

Chapter 20.550

TRANSIT OVERLAY DISTRICT

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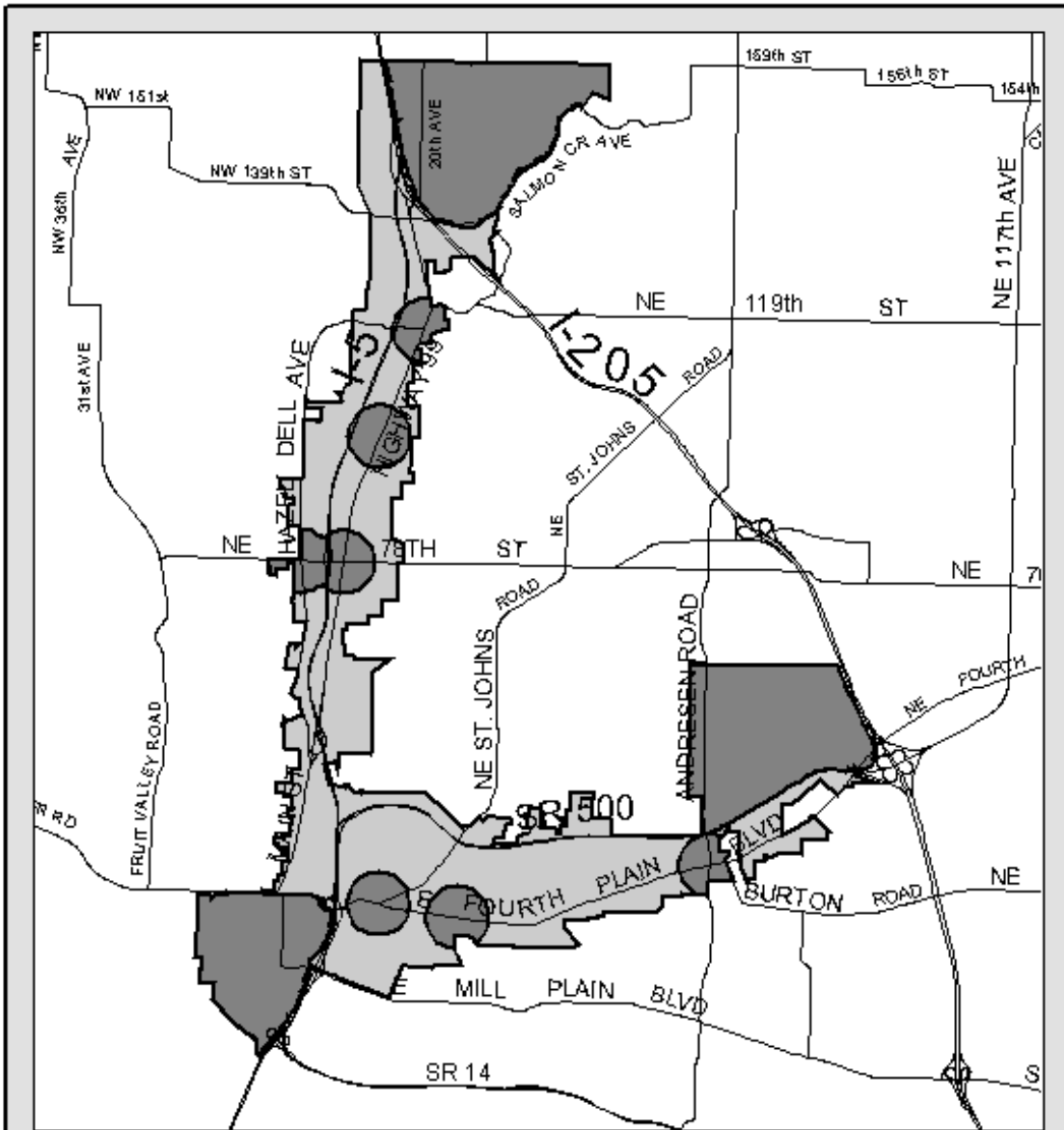
Section 20.550.010 Purpose.

- A. Purpose. The provisions of this Chapter are voluntary and incentive based, and may be applied to parcels located within the boundaries of the Transit Overlay District at the applicant's request. This Chapter shall establish densities and development regulations applicable to any development in the Transit Overlay District but shall also provide for separate standards for different development environments. These development environments shall be designated as Tier 1 and Tier 2. The Tier 1 environment will be oriented towards higher densities and more transit-friendly urban design that could be associated with high capacity transit or increased transit service. Development within Tier 2 shall encourage increased densities and be subject to certain development regulations, at a less restrictive level, but will also encourage the use of alternative transportation modes and pedestrian and transit friendly development. This Chapter shall also set forth regulations applicable to transit streets, as defined herein, located within the Vancouver Urban Growth Area.


(M-3643, Added, 01/26/2004)

Section 20.550.020 Applicability.

- A. General Boundaries. The boundaries of the Transit Overlay District and the delineation between Tier 1 and Tier 2 shall be indicated at Figure 20.550-1 contained herein.



0 1 2 4 Miles

-  Tier One
-  Tier Two

Transit Overlay District



**FIGURE
20.550-1**



B. Tier 1 Description. Tier 1 shall include the following areas located within the general boundaries of the Transit Overlay District:

1. Urban Centers. Those areas identified as major activity centers on the Clark County and City of Vancouver Comprehensive Land Use Plans commonly known as: Downtown Vancouver, Vancouver Mall and Washington State University.

2. Transit Nodes. Transit nodes are those locations where fixed route transit routes intersect and provide potential transfer points between routes plus a 1/4 mile radius surrounding such intersection. Transit nodes are those intersections at which weekday transit service is or will be at a minimum level of 15 minute peak frequency for at least one of the two streets and at least 30 minute peak period frequency for the other street. Transit nodes shall also be identified in C-TRAN's annually updated 6-year Transportation Development Plan. Based on these criteria, the following intersections are identified as transit nodes located outside the urban centers:

- a. Fourth Plain Boulevard and St. Johns Boulevard
- b. Fourth Plain Boulevard and Grand Avenue
- c. Fourth Plain Boulevard and Andresen Road
- d. Highway 99 and 78th Street
- e. Highway 99 and 99th Street
- f. Highway 99 and 117th Street
- g. Hazel Dell Avenue and 78th Street

If a development is proposed within a transit node, it shall be the responsibility of the applicant, subject to the review and approval of the planning official, to determine whether the site is within 1/4 mile walking distance of the above-defined intersection within the transit node, as measured along established or proposed pedestrian routes, whether or not sidewalks or other pedestrian improvements currently exist. If the site is within this walking distance, development shall be subject to Tier 1 regulations. If the site is not within this walking distance, development of the site shall be subject to Tier 2 regulations.

3. Transit Stations.

a. Transit stations shall be defined as those areas located within a 1/2 mile radius of high capacity transit stations as identified in this chapter. No transit stations have been identified upon the passage of this chapter but will be identified at such time as a locally preferred alternative is adopted pursuant to the Federal Alternatives Analysis Study. Additional transit stations may be identified at a future time. Until such time as the transit stations are identified in this chapter, such areas will remain in Tier 2. Once transit stations are identified in this chapter, such areas may be subject to Tier 1 regulations if the conditions of 20.255.020(B)(3)(b) are met.

b. If a development is proposed within a transit station area, it shall be the responsibility of the applicant, subject to the review and approval of the planning official, to determine whether the site is within a 1/2 mile walking distance to the transit station, as measured along established or proposed pedestrian routes, whether or not sidewalks or other pedestrian improvements currently exist. If a proposed development is within this walking distance, such development shall be subject to Tier 1

regulations. If the site is not within this walking distance, development of the site shall be subject to Tier 2 regulations.

C. Tier 2 Designation

Tier 2 shall be those areas within the general boundaries of the Transit Overlay District that are not identified as Tier 1.

D. Tier 1 Transit Streets.

1. Tier 1 transit streets shall be identified as those streets or segments of streets located within the Vancouver Urban Growth Area, at which weekday transit service is or will be at a minimum level of ten (10) minute peak frequency. In order to be considered by the City of Vancouver as a Tier 1 transit street, said street shall be identified in C-Tran's annually updated 6-year Transit Development Plan. Development adjacent to such transit streets shall be subject to Tier 1 regulations.

The city and C-Tran shall work cooperatively in designating streets as transit streets through the following process and such other processes as the agencies shall agree: once C-Tran formally, through Board action, lists a street in its 6-year Transit Development Plan which has or will have a minimum level of ten (10) minute peak frequency, the city shall consider amending this chapter to include such street as a transit street subject to the Tier 1 regulations.

E. Tier 2 Transit Streets. (Reserved for future use)
(M-3643, Added, 01/26/2004)

Section 20.550.030 Densities/Floor Area Ratios.

A. Minimum Residential Density. The minimum residential density within the Transit Overlay District shall be as established in Table 20.550.030-1, but shall not exceed twenty (20) dwelling units per acre.

B. Maximum Residential Density. The maximum residential density within the Transit Overlay District shall be as established in Table 20.550.030-1.

C. Minimum Floor Area Ratio for Non-residential Development. The minimum floor area ratio for non-residential development within the Transit Overlay District shall be established in Tables 20.550.030-1 and 20.550.030-2. Except for the Downtown Activity Center the floor area ratio requirement may be phased-in on a site when a master plan is submitted which demonstrates that a site can meet the floor area ratio requirements at full build-out. Figure 20.550.030-2 shows the boundaries of areas in the Transit Overlay District with floor area ratio requirements. Refer to Section 20.260.070 for master planning requirements.

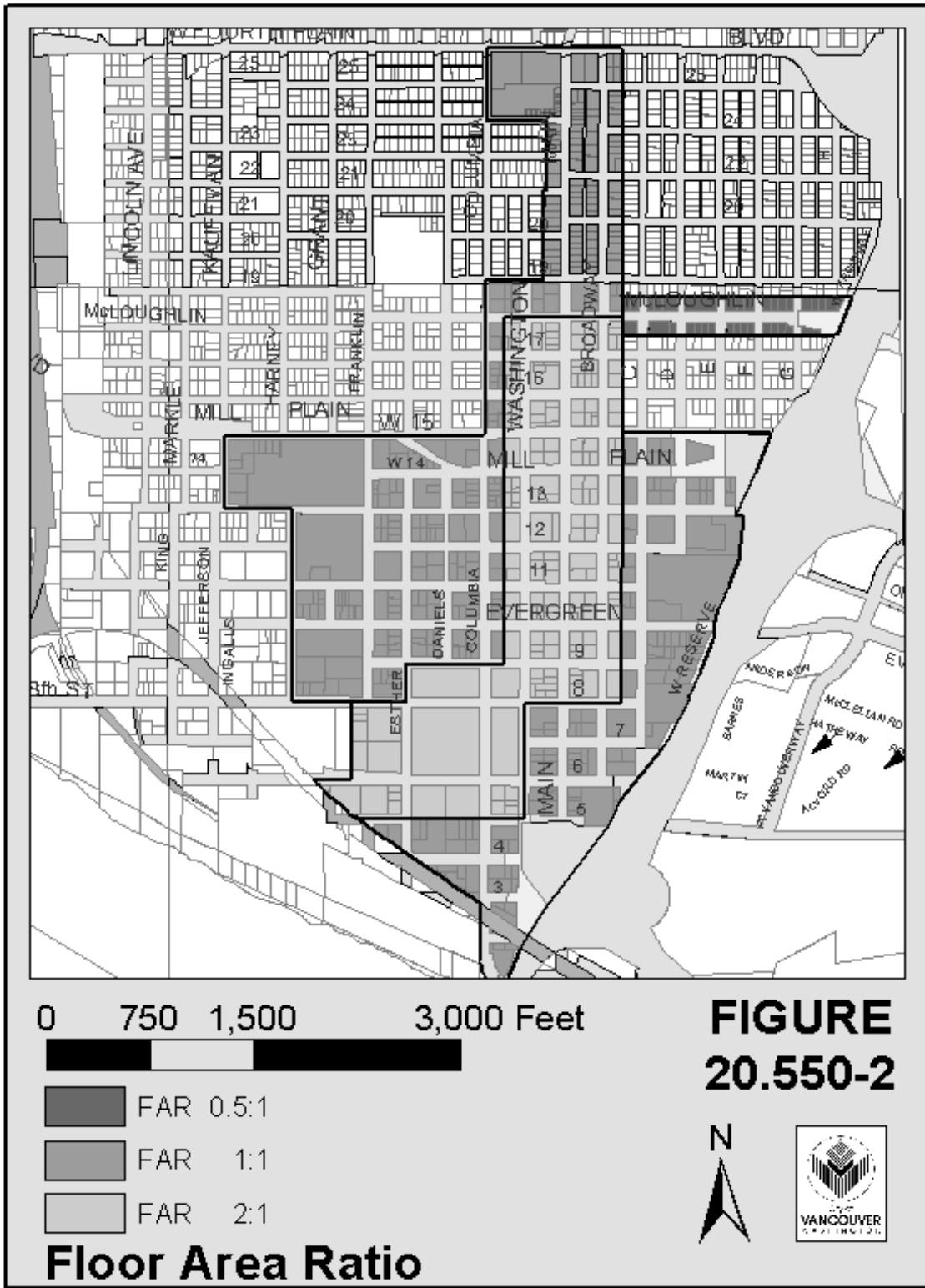


Table 20.550.030- 1

Tier 1 Minimum and Maximum Densities

	Downtown	Vancouver Mall	WSU	Nodes	Stations	Streets
Minimum Residential Density	65% of the maximum density established in the base zone	65% of the maximum density established in the base zone	65% of the maximum density established in the base zone	65% of the maximum density established in the base zone	65% of the maximum density established in the base zone	65% of maximum density established in the base zone
Maximum Residential Density	125% of the maximum density established in the base zone	125% of the maximum density established in the base zone	125% of the maximum density established in the base zone	125% of the maximum density established in the base zone	125% of the maximum density established in the base zone	125% of the maximum density established in the base zone
Minimum Non-Residential Floor Area Ratio (FAR)	Refer to Table 20.550-2 and corresponding FARs	.50 to 1 FAR	.50 to 1 FAR ¹	.50 to 1 FAR	.50 to 1 FAR	.50 to 1 FAR

¹ It is anticipated that Washington State University Campus construction and future expansions will utilize provisions under Master Planning for Large Scale Developments.

Table 20.550.030– 2	
Tier 2 Minimum and Maximum Densities	
Minimum Residential Density	65% of the maximum established in base zone
Minimum Non-Residential Density	.35 to 1 FAR

(M-3643, Added, 01/26/2004)

Section 20.550.040 Development Regulations.

A. Uses.

1. Purpose. The purpose of this section is to prohibit or conditionally allow certain uses within the Transit Overlay District which are permitted in the base zone but would, if allowed, be contrary to the purposes of the Transit Overlay District as set forth in Section 20.550.010 of this chapter.

2. Applicability. Certain uses shall be permitted, prohibited or conditionally allowed within the Transit Overlay District as indicated in Table 20.550.040-1.

**Table 20.550.040– 1
Uses**

		Tier 1	Tier 2
1	Ambulance Services	C	C
2	Automobile Washing	X	C
3	Cold Storage Plants	X	X
4	Commercial agriculture and silviculture	X	X
5	Concrete mixing as a permanent use	X	X
6	Fuel and oil distributors	X	X
7	Gas stations	C	C
8	Gas stations incidental to retail sales	C	C
9	Hay, feed, grain stores	X	X
10	Heavy equipment, sales, rental and repair	X	X
11	Indoor and outdoor target shooting	X	X
12	Manufacturing, fabricating, processing, packing, and storage	X	X
13	Mini-storage as a primary use	X	C
14	Motels	C	C
15	Motor Freight terminals	X	X
16	Off site hazardous waste treatment and storage facilities	X	X
17	Motor vehicle dealers, new and used, such as automobiles, and trucks	X	C
18	Sales of boat, marine supplies, and boat trailers	X	X
19	Sales of manufactured housing if housing stored off-site	P	P
20	Sales of recreational vehicles, motor homes and trailers and equipment	X	X
21	Sales and storage of wholesale lumber, building materials and heavy equipment	X	X
22	Auto parts stores	C	P
23	Sales of home improvement supplies, landscaping materials, and hardware	C	C
24	Trailer, truck, automobile, recreational vehicles or boat storage	X	X
25	Vehicle rental if vehicles are stored in a location outside of the Transit Overlay District	P	P
26	Vehicle repair	C	C
27	Veterinary clinics	C	C
28	Any permitted use with a drive through facility subject to the criteria set forth in Section 20.550.040(A)(3) of this Chapter	C	C

X = Prohibited
C = Conditional Use
P = Permitted

3. Criteria applicable to uses with drive-through facilities. Drive-through facilities are prohibited in transit nodes and transit station areas. Such facilities are permitted as conditional uses throughout the rest of the Transit Overlay District. In addition to the criteria set forth at VMC 20.245 (conditional uses), the following shall also be met:

a. Except where constrained by the size or configuration of a proposed site, drive-through facilities and related driveways shall not be located between a public street and a structure; and

b. The drive-through facility incorporates a safe, clearly identifiable pedestrian crossing through the use of elevation changes, different paving material, or other similar methods approved by the planning official.

B. Pedestrian Access

1. Purpose. The purpose of this section is to provide for safe and convenient pathways or sidewalks between uses, as well as along street frontages which will increase the convenience and appeal of leaving one's car and walking from place to place. The pedestrian access standards encourage a safe, attractive, and usable pedestrian circulation system in all developments and ensure a direct pedestrian connection between the street and buildings on the site. Parking areas should facilitate pedestrian access to and from buildings via clearly designated pedestrian walkways connecting building entrances with parking areas and with pedestrian systems in the public right-of-way. The walkways and landscaping area will be compatibly designed.

2. Applicability. This section shall apply throughout the Transit Overlay District.

3. Sidewalks. Sidewalks shall be required and constructed according to adopted Vancouver standards.

4. Pedestrian Access Standard. An on-site pedestrian circulation system which connects the street to the primary entrances of the structure(s) on the site shall be provided. The circulation system must be hard-surfaced and be at least 5 feet wide. Where the system crosses driveways, parking areas, and loading areas, the system must be clearly identifiable, through the use of elevation changes, speed bumps, a different paving material, or other similar method approved by the planning official. The on-site pedestrian circulation system must be adequately illuminated for night-time use to a level where the system can be used at night by employees, residents, and customers. Sidewalks or pedestrian ways must connect the required pedestrian system to existing pedestrian systems on adjacent developments if adequate safety and security can be maintained and a physical connection to adjacent pedestrian systems can be constructed.

5. Internal Access. Internal access pedestrian paths shall be provided in locations generally consistent with the project's development plan. The internal access system may be private and provided for by easement as each phase of a development on a site within the District develops.

6. Lighting. Lighting for parking lots and pedestrian ways shall be provided to ensure personal safety. Lighting shall be integrated into the architectural character both in terms of illumination and fixtures. Lighting shall not produce glare or negatively impact off-site uses or traffic on adjacent streets.

C. Landscaping and Walls, Hedges and Fences

1. Purpose. Landscaping, street trees and certain walls, hedges and fences improve the aesthetic character of an area and create a more pedestrian friendly environment. Urban settings are more enjoyable when natural elements are retained, added or enhanced. This section requires landscaping and street trees as elements of new development and regulates the size and type of walls, hedges and fences within the Transit Overlay District.

2. Applicability. This section shall apply throughout the Transit Overlay District.

3. Street Trees

a. Street trees shall be planted on all street frontages and within all median planting strips within the Transit Overlay District, as further specified in this section.

a. Street trees shall be spaced no further than 30 feet on center;

b. Street trees shall be planted within the public right-of-way or the front yard setback;

c. Street trees shall be placed a minimum of 2 feet from the curb.

d. At planting, street trees shall have a minimum height of six feet and a minimum diameter of two inches measured at four feet above the ground at grade level;

e. Street trees shall be species approved by the planning official; provided, that the planning official shall have the authority to reduce or waive the street tree requirements for expansion or enlargement of a development existing prior to the effective date of this ordinance upon finding that there are special circumstances or conditions affecting the property that make compliance with the street tree requirements impractical or infeasible.

4. General Landscaping Requirements. See Section 20.925, VMC.

5. Free-Standing Walls, Hedges and Fences. Except as otherwise provided herein, no solid free-standing walls, hedges or fences shall be allowed in the Transit Overlay District along a public street or sidewalk. Free-standing walls, fences, and hedges along public streets may be allowed under the following conditions:

a. Solid walls, fences and hedges 4 feet in height or less shall be allowed.

b. Decorative walls, fences and hedges that allow visibility, such as wrought iron and split rail fences, shall be allowed throughout the Transit Overlay District and shall not exceed 6 feet in height.

c. Barbed wire, razor wire, electric fences and other dangerous fences are prohibited in the Transit Overlay District.

d. All allowable walls, hedges and fences between a building and public street must provide for access as set forth in Table 20.550.040– 2.

e. Solid walls greater than 4 feet in height shall be allowed only if required by the planning official to mitigate significant noise impacts.

Table 20.550.040– 2		
Access Standards		
	Tier 1	Tier 2
Access in allowable walls, hedges and fences between a building and public street	Openings or gates operable from both sides at least every 100 feet	Access between structures and public streets must be ensured

D. Building Orientation.

1. **Purpose.** The purpose of the building orientation requirement in the Transit Overlay District is to facilitate pedestrian access between public ways and buildings. In general, this development standard requires new buildings to be oriented so as to face a public street or public open space.

2. **Applicability.** Except as otherwise provided in this section, this section applies to all property which abuts a public street.

3. **Orientation.** Primary ground floor building entrances shall have an entrance oriented to pedestrian-oriented streets, plazas, or parks. The building may also have other entrances so long as direct pedestrian access is provided from all entrances.

4. **Two or More Frontages.** If a building has frontage on more than one public street, the building need only have one main entrance oriented to the public street or alternatively to the corner where the two public streets intersect.

5. **Master Planning for Large-Scale Developments.** Any nonresidential development greater than 5 acres in size with 2 or more building pads equal to or greater than 100,000 square feet shall not be subject to this section provided that the master planning requirements of Section 20.550.070 of this chapter are met.

E. Building Frontage.

1. **Purpose.** Ensure that space between a building and a public street is minimized to encourage pedestrian related activity at the street level and create a more desirable and enjoyable pedestrian experience. This allows buildings to be readily accessible to the pedestrian system at a level of convenience and interest that does not generally exist when buildings are set too far back from the street. The creation of a street frontage is important to the perceived comfort and convenience of pedestrians.

2. **Applicability.** Except as otherwise provided in this section, this regulation applies to all uses in Tier 1 except uses devoted exclusively to single family detached residential development and duplexes.

3. **Extent of Frontage.** See Table 20.550.040– 3.

<p>Table 20.550.040-3</p> <p>Frontage Requirement</p>

Frontage Standard	Tier 1	Tier 2
Minimum extent of frontage	75%	75%

4. Master Planning for Large-Scale Developments. Any nonresidential development greater than 5 acres in size with 2 or more building pads equal to or greater than 100,000 square feet shall not be subject to this section provided that the master planning requirements of Section 20.550.070 of this chapter are met.

F. Setbacks

1. Purpose. All uses other than single-family detached residential development and duplexes along public streets shall provide pedestrian and transit convenience which can be best achieved through eliminating space and/or obstructions between a structure and a public street. Pedestrian convenience is a critical element in making the use of alternative modes effective since most all trips begin and end as pedestrian trips.

2. Applicability. Except as otherwise provided in this section, these regulations shall apply to all uses in Tiers 1 and 2 of the Transit Overlay District.

3. Minimum Setbacks. The minimum setbacks shall be set forth in Table 20.550.040-4.

4. Maximum Setbacks.

a. All Uses other than Single-Family Detached Dwellings and Duplexes. For those buildings that are required to be located along the front setback line, except single-family detached dwellings and duplexes, the maximum setback shall be set forth in Table 20.550.040-4. In the Downtown Activity Center, setbacks may be extended to accommodate pedestrian areas.

Table 20.550.040-4				
Setbacks				
Setback Standard	Tier 1	Tier 2		
	Minimum	Maximum	Minimum	Maximum
Maximum and minimum setbacks	75% of base zone standard	125% of base zone standard	75% of base zone standard	125% of base zone standard

5. Parking in Setback. No vehicle parking or garage shall be allowed in a setback which abuts a public street. Nothing in this chapter shall prohibit the use of services entrances or loading zones restricted for deliveries and not available for use by the general public for parking purposes.

6. Master Planning for Large-Scale Developments. Any nonresidential development greater than 5 acres in size with 2 or more building pads equal to or greater than 100,000 square feet shall not be subject to this section provided that the master planning requirements of Section 20.550.070 of this chapter are met.

G. Blank Walls

1. Purpose. Unscreened, flat, blank walls at ground level are not permitted in the Transit Overlay District in order to provide a pleasant and enjoyable pedestrian experience by connecting activities within a structure to the adjacent sidewalk and/or transit stop.

2. Applicability. This section shall apply throughout the Transit Overlay District except to exclusive residential uses.

3. Blank Walls Prohibited. At least 75% of the width of any new or reconstructed first story building wall facing a public street or pedestrian way and 50% of the ground level wall area which is defined as the area 9 feet above the grade shall be devoted to interest creating features, such as pedestrian entrances, reliefs, murals, landscaping, transparent show or display windows, or windows affording views into retail, office or lobby space.

4. Exemption for Historic Building. The following types of buildings may be exempted by the planning official from the ground floor requirements with respect to the percent of wall devoted to windows and entrances, where in conflict with the character of the architecture, in accordance with the procedures specified concerning Development Plan Review.

a. Existing buildings entered into the National Register of Historic Places, Buildings or Structures or listed in the Washington State Inventory of Historical Sites and Buildings, or designated by the City Council as a building site or structure of historical, architectural, or cultural significance or merit, or as a historical, architectural landmark, where the first story of the building is being restored or has been restored to its original architectural character or as near as possible to its original architectural character, and where application of the requirements of this Section would interfere with such restoration.

b. Existing or new buildings located with an area designated as a conservation area, where the requirements of this section are found by the planning official to be inconsistent with the requirements, standards, and design guidelines applicable to buildings in a designated conservation area.

H. Parking.

1. Purpose. The purpose of parking standards within the Transit Overlay District is to manage the supply of surface parking by establishing minimum and maximum parking requirements in order to promote transit and pedestrian use and the efficient use of land; to substantially reduce the number of parking spaces between the building and the street to create more direct and convenient pedestrian/transit access; and to encourage pedestrian-oriented activity at the street for a more enjoyable pedestrian experience.

2. Applicability. This section shall apply to all proposed uses within the Transit Overlay District except exclusively residential uses.

3. Minimum Parking Requirements. The minimum number of parking spaces required shall be set forth in Table 20.550.040-5. On-street parking which is both along the frontage of a development and available may be counted toward the minimum parking requirement. Joint use or shared parking may be counted toward the minimum parking requirement if a formal joint use agreement is executed.

4. Maximum Parking Allowances. The maximum number of parking spaces to be provided shall be as set forth in Table 20.550.040-5. On-street parking spaces that are both along the frontage of a development and available shall be counted toward the maximum parking requirement.

a. Upon approval of the planning official, applicants may be eligible to exceed the maximum parking allowed based on the following criteria provided that the applicant can demonstrate that it has explored all available options to maximize parking, such as shared parking agreements and that all other standards of this chapter are met and:

1. The applicant can demonstrate an expected employee density ratio that is significantly higher than what is commonly experienced (based on Institute of Transportation Engineers parking-generation standards); or

2. The applicant can demonstrate 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

3. The applicant can demonstrate that parking at or below the maximum may have a detrimental causal effect on adjacent/adjoining uses; or

4. The applicant can demonstrate that significant trip reduction cannot be achieved because there is no transit service in place or planned within one quarter mile of the proposed site.

5. An allowance for additional parking may also require mitigation measures, for which the applicant is responsible.

Table 20.550.040–5				
Minimum and Maximum Parking				
Parking Standard	Tier 1		Tier 2	
	Minimum	Maximum	Minimum	Maximum
Maximum and minimum parking requirements	75% of base zone standard	125% of base zone standard	75% of base zone standard	125% of base zone standard

6. Shared Parking. Shared or joint use of parking areas shall be permitted when the users sign and record a shared parking agreement that specifies the duration of the agreement and:

b. There is a relationship among the land uses utilizing shared parking that will attract drivers to two or more uses in a single trip.

c. There is adequate linkage between the parking and each of the uses sharing the parking.

d. The applicant shall submit a properly drawn legal instrument executed by the parties concerned, agreeing to such joint use. Said instrument shall be reviewed by the City Attorney as to the form, and recorded against all properties involved.

5. Location and Configuration of Parking Areas. No off-street parking shall be allowed between a public street or pedestrian way and the required frontage for a building, other than in a driveway accessory to residential development. Except as otherwise provided in this subsection, off-street parking areas shall only be allowed in surface lots on the side or rear of a lot, in an underground lot or in a parking structure, provided however, for commercial development (excluding the identified downtown center),

parking shall be allowed between a public street or pedestrian way and a building if it does not obstruct pedestrian access as defined in 20.550.040(B)(4) and,

- a. There are unusual site characteristics making it impossible to meet the minimum parking requirement on the side or rear of a building; or
- b. No more than 2 rows of parking are provided.

6. Landscaping and Walkways in Parking Areas. All surface parking areas of 50 or more spaces shall be divided by landscaping and/or walkways at least 10 feet in width, or by a building or group of buildings.

7. Parking Structures. Retail uses shall be incorporated in the ground floor of parking structures adjacent to streets within the Downtown Blank Walls Combining District (Section 20.630.030). This subsection shall not prohibit subterranean parking areas. Parking structures adjacent to streets not subject to the Downtown Blank Walls standards of Section 20.630.030 are encouraged to incorporate retail uses in the ground floor.

(M-4034, Amended, 12/03/2012, Sec 18-Effective 01/03/2013; M-3643, Added, 01/26/2004)

Section 20.550.050 Incentives.

A. Purpose. The below incentives are intended to encourage development within the Transit Overlay District that is in keeping with the guidelines of this section.

B. Applicability. These incentives shall only be made available to any development which meets the use provisions of section 20.550.040(A) and the minimum design standards of sections 20.550.040 (B) Pedestrian Access, (C) Landscaping and Walls, Hedges and Fences, (D) Building Orientation, (E) Building Frontage, (F) Setbacks, (G) Blank Walls, and (H) Parking.

C. Transportation Impact Fee Reduction. In recognition of the potential reduction in vehicle trip demand that may result from the implementation of transportation demand management measures, a reduction of the transportation impact fee (TIF) may be granted pursuant to this Section with the implementation and maintenance of the corresponding action in Table 20.550.050-1.

1. The maximum reductions identified in Table 20.550.050-1 are based on nationally-accepted relationships between transportation demand management measures and traffic generation.

2. For actions which require regular maintenance, as noted in Table 20.550.050-1, the TIF reduction granted shall be revoked and the amount of the reduction shall become due if the regular maintenance is discontinued in whole or in part during the six years following the granting of the TIF reduction.

Table 20.550.050-1		
Traffic Impact Fee Reduction		
	Action	TIF Reduction
1	Construction of direct walkway connection to the nearest arterial	1%
2	Installation of pedestrian-convenient information kiosk, with maintained information ¹	2%

3	Installation of on-site sheltered bus-stop (with current or planned service) or bus stop within 1/4 mile of site with adequate walkways if approved by C-TRAN	1%
4	Installation of bike lockers	1%
5	Commercial development which would be occupied by employer subject to Commute Trip Reduction Ordinance	4%
6	Voluntary compliance with Commute Trip Reduction Ordinance ¹ , where compliance is not required	5%
7	Connection to existing or future regional bike trail (either directly, or by existing, safe access)	1%
8	Direct walk/bikeway connection to destination activity (such as a commercial/retail facility, park, school, etc.) if residential development, or to origin activity (such as a residential area) if commercial/retail facility	2%
9	Construction of on-site internal walk/bikeway network	2%
10	Installation of parking spaces which will become paid parking (by resident or employee) ¹	3%
11	Installation of preferential carpool/vanpool parking facilities ¹	1%
12	Regular distribution of Transportation Demand Management information packet to all new tenants ¹	1%
	TOTAL IF ALL STRATEGIES WERE TO BE IMPLEMENTED	24%

¹Requires regular maintenance of program.

D. Density Bonus. Any development within Tier 1 of the Transit Overlay District shall receive a density bonus equal to the percentage shown in Table 20.550.050-2 if five or more of the actions listed in Table 20.550-.050-1 are implemented. These bonuses are in addition to base zoning bonuses, if the required criteria are met. Any development within Tier 2 of the Transit Overlay District shall be entitled to this incentive provided that the requirements of Section 20.550.040(D) Building Orientation, Section 20.550.040(E) Frontage and Section 20.550.040(F) Maximum setback are met.

Table 20.550.050-2	
Density Bonus	
Residential	125% of maximum density requirement
Non-residential	N/A
Mixed-use (residential and non-residential)	Determine bonus separately for each use according to this Table

E. Redevelopment of Parking Spaces. The minimum number of parking spaces required by Section 20.550.040(H) may be reduced by 10% to allow any structure existing prior to the adoption of this ordinance to be expanded.

(M-3922, Amended, 07/06/2009, Sec 27; M-3643, Added, 01/26/2004)

Section 20.550.060 Development Plan Approval (Reserved).

(M-3643, Added, 01/26/2004)

Section 20.550.070 Special Requirements - Master Development Plan Within the Transit Overlay District

A. General.

For large scale developments defined in Section 20.550.040(D)(5) of this chapter, which do not meet the requirements of Section 20.550.050D Building Orientation, Section 20.550.040(E) Frontage and Section 20.550.040(F) Maximum Setbacks, the applicant shall meet the requirements of this section.

For any development other than a development in the Downtown Activity Center, which does not meet the floor area ratio requirements in Section 20.550.040(C), the applicant shall meet the requirements of this section.

The applicant shall be required to submit a Master Development Plan which must be approved by the planning official. The Master Development Plan shall consist of both a concept plan which shows the location and distribution of land uses and related facilities and a development plan which deals with site specific issues.

The purpose of the Master Development Plan is to:

1. Assure that the proposed development is considered as a whole and conforms to the comprehensive plan, the base zone and the requirements of this chapter. The master plan may serve to allow phasing of projects and flexibility of uses and development standards. Any other reviews needed for the development review process, such as conditional uses, plan amendments or zone changes may be considered at the same time as the master plan.

2. Assure that phased development is properly coordinated.

B. Components of Master Plan. The applicant must submit a master plan with all the following components. The review body may modify the proposal, especially those portions dealing with development standards and review procedures. The greater the level of detail in the plan, the less need for extensive reviews of subsequent phases. Conversely, the more general the details, the greater the level of review that will be required for subsequent phases.

1. Boundaries of the use. The master plan must show the current and possible future boundaries of the use for the duration of the master plan.

2. General statement. The master plan must include a narrative that addresses a description in general terms of the use's expansion plans for the duration of the master plan.

3. Uses and functions. The master plan must include a description of present uses, affiliated uses, proposed uses, and possible future uses. The description must include information as to the general amount and type of functions of the use, the hours of operation and the approximate number of members, employees, visitors, special events must be included. For projects which include residential units,

proposed minimum and maximum floor areas and densities, number of units and building heights must be indicated. For office/commercial projects, minimum and maximum floor area ratios must be indicated.

4. Site plan. The master plan must include a site plan, showing to the appropriate level of detail, buildings and other structures, existing mature trees and landscaping, the pedestrian and vehicle circulation system, parking areas, open areas, and other required items. This information must cover the following:

a. All existing improvements that will remain after development of the proposed use;

b. All improvements planned in conjunction with the proposed use;

c. Conceptual plans for possible future uses; and

d. General locations of usable open space, any land proposed to be dedicated for open space, pedestrian and transit connection between the site and public or private streets serving the development and connecting to off-site open space, internal circulation (both auto and pedestrian), location of proposed gates and fencing.

5. Development standards. The master plan may propose standards that will control development of the possible future uses that are in addition to or substitute for the requirements of this chapter. These may be such things as height limits, setbacks, frontage, FAR limits, landscaping requirements, parking requirements, signage, view corridors or facade treatments. Standards that do not meet the minimum standards in existing city codes require a variance.

6. Phasing of development. The master plan must include the proposed development phases, probable sequence for proposed developments, estimated dates, and interim uses of the property awaiting development. Developments other than large scale developments shall demonstrate on the site plan how required FARs will be achieved as development is phased. Developments that propose to add additional floors to the base structure shall provide all necessary plans to adequately demonstrate that all structures can carry additional floors in the future. In addition, the plan should address any proposed temporary uses or locations of uses during construction periods.

7. Transportation and parking. The master plan must include information on the following items for each phase:

a. Projected transportation impacts. This includes the expected number of trips (peak and daily), an analysis of the impact of those trips on the adjacent street system, and proposed mitigation measures to limit any projected negative impacts. Mitigation measures may include improvements to the street system or specific programs to reduce traffic impacts such as encouraging the use of public transit, carpools, vanpools, and other alternatives to single occupancy vehicles. Any mitigation measures shall be in addition to transportation impact fees.

b. Projected parking impacts. This includes projected peak parking demand, an analysis of this demand compared to proposed on-site and off-site supply, potential impacts to the on-street parking system and adjacent land uses, and mitigation measures.

8. Procedures. Master plan review shall be conducted under current review procedures. Other land use reviews may be conducted concurrently with the master plan review.

- a. Any modifications, additions or changes to an approved master plan are subject to the following:

1. Minor changes shall be reviewed for compliance and compatibility with the approved master plan. A determination is made by the planning official.

2. Major changes shall be subject to the original procedural application type, subject to the fees in effect at the time of the request for change application.

(M-3643, Added, 01/26/2004)

Section 20.550.080 Periodic Review.

A. Purpose. The purpose of this Section is to ensure that adequate monitoring of development trends within the Transit Overlay District occur. The purpose of this monitoring is threefold:

1. To provide a mechanism that ensures that development is occurring in a manner consistent with the intent of the Transit Overlay District;
2. To verify and adjust if required the requirements within the Transit Overlay District; and,
3. To provide decision makers with objective data that can be used to evaluate the performance of the Transit Overlay District in achieving the goals that it is intended to promote.

B. Annual Review. It is a requirement of this Chapter that the following data be collected, analyzed and summarized on an annual basis in the form of a report to the City of Vancouver Planning Commission and City Council. This data shall be collected through existing development activity reporting procedures.

1. Development activity. Various statistics describing actual development activity within and outside the Transit Overlay District, including anticipated population density.
2. Development design. Information shall be collected describing development design features of individual developments including, building orientation, setback and frontage throughout the Vancouver Urban Area.
3. Incentive utilization. Information shall be collected describing utilization of incentives provided within this Chapter.

(M-3643, Added, 01/26/2004)