service resources, as directed by the adopted goals and policies of the Central Park Plan, (Ordinance M-3865); Fort Vancouver National Historic Site General Management Plan; Vancouver National Historic Reserve Cooperative Management Plan; and the Vancouver National Historic Reserve Long Range Plan.

(M-3891, Amended, 11/03/2008, Sec 11-Effective 12/03/08; M-3643, Added, 01/26/2004)

Section 20.640.020 Applicability.

A. Purpose. Establishment of Boundaries. In general, the Columbia River to the south, Interstate 5 to the west, Fourth Plain Boulevard to the north and East Reserve Street to the east define the plan area, as illustrated in Figure 20.640-1.



B. Zoning designation. Property within the Vancouver Central Park Plan District is primarily zoned Vancouver Central Park Mixed-Use (CPX). The CPX zoning designation enables development in accordance to the adopted policies of the Central Park Plan, Fort Vancouver National Historic Site

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General Management Plan, Vancouver National Historic Reserve Cooperative Management Plan, and the Vancouver National Historic Reserve Long Range Plan and as covered by the Comprehensive Plan Ordinance and map (see Ordinance M-3865, M-2184 and Ordinance M-2295).

Properties zoned Park or Community Commercial within the Vancouver Central Park Plan District shall comply with their respective code requirements and the development standards and guidelines under VMC 20.640.020(D) as well as the development standards and guidelines under each of the respective conservation districts. The CX zoned properties shall comply with all CX code requirements, the Downtown Design Guidelines, and the development standards and guidelines under VMC 20.640.020(D). If there is a conflict, the most restrictive shall apply.

C. Conservation Districts. There are four identified conservation districts within the larger Vancouver Central Park Plan District. This chapter includes sections specific to each Conservation District that include: Officers Row (20.640.030), Historic Reserve (20.640.040), Education and Recreation (20.640.050), and the Social and Health Services Conservation District (20.640.060).

D. Development Guidelines and Standards. Development in the Vancouver Central Park District shall comply with the following design guidelines and standards:

1. Gateways at Interstate-5. The four major street intersections at Interstate 5 that include: Columbia Way, Evergreen Street, Mill Plain Boulevard, and Fourth Plain Boulevard are essential east/west connections that should be enhanced to act as prominent gateways that unify Vancouver Central Park Plan District and the Vancouver City Center. These prominent locations shall include design elements that provide a safe and welcoming environment, unify the east and west sides of I-5, and create gateways that announce the arrival to Central Park to visitors and residents in all modes of travel. New connections between Vancouver Central Park Plan District and Vancouver's City Center shall also be made when any realignments and/or upgrades are added to I-5. Design elements shall include, but are not limited to the following:

a. Special gateway plantings. A gateway planting shall be required and shall include, in addition to required street trees: 1) small groves of native evergreen trees such as Douglas fir, Western Red Cedar, and Grand Fir, in groupings of three, five or seven and, 2) under-story or smaller ornamental trees, shrubs, and groundcover plantings that display year round seasonal color. Groves shall be located to create a gateway appearance at the major I-5/street intersections listed above. Additionally, public art work or special gateway structures subject to the City of Vancouver's Public Art Policy may be integrated into the gateway plantings. The City Urban Forester or the Parks Design Division shall approve gateway plantings.

b. Full multimodal access between Vancouver Central Park Plan District and the Vancouver City Center shall be provided including a pedestrian bridge over I-5 at 7th Street and a freeway park (lid) over I-5 at Evergreen Boulevard.

c. Way finding features subject to VMC20.960.

2. Great Streets. The intention of a "great street" is to provide full multimodal facilities that include equally safe access for pedestrians, bicyclists, transit users and drivers. Great streets are also visually appealing with design features that should include street trees, landscaping, special paving, pedestrian scale lighting, and street furniture. All streets in the Vancouver Central Park Plan District should be developed, as much as practicable, with Great Street design elements such as:

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a. Sidewalks that are no less than eight feet wide, unless as specified otherwise herein, on both sides of the street.

b. Enhanced pedestrian crossings that are built with varying textures, colors and patterns and/or are raised.

c. Traffic calming elements that include bulb-outs, street medians, and planting strips with street trees and landscaping;

d. Street trees that provide a large, wide canopy over the streets in Central Park and shall be selected from the Street Tree Selection List found in Appendix A of the 'Street Tree Manual'. Street Trees shall be approved by the City Urban Forester and planted in accordance with VMC 20.925, Street Trees.

3. Pedestrian Connectivity. Sidewalks and walkways shall provide linkages between the various facilities, transit stops, and parking areas within the Vancouver Central Park Plan District and into the surrounding areas. Pedestrian crossings of major streets shall be safe and effectively located to enhance district cohesiveness and reduce walking distances. Pedestrian crossings of major streets should be no more than 400 feet apart.

4. All site and development design should incorporate sustainable practices to minimize the use of energy, water, and other natural resources and to provide a healthy productive environment. Sustainable design concepts and practices such as, but are not limited to the following:

a. Reduce heat islands using landscaping and building design methods;

b. Minimize development of open space by replacing and renovating buildings and by using land efficiently;

c. Site buildings to be able to integrate passive and active solar strategies, take advantage of natural ventilation, and maximize daylight use;

d. Incorporate building materials for maximum energy efficiency;

e. Create interior spaces within buildings that relate to or take advantage of exterior environments;

f. Develop multifunctional stormwater management systems that dispose of the building's stormwater.

g. Incorporate functional rooftop facilities and eco-roofs;

h. Select and group plants appropriately; and

i. Create practical turf areas or a "less-lawn" landscaping concept.

5. Fencing and screening.

a. Fencing located along properties that front Fourth Plain Boulevard, McLoughlin Boulevard, Mill Plain Boulevard, Columbia Way, East Reserve Street and Fort Vancouver Way should be built with materials that allow views into the site, except that chain link fencing should not be used along

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these street frontages unless the fence is setback at least 6 feet from the back of the sidewalk and trees or landscaping are located between the fence and the back of the sidewalk or the fence has black vinyl coating. Refer to VMC20.912 for additional development standards.

b. All trash collection areas, exterior storage areas, and mechanical equipment shall be screened from view from streets and public areas.

6. Building Design

a. New construction built with a 20-foot or less street frontage setback shall avoid large areas of uninterrupted wall surfaces by incorporating human scale elements.

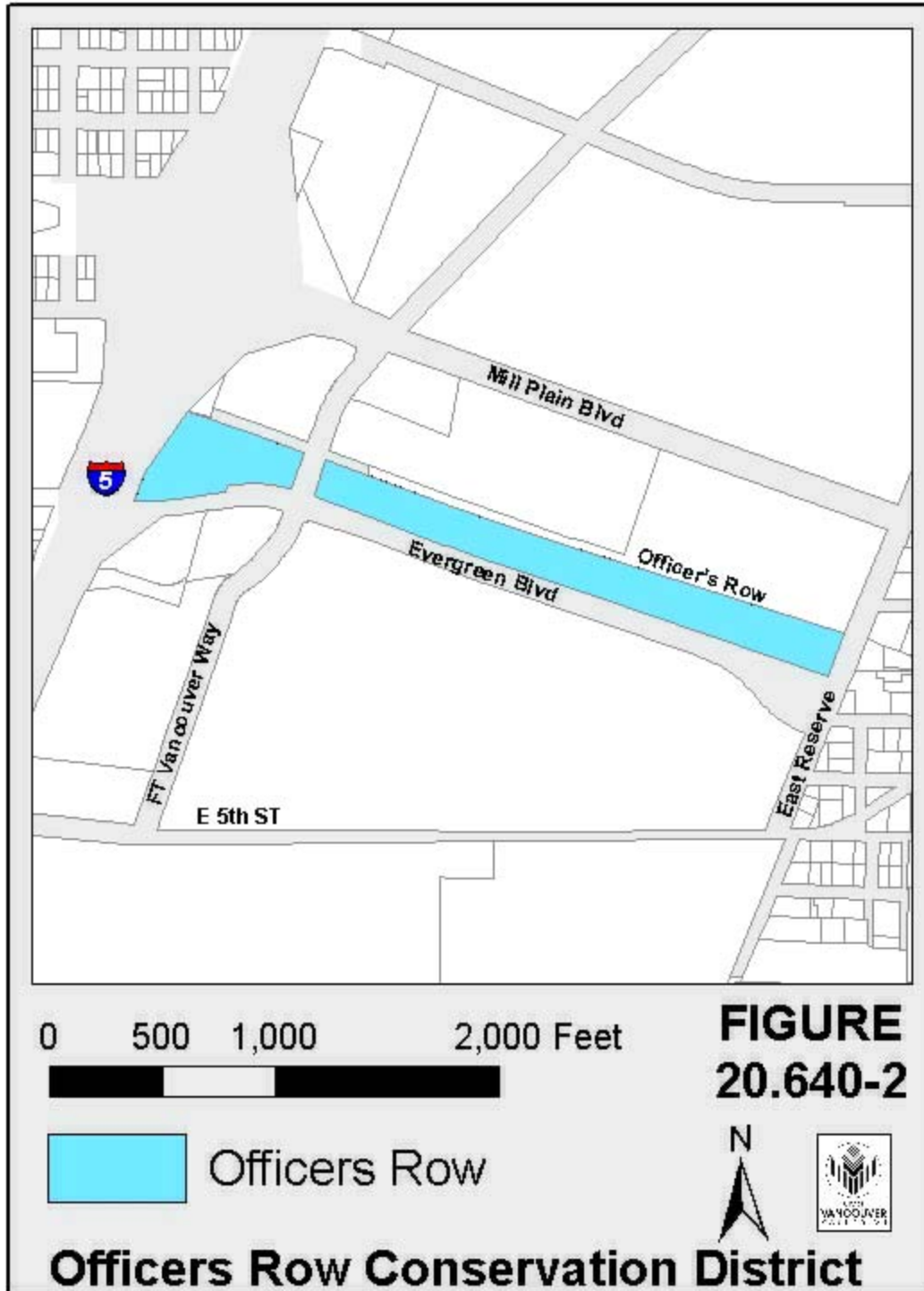
b. All buildings within the Central Park Plan District shall comply with VMC Chapter 20.570, Airport Height Overlay District.

E. Wireless communications facilities— special provisions. VMC 20.890, Wireless Communications Facilities, provides certain special provisions to the uses and development standards provided by this Chapter. (Ord. M-3307 § 22, 1997)
(M-3891, Amended, 11/03/2008, Sec 12-Effective 12/03/08; M-3643, Added, 01/26/2004)

Section 20.640.030 Officers Row Conservation District.

A. Purpose. The purpose of this section is to establish an area of special regulation in of the Vancouver Central Park Plan District. This special district shall be designated as Officers Row Conservation District. The provisions of this chapter are not intended to abrogate any other section of this title, and in case of any conflict, the most restrictive requirement shall apply.

B. Establishment of boundaries. The provisions of this special district shall apply to the properties known as Officers Row, located on the north side of Evergreen Boulevard between East Reserve Street and Interstate 5, as shown on Figure 20.640– 2.



C. Regulation of uses

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1. Permitted uses. The following uses are permitted on all properties within the Officers Row Conservation District:

a. Existing residential uses, provided that single-family dwellings may be converted to include apartments for members of the same family.

b. General Offices as defined in Section 20.160.020 (C)(6)(a) VMC, excluding Medical Office, as defined in VMC 20.160.020 (C)(6)(b) Use Classifications, when used in conjunction with residential use.

c. Freestanding General Offices, as defined in VMC 20.160.020 (C)(6)(a) Use Classifications, housing Federal, State, County, City agencies or similar non-profit organizations.

d. Cultural Institutions, as defined in VMC 20.160.020 (B)(4) Use Classifications, such as museums or historical libraries.

2. Conditional uses. The following uses will be permitted conditionally, subject to a Type III Conditional Use, as governed by VMC 20.225, Conditional Uses, provided that the applicant demonstrates that the use will comply with subsection (D) below, and will be compatible with the historic appearance of Officers Row. These uses are further subject to such conditions as the Hearings Examiner finds necessary to protect the historic values of the area.

a. Eating and Drinking Establishments, as defined in VMC 20.160.020(C)(2) Use Classifications.

b. Sales-Oriented General Retail Stores, as defined in VMC 20.160.020(C)(4)(a) Use Classifications. These uses can include on-premises production of retail products offered for sale at the site, including but not limited to, bakery, leather shop, or ceramics or wood-working studio, but excluding such a use that involves noisy and/or hazardous processes or requires outdoor storage.

c. Personal Service General Retail, as defined in VMC 20.160.020 (C)(4)(b) Use Classifications.

d. Colleges, as defined in VMC 20.160.020(B)(2) Use Classifications.

e. Commercial Lodging, as defined in VMC 20.160.020 (C)(1) Use Classifications.

D. Special standards. All development in the Officers' Row Conservation District shall comply with the following standards, including Design Review Committee review; and other provisions of this title. In addition, refer to the National Historic Reserve Design Standards Book.

1. Signs shall comply with the regulation for Higher Density Residential, as governed by VMC 20.960, Signs, except no fascia signs are allowed.

2. Signs shall be, or shall appear to be, made of wood and shall be designed to be compatible with the historic buildings of Officers Row.

3. Officers Row development standards.

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- a. Every reasonable effort shall be made to provide a compatible use for a property, which will require no more than minimal alternations of the building, structure or site and its environment, or to use a property for its originally intended residential purpose.
- b. The distinguishing original qualities or character of a building, structure or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.
- c. All buildings, structures, and sites shall be recognized as products of their own time. Alterations that have no historical basis and which seek to create an earlier appearance shall be discouraged.
- d. Changes which may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected.
- e. Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure or site shall be treated with sensitivity.
- f. Deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historic, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.
- g. The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken.
- h. Every reasonable effort shall be made to protect and preserve archaeological resources affect by, or adjacent to, any project.
- i. Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant historical, architectural or cultural material, and character of the property, neighborhood or environment.
- j. Whenever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.
- k. The demolition of any of the buildings included in Officers Row shall be considered a significant action under the State Environmental Policy Act, and no permit may be issued until an Environmental Impact Statement is completed, unless the building official has made written findings that the building poses an immediate threat to life or safety.
- l. The required Environmental Impact Statement shall focus on alternatives to demolition and redevelopment of the site. A permit for demolition shall be issued only after a redevelopment plan is approved by City Council.

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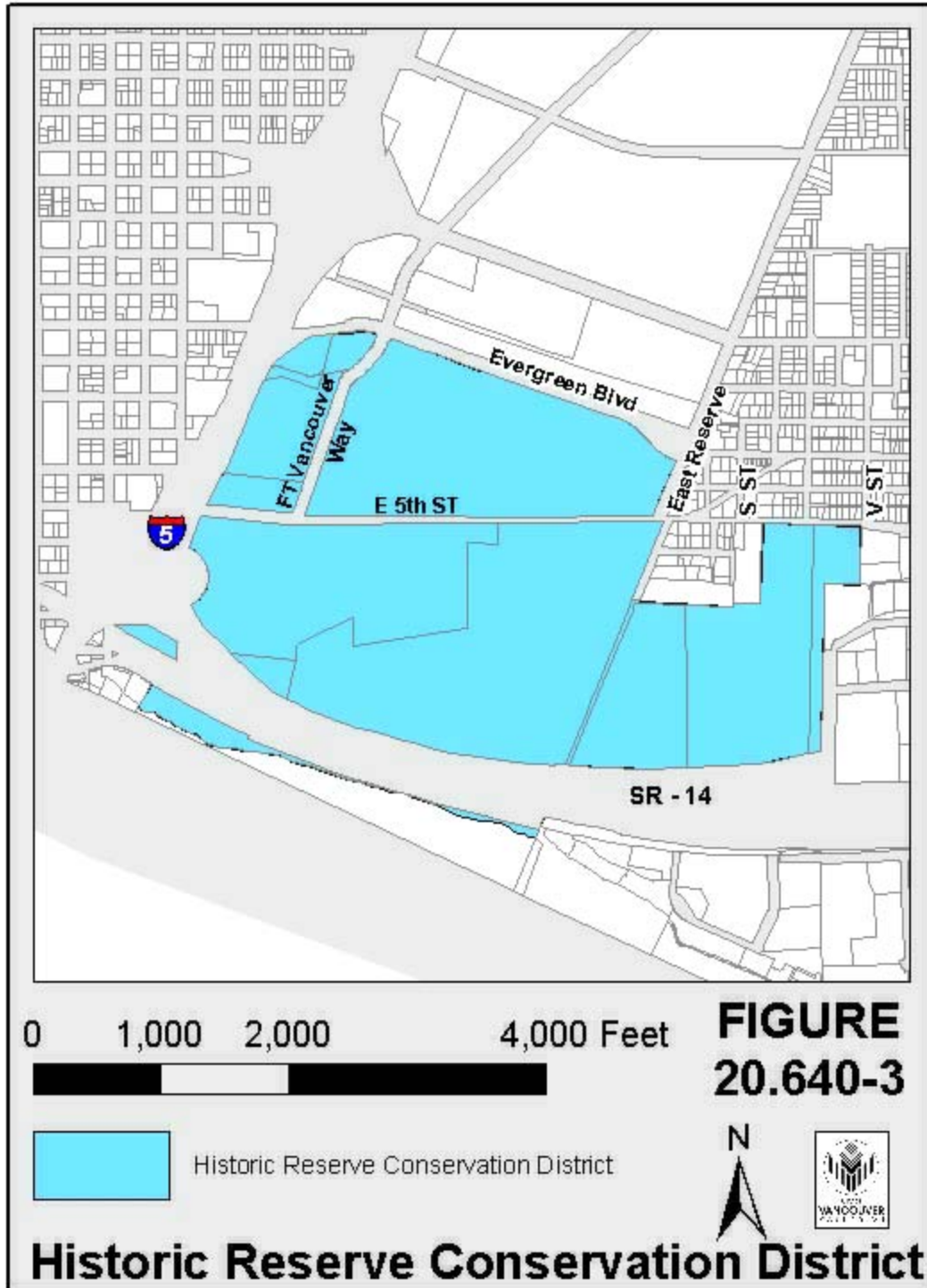
- m.. Buildings shall be maintained at a minimum to the standards of the Housing Code as adopted by the city.
- n. Off-street parking shall be provided as required in VMC 20.945 Parking and Loading.
 - 1. All parking shall be located to minimize visual impacts to the views from Evergreen Boulevard to Officers' Row or the former Vancouver Barracks Parade Ground.
 - 2. Off-street parking should, preferably, be located to the rear of the structures, with alley access.
 - 3. No parking lot may be developed in the front yard of any building on Officers Row (parking in side yards should seldom be allowed, if at all).
 - 4. No additional parking lots shall be developed on the south side of Evergreen Boulevard, north of the National Historic Site, between Fort Vancouver Way and East Reserve Street. However, the existing parking areas as shown on the urban renewal plan approved by Resolution M-2547 shall be allowed to remain and to be improved into fully developed parking lot or lots.
- o. If the use of any structure is changed, or if a structure is restored or rehabilitated at a cost which exceeds more than 50% of the assessed value of the structure, all utilities, including sewer and water shall be improved to current standards for the full frontage of the parcel.
(M-3891, Amended, 11/03/2008, Sec 13-Effective 12/03/08; M-3643, Added, 01/26/2004)

Section 20.640.040 Historic Reserve Conservation District.

A. Purpose. The federally designated Vancouver National Historic Reserve is unique in its cultural and historic resources. The purpose of this section is to establish standards that protect those resources and the historic character of the Reserve. To do so, the city is establishing an area of special regulation in the Vancouver Central Park Plan District. The Historic Reserve Conservation District is intended to result in a seamless environment that provides overall design and development standards while reflecting area and era specific standards within the Conservation District.

Officers Row is part of the Vancouver National Historic Reserve and the existing Officers Row Conservation District. VMC Chapter 20.640.030 provides specific regulations and development standards for this area. The uses, regulations and standards of the Historic Reserve and Officers Row Conservation Districts are intended to complement and support each other.

B. Establishment of boundaries. The Historic Reserve Conservation District shall include the properties known as the Vancouver Barracks, Fort Vancouver National Historic Site, Pearson Field Airport (includes the airfield and aircraft hanger facilities), Pearson Air Museum, and Jack Murdock Aviation Center, and Waterfront Park. These properties are generally located south of Evergreen Boulevard, east of the Interstate freeway I-5, and north of the Lewis & Clark Highway SR-14, the National Park Service property (referred to as Waterfront Park) and the Old Apple Tree Park located between SR-14 and the Columbia River as shown in Figure 20.640-3. As new property, owned by the Reserve Partners, is added to the Vancouver National Historic Reserve it will be included in the District boundaries. The Reserve Partners include the City of Vancouver, State of Washington, US Army, National Park Service at Fort Vancouver National Historic Site and the non-profit Vancouver National Historic Reserve Trust.



C. Regulation of uses.

1. Permitted uses. The following uses are permitted on all properties within the Historic Reserve

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Conservation District. Special Standards D. 2. below provides information regarding compatible uses.

- a. Household living and home occupations.
- b. General Offices as defined in VMC 20.160.020 (C)(6)(a), excluding Medical Office as defined in VMC 20.160.020 (C)(6)(b) Use Classifications.
- c. Freestanding General Offices, as defined in VMC 20.160.020 (C)(6)(a) Use Classifications, housing Federal, State, County, City agencies or similar non-profit organizations.
- d. Cultural Institutions, as defined in VMC 20.160.020 (B)(4) Use Classifications, such as museums and libraries.
- e. Art Studios and Galleries, excluding uses that involve hazardous processes or require outdoor storage.
- f. Eating and Drinking Establishments, as defined in VMC 20.160.020(C)(2) Use Classifications, including restaurants and microbreweries.
- g. Sales-Oriented General Retail Stores, as defined in VMC 20.160.020(C)(4)(a) Use Classifications. These uses can include on-premises production of retail products offered for sale at the site including but not limited to bakery, leather shop, or ceramics or wood-working studio, but excluding such a use that involves hazardous processes or requires outdoor storage.
- h. Personal Service General Retail, as defined in VMC 20.160.020(C)(4)(b) Use Classifications.
- i. Commercial Lodging, as defined in VMC 20.160.020(C)(1) Use Classifications.
- j. Educational Facilities such as schools and institutions of higher education.
- k. Recreation uses.
- l. Parades, special community events, air shows, car shows and similar public gatherings consistent with the city's Vancouver National Historic Reserve Special Events Policy.
- m. Airfield and Aircraft Hangar Facilities.
- n. Performing Arts Center.

D. Special standards. All development in the Historic Reserve Conservation District shall comply with the following standards and the Washington State Historic Building Code Chapter 51-19 WAC. These special standards supersede the Design Guidelines for Vancouver Central Park as adopted by Ordinance M-2073. All other provisions in the City of Vancouver Development Code apply. The Vancouver National Historic Reserve is also regulated under the US Secretary of the Interior's Standards for the Treatment of Historic Properties, 1995. Lands within the District will be managed with respect to pertinent state, federal, and local regulations. The provisions of this special district do not apply to existing and future state or federal highway properties and rights-of-way located within or adjacent to the Historic Reserve Conservation District.

1. Development and changes that have taken place over the course of time are evidence of the unique history and character of each building, structure, or site and its environment. Further changes to the

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existing development shall be compatible with the eight historic periods established for specific areas within the Historic Reserve. These eight historic periods include: Indian Country (pre-1824), Hudson Bay Company Period (1824-1846), Fort Vancouver and Vancouver Barracks (1847-1860), U.S. Army (1861-1916), U.S. Army and World War I (1917-1918), U.S. Army and Civilian Conservation Corps (1919-1941), U.S. Army and World War II (1942-1947), and Modern Era/ National Park Service Period (1948----).

2. Reasonable effort shall be made to provide a compatible use for a property, that will require minimal change to the defining characteristics, of the buildings, structure, or its site and its environment in conformance with the Secretary of the Interior's Standards for Rehabilitation, or to use a property for its originally intended purpose. A compatible use is defined as a use that is consistent, complementary and does not conflict with the historic period.

3. The distinguishing original qualities or character of a building, structure, or site and its environment, as defined in the West Barracks by the National Park Service 2002 "Historic Structures Report" and for National Park Service owned property as outlined in the "General Management Plan" shall not be destroyed.

4. New construction should be limited to the reconstruction of the vanished or non-surviving portions of a historic property or infill construction compatible with the scale and design of buildings in the immediate area. As described in The Secretary of the Interior's Standards for the Treatment of Historic Properties-1995, reconstructions is defined as the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

5. Distinctive stylistic features or examples of skilled craftsmanship that characterize a building, structure, or site shall be preserved except where demonstrated to be economically or physically impracticable as determined by the City's Planning Official.

6. Deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material shall, to the extent practicable, match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features shall be based on accurate duplications of features, substantiated by historic, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.

7. The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken.

8. Every reasonable effort shall be made to protect and preserve archaeological resources affected by, or adjacent to, any project. Activities within the special district will be required to meet the archaeological provisions of VMC 20.710.

9. Contemporary design for alterations and additions to existing properties shall be permitted when such alterations and additions do not destroy significant historical, architectural or cultural material, and/or the character of the property, neighborhood or environment.

10. Whenever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.

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11. Non-contributing buildings and structures, as identified in the 2007 National Historic Register listing of the Vancouver National Historic Reserve, may be removed.

12. Use of sustainable (environmentally sound and energy efficient) products and materials shall be required for all new construction and reconstruction throughout the special district. An exception may be granted by the Planning Official provided the applicant can clearly demonstrate that use of sustainable products and materials will significantly detract from the historic integrity of the individual building or the special district.

13. Public art and commemorative works within the special district shall be consistent with the Vancouver National Historic Reserve Public Art and Commemorative Works Policy.

14. Holiday or theme decorations and lighting shall present a coordinated appearance appropriate to the historic period of a building, structure, or site and its environment. All such decorations and lighting shall be subject to review and approval by the Reserve Partners and shall comply with applicable safety regulations.

15. Buildings shall be maintained at a minimum to the provisions of VMC 17.14 Minimum Property Maintenance Code as adopted by the city.

16. Off-street parking shall be provided as required in VMC 20.945 Parking and Loading. No parking lot may be developed in the front yard of any building within the Vancouver Barracks (parking in side yards should seldom be allowed, if at all).

17. Undergrounding of utilities is required throughout the special district except where demonstrated to be economically or physically impractical as determined by the City's Planning Official. The Hudson Bay Company cemetery property is exempt from this requirement due to federal regulations regarding disturbance of tribal cemeteries.

18. Site and building improvements shall be designed to consider accessibility throughout the special district and to incorporate those provisions in ways that result in minimal visual impact, such as utilizing elevated grades in lieu of ramps, and providing public access to main entrances in lieu of secondary entrances.

19. Screening of Off-Street Parking Areas.

a. Parking areas shall be designed to provide safe and convenient movement of motor vehicles, limit vehicular/pedestrian conflicts, limit paved areas, provide for screening of paved areas, and soften the visual impact of parking areas by providing interior plantings.

b. Evergreen plantings to provide year-round perimeter screening of parking areas are required except where physically impractical as determined by the City's Planning Official.

20. Pedestrian Connectivity.

a. Provide sidewalk and walkways to encourage and accommodate pedestrian circulation and access movement between buildings, activity centers, transit stops, and parking areas within the Historic Reserve Conservation District and along its public streets.

b. Sidewalks and walkways shall be hard surfaced or other approved materials consistent with

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historic nature of the property such as decomposed granite surfacing.

21. Thematic Landscape.

a. Landscaping improvements shall be designed to be compatible with the historic buildings and appropriate to the historic periods for specific areas within the Historic Reserve Conservation District.

b. Landscape plantings shall be maintained and enhanced. New plantings shall augment and complement the existing trees and plants with similar or compatible species.

c. Landscape plantings of Pacific Northwest native plant species shall be used where practicable within the special district.

d. Permanent underground irrigation systems shall be provided for proper watering and maintenance of lawn and landscape planted areas. The Hudson's Bay Company cemetery property is exempt from this requirement due to federal regulations regarding disturbance of tribal cemeteries.

e. Removal, repair and replacement of existing trees shall be carefully considered and shall be subject to review and approval by the City's Urban Forester. Designated heritage or centennial trees, along with any individual tree, group of trees or 'allee' of trees that is significant to the cultural landscape of the Reserve shall be preserved and maintained.

f. Street trees shall reflect historic types and planting patterns consistent with the specific area of the Historic Reserve and shall be subject to review and approval by the City's Urban Forester.

g. Existing view sheds of the Columbia River and Mount Hood shall be preserved.

22. Exterior Light Standards.

a. Light standards along streets and walkways shall be pedestrian scaled and lower than conventional street light standards and provide more illumination of sidewalks and walkways for public safety of pedestrians. Pedestrian scale light standards are lower in pole height and more closely spaced than conventional street lights.

b. Light standards along streets and walkways within the Vancouver Barracks, Pearson Air Museum and Pearson Field Airport shall be the Shepherd's Crook style light standard as adopted by the City of Vancouver for the downtown Vancouver area. These Shepherd's Crook style light standards shall be painted dark green (to match existing standards within the Historic Reserve) and shall be installed with a preferred pole height of 14-foot to a maximum of 20-foot pole height, as measured from ground level to the top of vertical tapered pole. The light source shall be high-pressure sodium lamps and the preferred lamp shield shall be a frosted globe-shaped protective lens. The City may approve modifications to this standard to address individual, location-specific safety issues.

c. Light standards within Fort Vancouver National Historic Site shall be as determined by the National Park Service.

23. Seat Benches and Trash Receptacles.

a. Location of seat benches and trash receptacles shall be compatible with the historic character of the Historic Reserve.

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b. Seat benches shall be provided at appropriate locations as opportunities for resting, social interaction, and stationary or passive pedestrian activities. Benches with backrests and armrests are recommended to accommodate and assist the elderly and physically challenged.

c. Seat benches and trash receptacles within the Vancouver Barracks and Pearson Field Airport shall be appropriate to the historic period of each location and shall be as approved by the Vancouver National Historic Reserve Partners.

d. Seat benches and trash receptacles within Fort Vancouver National Historic Site shall be as determined by the National Park Service.

24. Fences and Walls.

a. Fences and walls within the Vancouver Barracks, Pearson Air Museum and Pearson Field Airport shall be designed to be compatible with the historic buildings of these areas. The use of natural materials such as wood and native stone is required for fences and walls. The use of chain link fencing is prohibited except where use of other fencing materials is demonstrated to be economically or physically impracticable as determined by the City's Planning Official. Where chain link fencing is allowed, it shall be of a color to minimize visibility and screened from view from public rights-of-way with appropriate landscaping.

b. Fences and walls within Fort Vancouver National Historic Site shall be as determined by the National Park Service.

c. Fences shall be limited to reconstructions of historically documented fences, those replacing existing historic fences and only essential new fences. Reconstruction of historically documented fences is encouraged.

25. Signs.

a. Informational and directional signs within the Vancouver Barracks, Pearson Air Museum and Pearson Field Airport shall be as determined by the Vancouver National Historic Reserve signage program. Wayside signage shall be consistent throughout the special district. In general, new, non-essential signage is discouraged.

b. Regulatory signs for traffic control purposes (such as stop signs, yield signs and speed limit signs) shall comply with approved standards of the national Manual of Uniform Traffic Control Devices (MUTCD).

26. Access Control Bollards.

a. The City of Vancouver's Discovery Trail has a standard pre-cast concrete square bollard. This bollard shall be used to denote the Discovery Trail where it runs through the Historic Reserve.

b. Bollards within the Vancouver Barracks, Pearson Air Museum and Pearson Field Airport that are not located on the Discovery Trail shall be contemporary but compatible.

c. Bollards within Fort Vancouver National Historic Site shall be as determined by the National Park Service.

d. Use of bollards should be limited to areas where they are considered to be essential.

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27. Screening of Service Areas and Mechanical Equipment.

a. All service areas, trash collection areas, exterior storage areas, and mechanical equipment shall be screened from view from streets and public areas.

b. Mechanical equipment for heating and ventilation of buildings shall be carefully placed to minimize its visibility from surrounding public areas and facilities. Placement of mechanical equipment on building rooftops is prohibited except where demonstrated to be economically or physically impractical as determined by the City's Planning Official.

c. Screening material shall consist of visually obscuring improvements such as evergreen trees or shrub hedges or opaque building features such walls or fences.

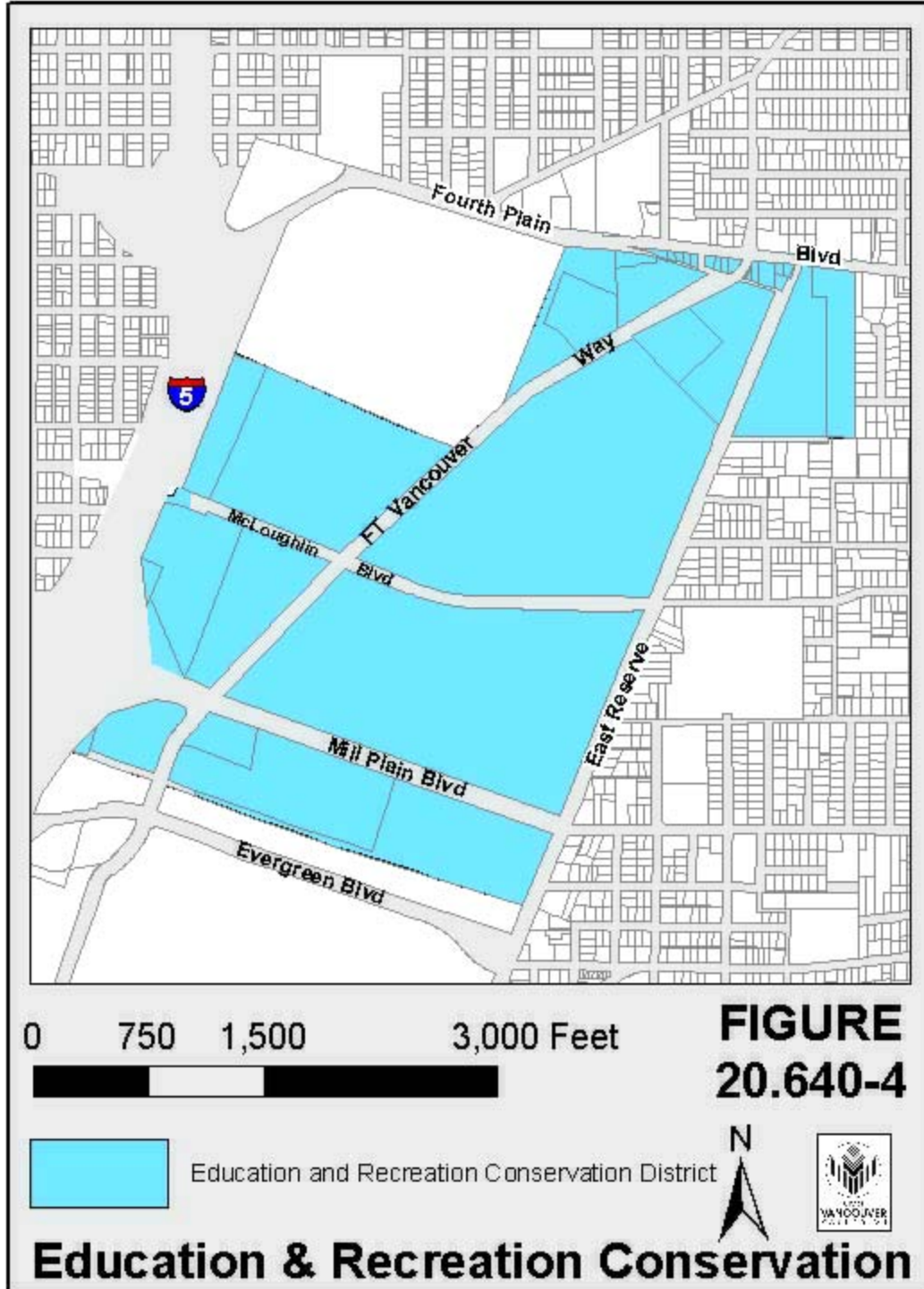
d. Screening constructed of building materials shall be compatible with the design and character of nearby buildings.

(M-3922, Amended, 07/06/2009, Sec 31; M-3891, Amended, 11/03/2008, Sec 14-Effective 12/03/08; M-3734, Added, 02/06/2006, Sec 2)

Section 20.640.050 Education and Recreation Conservation District

A. Purpose. The Education and Recreation Conservation District is intended to create an identifiable environment, promote preservation, enhancement, and expansion of education and recreation opportunities, and provide overall design guidelines and standards that reinforce connections to the other Central Park Plan Districts, emphasize 'great street' design as defined below, establish entry gateways, and preserve parks and open space.

B. Establishment of Boundaries. The portion of the Vancouver Central Park District located north and outside of the Officers Row Conservation District and the Historic Reserve Conservation District and excluding the Social and Health Services Conservation District, as illustrated in Figure 20.640-4.



C. Regulation of Uses. The following uses are permitted on all properties zoned CPX within the Education and Recreation Conservation District. For all other zones within the Vancouver Central Park Plan District, refer to 20.640.020 (B).

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1. Basic Utilities as defined in Section 20.160.020, Use Classifications, except for Vancouver Water Works Park where offices may be included as Operations Support Buildings as defined in the Water Works Park Public Facilities Master Plan PRJ2005-00739/MPF2005-00004.

2. Colleges as defined in Section 20.160.020, Use Classifications.

3. Community Recreation excluding the following: health/fitness clubs, indoor tennis/racquetball and soccer clubs, unless in conjunction with a school or community center, golf courses and shooting ranges as defined in Section 20.160.020, Use Classifications.

4. Cultural Institutions as defined in Section 20.160.020, Use Classifications, except for a performing arts center is also a permitted use.

5. Parks/Open Space as defined in Section 20.160.020, Use Classifications, except for Vancouver Water Works Park where property under the direction of the parks department will be used as Urban Natural Areas and Open Space, as defined in the Vancouver-Clark Comprehensive Parks, Recreation, and Open Space Plan 2007.

6. Schools as defined in Section 20.160.020, Use Classifications.

7. Transportation facilities as defined in Section 20.160.020, Use Classifications, except for park and ride facilities that are a Limited Use. Accessory eating and drinking establishments are permitted within the park and ride transit facility.

8. General Office, as defined in Section 20.160.020 (C)(6)(a), Use Classifications.

9. Rail Lines/Utility Corridors as defined in Section 20.160.020, Use Classifications.

10. Temporary Uses subject to VMC Chapter 20.885.

11. Wireless communications facilities as permitted in Chapter 20.890, Wireless Communication Facilities.

D. Special Standards and Guidelines. Development in the Education and Recreation Conservation District shall comply with the following design guidelines and standards, including Design Committee review, and other provisions of this title.

1. Trees and Landscape Planting

a. Street trees that will provide a large, wide canopy over Fort Vancouver Way shall be selected from the Street Tree Selection List found in Appendix A of the Street Tree Manual. Street Trees shall be approved by the City Urban Forester and planted in accordance with VMC 20.925, Street Trees.

b. Landscape plantings shall be chosen and designed to be similar and compatible with required street trees and/or existing landscaping.

c. Pacific Northwest native plant species should be used for landscape plantings.

d. Existing arboretums should be preserved and enhanced.

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e. As required in Chapter 20.770, a tree plan shall be submitted. The tree plan shall include small groves of native evergreen trees such as Douglas fir, Western Red Cedar, Grand Fir and/or the deciduous Oregon White Oak, in groupings of three, five or seven trees. Locate groves to create edges that frame and enhance open spaces.

f. New development on properties abutting I-5 and any substantial changes or expansions to I-5 shall require a planting plan that includes groves of native evergreen species, such as Douglas fir, Western Red Cedar, and Grand Fir that provide screening of I-5 from the Vancouver Central Park Plan District. The Urban Forester shall approve plantings.

2. Parks and Open Space: Preserving parks and open space is a priority of the Central Park Plan and may be accomplished by, but is not limited to, the following:

a. Compact building and efficient use of existing surface parking to reduce or eliminate the need to use open space to expand facilities.

b. Preserve as much as practicable, the central open space concept on the Clark College campus.

c. Preserve and enhance existing City Parks.

d. Preserve, enhance, and expand, as much as practicable, current sport fields and other open spaces.

3. Properties located north of Officers Row and south of Mill Plain Boulevard. Due to the importance of the public uses located within this area and their prominent location adjacent to Officer's Row and the importance and unique character of Officer's Row site and historic buildings, the following special regulations are deemed necessary to preserve and enhance the co-existence of both the public uses within this area and the adjacent Officer's Row.

a. If new building development is proposed, the design guidelines under (c) of this section shall be addressed.

b. If new or redeveloped sport fields are proposed, the following design and operational elements shall be addressed:

1. Provide modern field lighting with the least impact to adjacent properties.

2. Limit nighttime use to avoid disturbing adjacent residents.

3. Provide adequate parking to accommodate the various user group needs. Shared parking with adjacent facilities is encouraged.

4. Provide ADA, emergency, and concession delivery accessibility.

5. Provide adequate low-lighting for pedestrian access and security.

6. Provide trees and landscape plantings between the sport fields and Officer's Row that visually screen the uses and that include design elements for safety and security. The

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City Urban Forester or the Parks Design Division shall approve design of this landscaping.

c. New construction and major façade improvements on properties fronting Mill Plain Boulevard at Fort Vancouver Way or Fort Vancouver Way at Mill Plain should establish a primary gateway that welcomes residents and visitors to Central Park and the Historic Reserve, avoid massive buildings, and without attempting to replicate include complementary site and building design that reflect and respect Officer's Row and the Historic Reserve. This should be accomplished by, but is not limited to, the following:

1. Site and building layouts that include design elements such as: clustered buildings, courtyards, connecting walkways, entrances and windows facing street frontages.

2. Building mass should be broken up to develop a variety of volumes, a varied set of horizontal planes and vertical façade shifts or use divisions inherent to the building type to break up potentially massive building forms.

3. Large areas of uninterrupted wall surfaces shall be avoided along Mill Plain and Fort Vancouver Way by including human scale elements, such as pedestrian scale windows and lighting, public art, murals, special plantings, articulated walls of varied materials and/or color, and courtyards.

4. Parking facilities should be located behind buildings and away from street frontages.

5. Plantings around buildings and parking shall be compatible with the existing landscaping in the Historic Reserve. Street trees and large trees used in planting plans shall comply with Section 20.640.050 (D)(1)(a-e) and shall be approved by the City Urban Forester.

6. Gateway plantings, in addition to required street trees should be added at the intersection corners. The gateway planting plans shall consider tree height and width for gateway effect and include under-story or smaller ornamental trees, shrubs, and groundcover that display seasonal color throughout the year. Public art work or special gateway structures subject to the City of Vancouver's Public Art Policy may be integrated into the gateway plantings. The City Urban Forester or the Parks Design Division shall approve gateway plantings.

7. Street furniture and pedestrian scale lighting should be provided and should compliment and unite new development with the existing development.

4. Great Streets. The intention of a "great street" is to provide full multimodal facilities that include equally safe access for pedestrians, bicyclists, transit users and drivers. Great streets are also visually appealing with design features that include street trees, landscaping, special paving, pedestrian scale lighting, and street furniture.

a. All streets should be developed with full multimodal access and great street elements that provide a safe and desirable atmosphere to walk, bike, drive, and use transit.

b. Fort Vancouver Way provides the primary access to destinations in Central Park. Due to Fort Vancouver Way's essential role in the multimodal movement of people into and within Central Park, the city shall work collaboratively with property owners to ensure that the listed great street design guidelines and standards are followed:

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1. Fort Vancouver Way from Fourth Plain Boulevard to the first Clark College driveway on the east side of Fort Vancouver Way provides a gateway to Central Park plan area and Clark College that should include, but is not limited to, design elements such as:

a. A large center median to accommodate a pedestrian refuge, which provides safety while crossing the street, street trees, and landscape plantings that comply with Section 20.640.050 (D)(1)(a-c) and in accordance with VMC 20.925 Street Trees.

b. Sidewalks shall be located on both sides of the boulevard and should be no less than ten feet wide.

c. Planter strips should be on both sides of the boulevard, located between the boulevard and the sidewalk and should be no less than eight feet wide to accommodate trees that provide a large, wide, canopy over Fort Vancouver Way and shall be selected from the Street Tree Selection List found in Appendix A of the 'Street Tree Manual's recommended street trees. Street trees and landscaping shall also comply with Section 20.640.050 (D)(1)(a-c) and in accordance with VMC 20.925 Street Trees.

d. Central Park and Clark College entry signage.

2. Pedestrian crosswalks should include but are not limited to the following:

a. Pedestrian overpasses;

b. Roundabouts;

c. Pedestrian Hybrid style signals at mid-block crosswalks when warrants can be met.

3. Pedestrian street crossings that incorporate materials with offset color, varying texture and/or the crossing may be raised.

4. Passive and active traffic calming elements should include, but are not limited to, the following:

a. Bulb extensions to create pinch points that slow auto traffic should be provided and should include bicycle bypasses where practicable and accommodate trees that provide a large, wide canopy over Fort Vancouver Way. Refer to 20.640.050D(1)(a) for street tree selection requirements.

b. Curb extensions added to each side of each driveway to improve pedestrian and driver safety.

c. Pedestrian crossings and/or sidewalks over driveways should be raised and/or incorporate materials that are an off set color and/or texture.

d. Existing center medians shall be maintained at no less than 12 feet wide and planted with street trees that provide a large, wide canopy over Fort Vancouver Way. Refer to 20.640.050(D)(1)(a) for street tree selection requirements. If it is determined that the large wide canopy is in conflict with 20.640.050 D (5) adjustments may be made and approved by the City Urban Forester.

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e. Sidewalks shall be provided on both sides of the street the entire length of Fort Vancouver Way. Sidewalks should be no less than eight feet wide except for the area described under Section (D)(4)(b)(1)(b) above.

f. Planting strips that are no less than eight feet wide should be included on both sides of the street and planted as described in (D)(4)(b)(1)(c) above.

5. Transit and associated transit facilities

a. Street adjustments shall be made, as necessary, to develop high capacity transit and/or street car routes and associated facilities.

b. Transit facilities shall provide direct pedestrian and bicycle connections to and from the prominent public facilities and services located in the district.

6. Gateways Gateways should be developed at Mill Plain Boulevard and Fort Vancouver Way; Fort Vancouver Way and Fourth Plain Boulevard; Mill Plain Boulevard and East Reserve. Gateway features, in addition to required street trees, shall include special gateway plantings that address height and width of trees for gateway affect and shall include under story or smaller ornamental trees, shrubs, and groundcover plantings that display year round seasonal color. The City Urban Forester or Parks Design Division shall approve gateway plantings.

In addition, the following gateway features should be considered. Features such as, but are not limited to, the following

a. Central Park entry signage.

b. Public art work and/or special structures subject to the City of Vancouver's Public Art Policy.

c. Way finding features subject to VMC20.960 and Design Review Committee review.

7. Parking Standards

a. Off-street parking shall be provided as required by VMC 20.945 Parking and Loading.

b. On-street parking should be provided as much as practicable.

c. Existing drive-through services as of (M-3891, adopted November 3, 2008) shall be permitted to continue and may be improved for current uses and shall comply with 20.945.040 (G) Onsite vehicle stacking for drive through use. No new drive-through services shall be permitted.

8. Signs shall comply with the regulation for Higher Density Residential Districts as required in VMC 20.960

9. Lighting.

a. Streetlights should be designed to provide maximum illumination for autos and pedestrians. Streetlight design should include provisions to illuminate under street tree canopies

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at full growth and shall comply with Section 11.80.047 Streetlights.

b. Light standards for sidewalks and paths should be pedestrian scaled to maximize illumination for pedestrian safety. Pedestrian scale lighting should be designed to illuminate under street tree and landscape canopies at full growth and shall comply with Section 11.80.047, Streetlights.

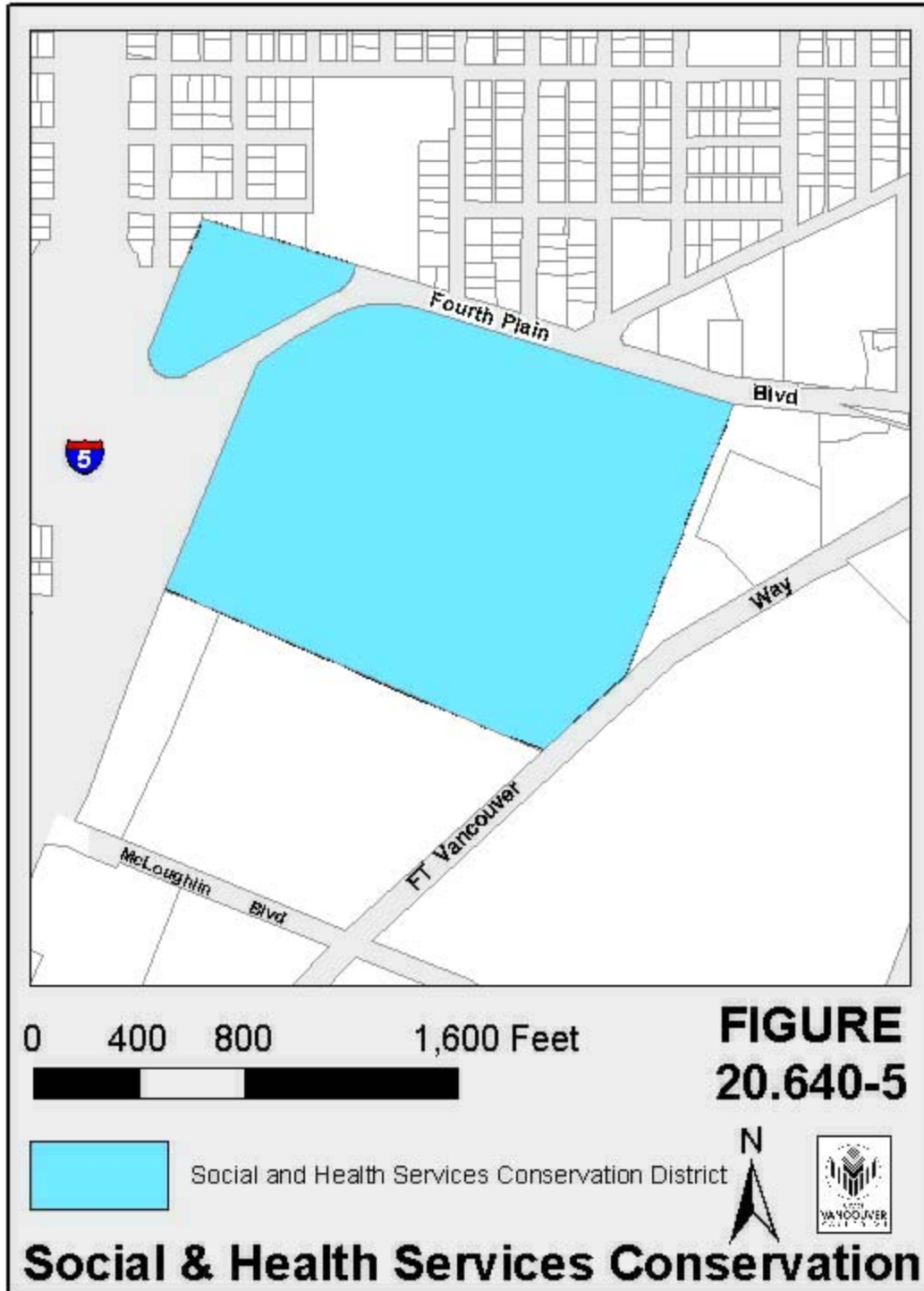
10. Central Promenade. The intent of the Central Promenade is to provide a shared use and as much as possible off-road path that runs the length of the planning area, linking from the south, Columbia River waterfront trail, to the north, Fourth Plain Boulevard, and uniting all of Central Park's significant resources. This is a place holder for future development standards and guidelines.

(M-3931, Amended, 11/02/2009, Sec 21-Effective 12/2/2009; M-3891, Added, 11/03/2008, Sec 15-Effective 12/03/08)

Section 20.640.060 Social and Health Conservation District

A. Purpose. The purpose of this section is to recognize the significant existing uses located within the Social and Health Conservation District as illustrated in Figure 20.640-5 and to provide a place for possible future regulations governing the area. The provisions of this section are voluntary as long as the ownership of the Social and Health Conservation District parcels remains with the Federal Government.

B. Establishment of Boundaries. Refer to Figure 20.640-5.



C. Regulation of Uses. The established social service uses include, but are not limited to, group living, transitional housing, human service facilities, medical centers, medical office, and army cemetery.

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D. Special Standards and Guidelines. Development in the Social and Health Conservation District shall comply with 20.640.020 (D) Development guidelines and standards.
(M-3891, Added, 11/03/2008, Sec 16-Effective 12/03/08)