

## Chapter 20.580

### FOURTH PLAIN CORRIDOR OVERLAY DISTRICT

#### Sections:

**20.580.010 Purpose and Applicability**

**20.580.020 Development Standards for Fourth Plain Boulevard Properties**

#### **Section 20.580.010 Purpose and Applicability**

A. Purpose. This chapter establishes overlay standards for the Fourth Plain Corridor Subarea in order to facilitate transition to an attractive, consistent, and pedestrian-friendly streetscape that accommodates multiple modes of transportation, and supports long term economic development envisioned by the Fourth Plain Corridor Subarea Plan. This chapter is not intended to prevent continued use, repair or modest expansion of lawfully existing buildings, or to render otherwise lawful development as non-conforming.

B. Applicability. Standards of this chapter shall apply to the following types of developments on properties abutting Fourth Plain Boulevard located within the Fourth Plain subarea as indicated in figure 20.580-1:

1. New or replacement buildings or structures.
2. Expansions, repairs or alternations of any existing buildings or structures which increase their square footage by more than 25%. Increases in square footage shall be measured cumulatively, including any previous increases after the date of adoption of this chapter.
3. Exceptions. This chapter shall not apply to the following:
  - a. Alterations or expansion of any lawful buildings or structures existing on the date of adoption of this chapter on July 21, 2008, increasing gross square footage by up to 25%.
  - b. Continuation of any lawful buildings or structures existing on the date of adoption of this chapter on July 21, 2008,
  - c. Single family dwellings and duplexes.
  - d. Buildings or structures within a public park or school.
  - e. Buildings or structures located on “flag” lots in existence on the date of adoption of this chapter which access Fourth Plain Boulevard through the flag stem.
  - f. Buildings or structures located in the rear of a multiple building site having safe and convenient pedestrian access to a street, under one of the following circumstances:

1. 50% or more of the lineal frontage of the site along Fourth Plain Boulevard consists of buildings that comply with this chapter; or

2. The proposed building is located directly behind an existing building of similar lineal width, or directly behind a proposed new building of similar lineal width that complies with this chapter.

g. Buildings or structures within a multiple building master planned site of 25 acres or more demonstrating full compliance with the purposes of VMC 20.580.010.A.

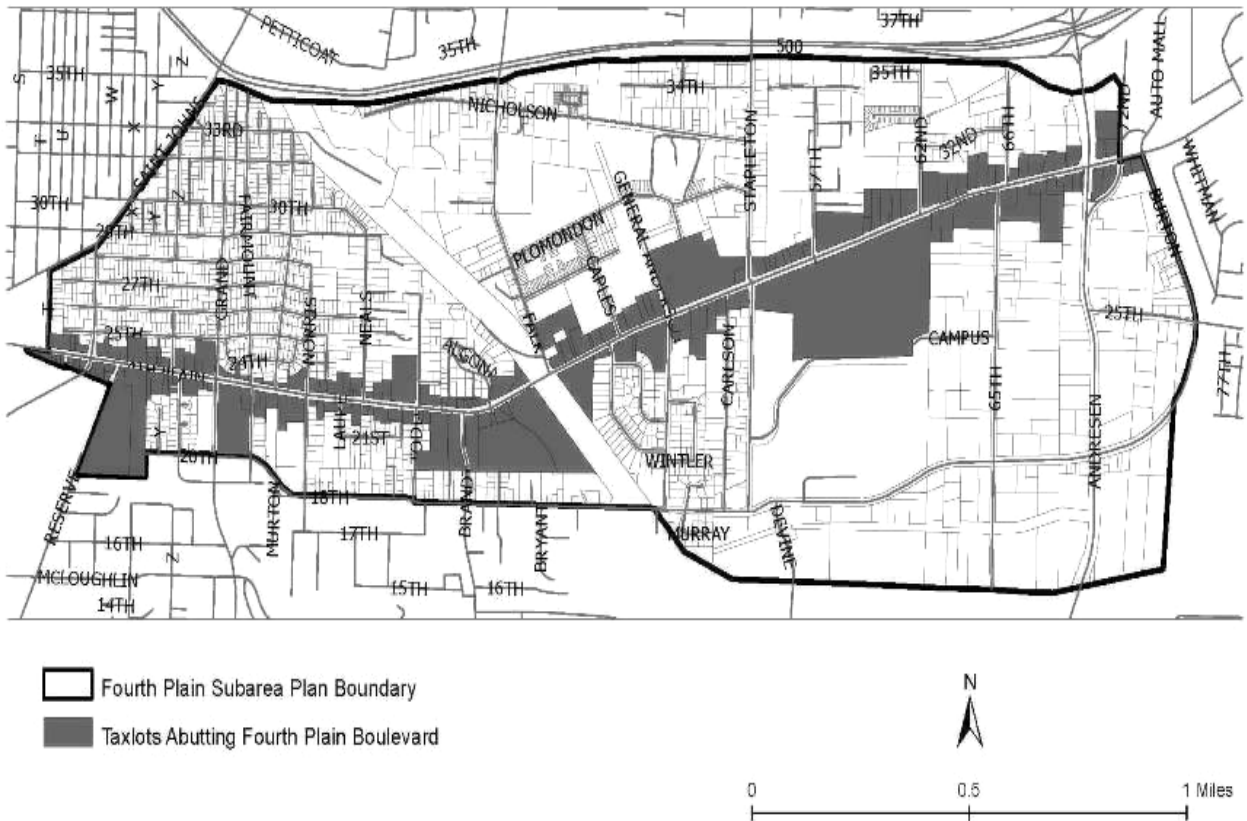
h. Replacements for buildings or structures destroyed by fire or calamity, provided they are located within the original footprint and an application for reconstruction is submitted within one year of destruction.

i. Building or structure expansions of less than 1,000 total square feet, regardless of the percentage increase involved.

C. Relation to other standards. For properties abutting Fourth Plain Boulevard within the Fourth Plain Corridor Subarea as illustrated in Figure 20.580-1, standards of this chapter shall apply in addition to those of the underlying zoning district and other applicable standards of the Vancouver Municipal Code. In the event of conflict for properties subject to this chapter the standards of this chapter shall prevail.

Figure 20.580-1

Fourth Plain Subarea



(M-3887, Added, 07/21/2008, Sec 3-Effective 08/20/2008)

**Section 20.580.020 Development Standards for Fourth Plain Boulevard Properties**

A. Applicable development as defined herein shall be subject to the following development standards:

1. Uses. Uses on properties abutting Fourth Plain Boulevard shall be permitted, conditionally allowed, limited or prohibited as per underlying zoning requirements, with the following exceptions:

a. Drive-through lanes shall not be located between Fourth Plain Boulevard and on-site buildings. Drive through facilities shall incorporate a safe, clearly identifiable pedestrian crossing using elevation changes, differential paving materials, or other methods approved by the Planning Official.

b. The following uses are prohibited: Automobile washing; automobile or heavy equipment sales, storage or rental (except within the Auto Mall District east of 66th Avenue); wholesale lumber or materials sales; or warehousing not ancillary to another use.

c. Automobile fuel sales and motor vehicle repair are permitted on a limited basis, subject to VMC 20.895.070, except that minimum lot size and frontage shall be as required by the underlying zoning district rather than VMC 20.895.070.B.

d. Limitations on uses set forth in Section 20.580.020.A.2.a-c do not apply to existing uses continuing in existing buildings or structures, or in buildings or structures permitted to be replaced in the event of fire or calamity pursuant to VMC 20.580.010.B.3.f.

## 2. Landscaping, walls, hedges and fences

a. Solid free-standing walls, hedges or fences higher than 4 feet shall be prohibited between Fourth Plain Boulevard and on-site buildings. Fences that are 80% open, such as wrought iron or tubular steel fences, can be constructed to 6 feet in height in the street setback.

b. New barbed. razor wire, electric or chain link fences shall be prohibited between Fourth Plain Boulevard and any on-site buildings.

## 3. Building orientation, setbacks, facades, and height limits

a. At least 75% of the lineal width of the first story of buildings along Fourth Plain Boulevard shall be setback a maximum of 12 feet from the Fourth Plain property line, with the following are exception:

1. Buildings may be setback further than 12 feet to the extent necessary to accommodate a patio or plaza providing opportunities for pedestrian congregation, or to comply with frontage improvements required to implement the Fourth Plain Boulevard Streetscape Design Study.

2. Buildings may be setback further than 12 feet to the extent necessary to comply with VMC 20.985, Vision Clearance, if the Planning Official explicitly finds doing so is necessary to ensure public safety. The Planning Official may also allow for reduction in numerical standards of VMC 20.985, Vision Clearance, if doing so is necessary to avoid conflict with this section and does not lower public safety,

b. There shall be no minimum front setback for buildings along Fourth Plain Boulevard, except to comply with frontage improvements required to implement the Fourth Plain Boulevard Streetscape Design Study.

c. A minimum of one functional building entrance for buildings shall be on the facades adjacent to Fourth Plain Boulevard, or located on side facades provided they are within 25 feet of the building frontage, and are clearly visible and accessible from the public sidewalk.

d. Building facades adjacent to Fourth Plain Boulevard shall include the following:

1. Windows or doors covering at least 25% of the total lineal width of the facade;

2. Spacing of windows, doors, reliefs, or landscaping at least every 15 lineal feet.

e. Proposed buildings subject to this section shall have a maximum height limit of 35 to 75 feet, depending on the location of the building within the site, and the allowable height limits in immediately abutting zoning districts, similar to VMC 20.550.040(C)(1). For example, where the CG zone directly abuts a residential zone with a 35 foot height limit, a building of up to 35 feet may be constructed within 35 feet of the residential property line. The maximum height would increase 2 feet for every additional 1 foot that the structure is further removed from the property line, up to a maximum of 75 feet.

#### 4. Parking

Parking and loading requirements shall be as specified in VMC 20.945, with the following exceptions for properties abutting Fourth Plain

a. On-site motor vehicle parking shall be prohibited between the front of new or redeveloped on-site buildings triggering review under this chapter, and Fourth Plain Boulevard, except in driveways accessory to single family and duplex residential development. Parking may be located in front of buildings situated in the rear of a multiple building site complying with VMC 20.580.010.B.3.f(1) or (2) herein.

b. There shall be no minimum number of parking spaces required, unless the Planning Official determines that failure to provide minimum parking will adversely impact adjacent or nearby uses.

c. The maximum number of on-site parking spaces allowed shall be 125% of the minimum that would normally be required under VMC 20.945, with the following exceptions:

1. The planning official may approve parking beyond the maximum allowed if the applicant demonstrates that they have exhausted all available options to provide adequate parking for the proposed use, and to minimize need. To be eligible, the applicant shall demonstrate that

a. The employee density ratio of the proposed use is significantly higher than what is commonly experienced (based on Institute of Transportation Engineers parking-generation standards); or

b. The trip generation characteristics of its proposed use are significantly higher than what is commonly experienced with similar uses (based on Institute of Transportation Engineers trip-generation standards); or

d. Joint or shared Parking. Shared or joint use of parking areas shall be permitted pursuant to VMC 20.945.030(B).

#### 5. Incentives

a. Transportation Impact Fee Trip Generation Reduction. Developments subject to this chapter may reduce their estimated vehicular trip generation estimates for the purposes of Traffic Impact Fee calculations in each category listed in Table 20.580.020-1. Any request for a trip reduction will be reviewed with the traffic analysis submitted pursuant to VMC 11.95 Concurrency.

Table 20.580.020 - 1 Traffic Impact Fee Generation Reduction		
	Action	TIF Trip Reduction
1	Completes each of the following a. Meets or exceeds Fourth Plain Streetscape Design Standards b. Meets City of Vancouver Bicycle Parking Standards and Guidelines c. Submit a Commute Trip Reduction / TDM compliance plan in conjunction with the traffic impact study demonstrating site design and incentive programs designed to promote alternative modes access and commute programs for employees and customers.	10%
2	Provides 25% or fewer parking spaces than normally required for the proposed use by VMC Table 20.945.070-2.	15%
3	Meets or exceeds building setback, orientation and facade standards of this chapter.	5%
	<b>TOTAL POTENTIAL REDUCTION</b>	<b>30%</b>

b. Numerical adjustment

Numerical standards cited under this section, other than Traffic Impact Fee trip generation reductions, may be adjusted by up to 25% if the Planning Official concludes that the proposal cannot be modified to meet the otherwise applicable standard, and proposal demonstrates that it is in complete compliance with the purposes of this chapter. Potential examples include increase of required maximum building setback from 12 to 15 feet, or increase of exempted expansions of existing buildings from 25% to 31%.

(M-3887, Added, 07/21/2008, Sec 4-Effective 8/20/2008)