

City Center Redevelopment Authority Board Meeting Agenda

October 17, 2024

12:30 PM

Physical Location: Council Chambers, 415 W 6th Street Vancouver, WA 98660

Virtual Viewing: [City Center Redevelopment Authority > Clark/Vancouver Television \(cvtrv.org\)](https://www.cityofvancouver.us/cvtrv).

Please see the Community Communications Agenda item for instructions on how to register for public comment.

1. Call to Order and Roll Call

2. Approval of Minutes

- a. 9/19/24 Meeting Minutes

3. Executive Director Report

- a. Subcommittee Meeting Report
- b. Project Updates
- c. Development Pipeline Report

4. IBR Update

- a. IBR Presentation
Staff Contact: Katherine Kelly, Policy Advisor, and Lori Severino, Senior Planner

5. Downtown Design Guidelines

- a. Downtown Design Presentation
Staff contact: Jason Nortz, Development Review Manager

6. Community Communication

****The public is invited to speak regarding any issue. Members of the public testifying are asked to limit testimony to three minutes. There are three ways to provide comments:**

- In Writing: Public comments can be submitted in writing (name, address, contact information and comments) via email to kimberly.kerlee@cityofvancouver.us by 5pm the day before the meeting.
- Remotely: Pre-register by phone at 360-487-7846 or email kimberly.kerlee@cityofvancouver.us by 5pm the day before the meeting.
- In Person: Pre-register by phone at 360-487-7846 or email kimberly.kerlee@cityofvancouver.us by 5pm the day before the meeting or fill out a Public Comment form in person prior to the start of the Community Communications portion of the meeting.

7. Executive Session (as needed)

8. Adjournment

City Hall is served by C-TRAN. Route information and schedules are available online at www.c-tran.com. You also may reach C-TRAN at (360) 695-0123 for more information on times, fares, and routes.

Anyone needing language interpretation services or accommodations with a disability at a Vancouver City Council meeting may contact the City Manager's staff at (360) 487-8600 (RELAY: 711). Assistive listening devices and live Closed Captioning are available for the deaf, hard of hearing and general public use. Please notify a staff person if you wish to use one of the devices. Every attempt at reasonable accommodation will be made. To request this agenda in another format, please also contact the phone numbers listed above.

Date: September 19, 2024

Time: 12:30-2:00 pm

Location

City Hall – Council Chambers Fl 2

415 W 6th Street

Vancouver, WA 98668

Regular Meeting (Convened in person and via video conference)

The meeting agenda materials referenced in these minutes can be found online. Link to Microsoft Teams meeting video: [24 09 19 CCRA Meeting Video](#).

Item 1: Call to Order and Roll Call

The September 19, 2024, meeting of the City Center Redevelopment Authority was called to order at 12: pm by Marc Fazio.

Board Members Present: Marc Fazio, Richard Krippaehne, David Copenhaver, Allison Reynolds, Alisa Pyszka, Michi Slick (online)

Board Members Absent: None

Staff Present: Patrick Quinton, Kimberly Kerlee, Dan Lloyd, Chim Chune Ko, Amy Zoltie

Guests: Travis Shappell, SERA Design; Matt Fairris, BAE Project Manager; Eli Booth, BAE Analyst; Haley Purdy; Scott Edwards Architecture; Nicholas Willard, LPC; Alex Aigner, LPC; Dylan Morgan, Place LA

Item 2: Approval of Minutes

Motion by Krippaehne, seconded by Pyszka and carried unanimously to approve the July 18, 2024, minutes.

Item 3: Executive Directors Report

Patrick Quinton, Executive Director, provided an update on the Heights RFP and development pipeline report and highlighted projects that have entered new stages in the development process. The subcommittee met this month and previewed both presentations. Quinton highlighted a few projects including Waterfront Gateway, the completion of The Springs and the opening of the parking garage on the Waterfront and Terminal 1 opening soon. Quinton mentioned the open CCRA Board vacancy and interviews.

Item 4: Downtown Redevelopment Study Update

Matt Fairris, BAE, provided an overview of the project and highlighted opportunity districts and mapping potential for redevelopment sites in downtown Vancouver and

Members

Marc Fazio
President

Richard Krippaehne
David Copenhaver
Michi Slick
Alisa Pyszka
Allison Reynolds
Vacancy



415 W 6th Street
P.O. Box 1995
Vancouver, WA 98668
cityofvancouver.us

To request accommodation or other formats, please contact:

Economic Prosperity & Housing | 360-487-7846 | Relay 711 | Kimberly.Kerlee@cityofvancouver.us

how to unlock redevelopment potential for those sites. Board members provided feedback and were overall pleased with the plan.

Item 5: Waterfront Gateway Plaza and Affordable Housing Design Approval

Amy Zoltie provided an overview of the action items and introduced Haley Purdy, Scott Edwards Architecture, who reviewed the affordable housing development site location and site plan including updates to the design. Items that influenced the evolution of the updated design included land and Native American inspiration such as the colors from the river, grasses, and basket weaving techniques that articulate the building facade. Board members asked questions about the design features, security features and landscaping. Board members complimented the evolution of the design.

Motion by Krippaehne, seconded by Pyzska, and approved unanimously to approve the Affordable Housing Design as presented.

Amy Zoltie introduced Dylan Morgan, Place LA, who presented the updated design of the Waterfront Gateway Plaza including the design of the pathway connecting the upper and lower plaza, variety of gathering areas, scale of the lower plaza and tree preservation. Morgan reviewed the overall goals of the Plaza and activities that the community would like to see occur in the Plaza. Materials within the design was also mentioned. Board members were pleased with the elements and complimented the improvement of the design. Discussion occurred around wayfinding and adding signage to draw people to the plaza.

Motion by Pyzska, seconded by Copenhaver, and approved unanimously to approve the Waterfront Gateway Plaza Design as presented.

Amy Zoltie highlighted next steps of the approvment process and construction timeline for both projects.

Item 6: Public Comment

President Fazio invited public comment and received testimony from Carmen De Leon, community member.

Item 7: Executive Session (as needed)

None

Adjournment

2:10 pm

Marc Fazio, Board President

Meetings of the City Center Redevelopment Authority are electronically recorded on audio. The audio tapes are kept on file in the office of the City Clerk for a period of six years.

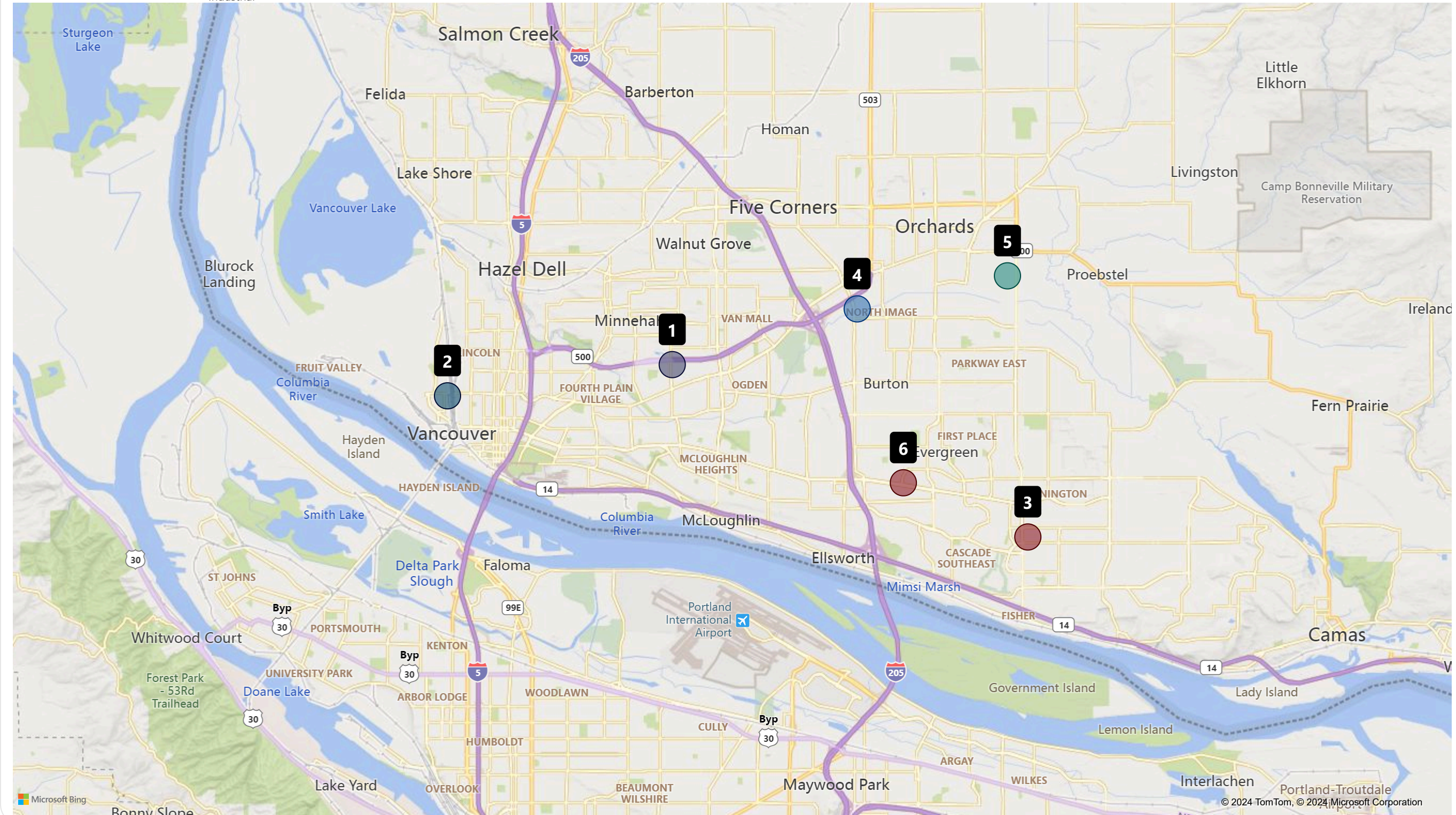
Development Pipeline Report

September 2024 Activity

Map	Project	Location	Area	Use	Total Res Units	Total Sq Ft	Parking Spaces	Notes	Contact or Contractor	Applicant, Developer or Owner
	Pre-Application									
	N/A									
Land Use Review										
1	Stapleton Apartments	3411 NE Stapelton RD	Bagley Downs	Multi-Family Residential	8	16,533	19	Proposed Apartment Development. Either a single 4,745 square foot apartment building, or two seperate 2,185 square foot apartment buildings within existing 16,533 square foot parcel.	Barri Halbert	Windsor Engineers
Building Plan Review										
2	Roosevelt Industrial Park	2410 Roosevelt Ave A	Fruit Valley	Industrial		96,029	32	Proposed 3-building industrial park on a 2.16 acre lot including multi-tenant building with storage and offices.	Travis Johnson	GDGE Land & Development, LLC
3	Vancouver Station Food Cart Pod	1817 SE 164th Ave	Fishers Landing	Commercial	0	7,399		Proposed 42 food cart station with a 7,399 sf dining, beverage and food service building. There will be no parking on the development. Associated parking is part of a shared agreement among surrounding businesses.	Ty Nielson	Columbia Engineering Group Inc
Building Inspection										
4	Vancouver Los Pepes	11208 NE 51st Cir 98682	North Image	Commercial/Industrial	0	2,200		Proposed one-story, wood framed Restaurant with Type 1 & 2 Hoods and covered patio	Brittall Architecture Inc	Jose Tadeo Avelar
Construction Completed										
5	Burnt Creek Logistics New Building	5920 NE 162nd Ave 98682	Mountain View Meadows	Commercial/Industrial		681,800		Construction of a new, tilt-up concrete industrial facility with associated paved parking and truck maneuvering.	Synthesis Architects	Deffenbaugh Properties LLC
6	Raising Canes	12601 SE 2nd Circle 98684	Fircrest	Commercial	0	3,199		Construction of a new reatuarant with attached corral and outdoor patio covered area, including drive-thru canopy and footing, trash enclosure, landscape and irrigation and hardscape.	Tim Banning	Joseph Hawes

Existing Development Pipeline Map

Development Type ● Commercial ● Commercial/Industrial ● Commercial/Industrial ● Industrial ● Multi-Family Residential





MEMORANDUM

DATE: October 17, 2024

TO: City Center Redevelopment Authority

FROM: Katherine Kelly, Senior Policy Advisor; Lori Severino, Senior Planner

RE: Interstate Bridge Replacement (IBR) Program –
Draft Supplemental Environmental Impact Statement (SEIS)

CC: Rebecca Kennedy, Community Development Department; Patrick Quinton,
Executive Director, CCRA

Introduction

The City of Vancouver is one of eight local partner agencies engaged in the Interstate Bridge Replacement (IBR) Program, which covers a five-mile corridor and seven freeway interchanges in addition to replacement of the I-5 bridge structures over the Columbia River. The IBR Program released the Draft Supplemental Environmental Impact Statement (SEIS) on September 20 for a 60-day public comment period through November 18. This marks an important milestone in the effort to replace the I-5 Columbia River bridge with a modern, seismically sound structure – planning for which began over two decades ago.

This memo provides an overview of the Draft SEIS contents and process, background on the IBR Program, and summaries of the Draft SEIS findings and policy guidance most relevant to the City Center Redevelopment Authority's purview. Staff is seeking CCRA's feedback, based on the discussion prompts provided at the end of the memo.

Overview of the Draft SEIS

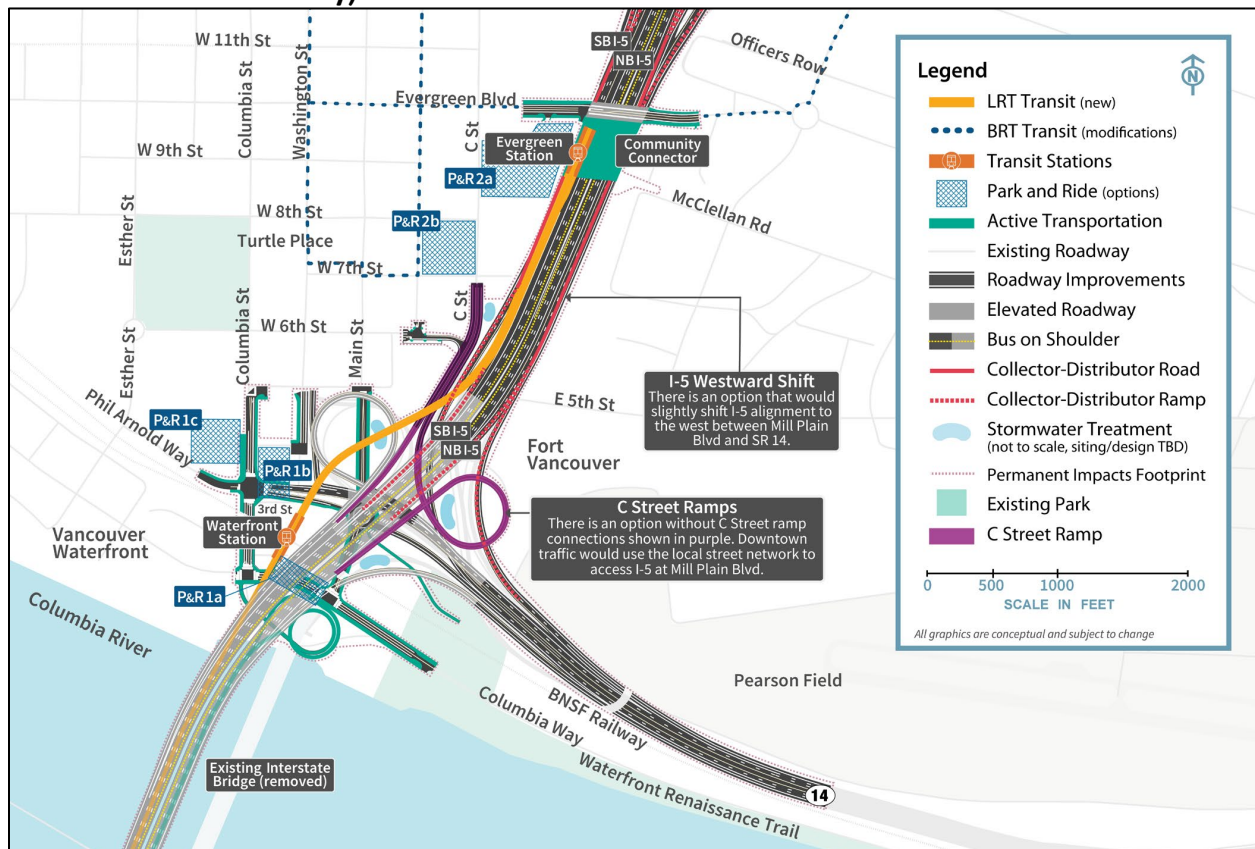
The Draft SEIS analyzes potential benefits and impacts resulting from the design, construction, and operation of a [Modified Locally Preferred Alternative \(LPA\)](#) agreed to by partner agencies in 2022. The primary components of the Modified LPA include:

- replacement bridges over the Columbia River and North Portland Harbor,
- improvements to local streets and seven freeway interchanges,

- safety shoulders,
- one auxiliary lane,
- variable rate tolling,
- extension of light rail service from Portland to Vancouver,
- enhanced bus service via use of shoulder lanes on the freeway for express routes, and
- new pedestrian/bicycle facilities, including a shared use path over the river.

As shown in Figure 1 below, two light rail (MAX) stations are planned for Downtown Vancouver, including one near Evergreen Boulevard and one in the Waterfront area. Main Street will be extended south to a realigned Columbia Way and to a pathway under I-5 to Old Apple Tree Park. These connectivity improvements will be enabled by space opening up under I-5 due to the Columbia River bridges being constructed at a higher elevation than exists with the current bridge. The Modified LPA also includes a lid over I-5 (referred to as the Community Connector) on the south side of Evergreen Boulevard, adjacent to the light rail terminus station.

Figure 1: Map of the Modified LPA for Downtown Vancouver (Figure 2-23 in the Draft SEIS Executive Summary)



The Draft SEIS analyzes multiple design options, including:

- bridge configurations (single level or double level at a fixed height, or with a movable span),
- addition of auxiliary lanes in certain segments of the corridor,
- up to two park and ride facilities near light rail stations in Downtown Vancouver (described further below),
- westward shift of the I-5 alignment through Downtown Vancouver or retention of a centered alignment, and
- rebuilding or removal of freeway ramps to and from C Street.

The Draft SEIS includes four chapters, 10 appendices, and 27 technical reports, covering the following topics:



For each topic, the Draft SEIS compares the Modified LPA and associated design options to a “no-build” alternative – a scenario in which the IBR Program is not built. Under this scenario, the states of Oregon and Washington would continue to operate and maintain the existing bridge structures and none of the proposed IBR Program improvements would be constructed. For both the Modified LPA and No-Build scenarios, the technical modeling and analysis is projected through the year 2045.

Release of the Draft SEIS marks an important milestone for the IBR Program. It is a necessary step for any project receiving federal funds and subject to the National Environmental Policy Act (NEPA). The Act requires assessment and disclosure of effects of proposed actions on natural resource, ecosystem, or human community environments prior to making final design decisions. It also ensures that agencies consider public comments as part of their decision making.

Based on public feedback received on the Draft SEIS and additional analysis, the IBR team in coordination with Program partners will narrow down design options to a single solution for moving forward to construction. This solution, along with all public

comments on the Draft SEIS and responses to the comments, will be documented in a Final SEIS. Following the Final SEIS, the federal lead agencies will sign a Record of Decision (ROD) that will allow the IBR Program to begin using federal funds for construction. The ROD is currently anticipated to occur in late 2025.

For detailed information, including the complete Draft SEIS and associated resources, please refer to: <https://www.interstatebridge.org>.

Background on the IBR Program

The IBR Program is a continuation of the Columbia River Crossing (CRC) Project, which launched in 2005. Several NEPA documents were prepared for the CRC Project, including a Draft Environmental Impact Statement (EIS) in 2008 and a Final EIS and Record of Decision in 2011. The CRC Project was suspended in 2014, but in 2019, the governors of Oregon and Washington signed a [Memorandum of Intent](#) to restart bridge replacement efforts, launching the IBR Program.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are joint lead agencies responsible for overseeing the NEPA process for IBR. Local lead agencies responsible for administering the program are the Oregon and Washington Departments of Transportation (ODOT and WSDOT), Clark County Public Transportation Benefit Area (C-TRAN), Tri-County Metropolitan Transportation District (TriMet), Southwest Washington Regional Transportation Council (RTC), and Oregon Metro (Metro). Other local agencies in the IBR partnership are the: City of Vancouver, City of Portland, Port of Vancouver, and Port of Portland.

In response to changed conditions in the physical environment, community priorities, and regulations, these partner agencies collaborated to develop the Modified LPA, which is based on the approved CRC Project with some modifications (such as the location of the light rail stations in Downtown Vancouver).

Extensive community engagement informed the Modified LPA, including neighborhood meetings, working groups, listening sessions with local organizations and equity priority communities, and two surveys that each received approximately 9,000 responses. The partner agencies endorsed the Modified LPA in summer 2022. As part of this process, the City of Vancouver adopted a [resolution](#) and [conditions of approval](#) to document the City's interests, policies, and goals for the program as it moved into the next stage.

After endorsement of the Modified LPA, the program began preparing the Draft SEIS for the IBR Program. The Draft SEIS is a "supplement" to CRC's Final EIS, in accordance with NEPA regulations that allow lead agencies to build upon past work. The Draft SEIS for the IBR Program includes modifications to address changes in the physical environment, community priorities, and regulations since publication of the prior documents. The "Purpose and Need" statement for the IBR Program remains the same as it was with the CRC Project, although the Draft SEIS documents the ways in which these challenges have amplified in the last 10 plus years:

	Safety: Narrow lanes, no shoulders, poor sight distances, bridge lifts, and short ramp distances for merging and diverging contribute to crashes.		Earthquake vulnerability: In a major earthquake, the bridge would likely be significantly damaged, potentially beyond repair.
	Impaired freight movement: Congestion and bridge lifts slow down freight carrying goods along I-5, a critical economic trade route on the West Coast.		Inadequate bike & pedestrian paths: Narrow shared use paths, low railing heights, and lack of dedicated pathways impede safe travel.
	Congestion: Over 143,000 vehicles crossed the Interstate Bridge each weekday in 2019 with more than 10 hours of daily congestion.		Limited public transportation: Limited transit options and existing bus service can be unreliable due to traffic congestion and bridge lifts.

The IBR Program has also placed greater emphasis on climate and equity, as documented in the program's [Equity Framework](#) and [Climate Framework](#). An inclusive [public involvement](#) process is also a key part of the IBR Program, which involves three advisory groups consisting of community members, leaders from local organizations, and subject matter experts.

Refer to the [IBR website](#) for additional details on the history of the IBR Program.

Summary of Relevant Information and Findings in the Draft SEIS

This section summarizes the key findings, mitigations, and contextual information for the topics most relevant to the CCRA, including:

1. [Acquisitions and Displacements](#)
2. [Transportation](#)
3. [Economics](#)
4. [Visual Quality](#)
5. [Land Use](#)
6. [Noise and Vibration](#)

For each topic, this section summarizes Draft SEIS findings related to potential impacts, benefits, and mitigations for Downtown Vancouver. It concludes with a comparison of the design options, with a focus on the potential park and ride(s). Refer to the [Draft SEIS chapters and technical reports](#) for information on the IBR Program as a whole.

Overview

The Draft SEIS discusses how implementation of the Modified LPA would affect Downtown Vancouver through:

- acquisition of properties within the program footprint for permanent improvements and/or construction purposes;
- improvements to the transportation system, such as improved transit access and connectivity of local streets and trails;

- changes to the visual environment resulting from a larger bridge, the extension of light rail, and other infrastructure modifications;
- changes to noise and vibration impacts resulting from a taller bridge and the introduction of light rail; and
- supporting high-density, transit-oriented development, consistent with local land use plans.

DSEIS findings for the six key areas outlined above are summarized below.

- **Acquisitions and Displacements:** Construction of the Modified LPA would require full or partial acquisition (in fee or through easements) of 45 parcels in Downtown Vancouver (see the table listing impacted properties included as Attachment A of this memo).
 - The acquisitions and displacements are required to accommodate the reconstruction of the SR 14 and Mill Plain interchanges, the realignment of I-5 between those two interchanges, and the extension of light rail to Evergreen Boulevard.
 - Permanent acquisition of properties in fee would total 4.5 acres in the Downtown area.
 - Acquisitions could displace up to three office buildings containing a total of 10 businesses and approximately 400 employees, including the Pacific Energy Concepts at 210 W 3rd St, the office building on the southeast corner of Columbia Street and W 4th Street, and the Hurley building at 275 W 3rd St.
- **Transportation:** Under the Modified LPA, operations at most intersections in Downtown Vancouver would be similar to or better than under the No-Build Alternative for both the AM and PM peak periods.
- **Economics:** The Modified LPA would not result in a significant adverse impact on the economic conditions of Downtown Vancouver for the following reasons:
 - The Modified LPA would reduce roadway congestion and improve travel times along the I-5 corridor – benefiting businesses, workers, and the freight industry and reinforcing economic growth and development that is already occurring throughout the region. New transit connections in Downtown Vancouver would further improve travel time and accessibility – broadening the pool of labor available to downtown firms.
 - Changes in access and circulation in Downtown Vancouver are not anticipated to impact driveways, property access, or business operations. Coordination with property owners will occur as the design progresses.
 - Land acquisition in Downtown Vancouver would reduce property tax revenues in Clark County by ~ 0.33% (0.43% with the “westward shift of I-5” design option). The displaced businesses are not considered community resources and make up a small portion of overall commercial property in the neighborhood. The reduction in sales tax would not have a substantial economic impact given that most of the affected businesses would be commercial offices.

- **Visual Quality:**
 - Some viewers would likely have negative visual quality impacts, but most would have neutral to beneficial. The overall impact to visual quality would be beneficial.
 - Refer to Chapter 3.9 of the Draft SEIS and the Visual Quality technical report for a discussion on the specific changes anticipated for the Columbia River and Vancouver Downtown Landscape Units, including views of the new bridge and other elements from various vantage points.
- **Noise and Vibration:**
 - Modified LPA noise levels would be within 3 dBA of No-Build Alternative noise levels at most locations. In downtown Vancouver, no substantial increase impacts would result from the Modified LPA.
 - The Modified LPA would have moderate noise impacts at the Normandy Apartments, located at 316 E 7th Street, due to special track work. Noise levels with light-rail operations at this site are predicted at 67 dBA Ldn, exceeding the criterion for moderate impacts of 66 dBA Ldn.
- **Land Use:**
 - The Modified LPA supports the Comprehensive Plan's goals for a compact urban form with an appropriate mix of uses.
 - It is consistent with the City's Transit Overlay District, which allows for "higher densities and more transit-friendly urban design" than afforded by base zoning.
 - Adding light rail service would facilitate the development strategy for Downtown Vancouver – including the Vancouver City Center Vision and Subarea Plan.
 - Greater connectivity to the waterfront due to the Main Street extension would benefit planned redevelopment.
 - "While the Modified LPA is expected to have the indirect effect of facilitating growth and development within the study area, the magnitude and location of this development would be consistent with all local and regional land use plans. Conversely, the No-Build Alternative would not encourage as much dense, transit-oriented development, and congestion resulting from over-capacity transportation facilities could inhibit the region from accommodating planned levels of growth."

Design Options

The Draft SEIS evaluated the potential benefits and impacts of the various design options, making the following findings relevant to Downtown Vancouver properties.

- The **"no C Street ramps"** design option would reduce the visual impacts to the Fort Vancouver National Historic Site but would result in additional traffic delay and longer travel times near the Mill Plain Boulevard interchange and in downtown Vancouver.
- The **"westward shift of the I-5 alignment"** design option would incrementally reduce impacts to the Fort Vancouver National Historic Site associated with

freeway reconstruction but would increase displacement in Downtown Vancouver by an additional 33 residential units (Normandy Apartments) and 3 businesses (Regal Cinemas complex, ~ 142 employees).

Refer to Tables 2 and 3 in the [Executive Summary](#) for a comparison of the **bridge configurations** and **auxiliary lane options**.

Park and Ride: Analysis included a total of 1,270 parking spaces in Vancouver near the proposed light rail stations. This amount was based on modeling that considers the project's potential to generate transit ridership, which is one criteria considered when seeking Federal Transit Administration (FTA) grant funding. The Draft SEIS reflects up to one park and ride facility near each of the two light rail stations in Downtown Vancouver, assuming 700 spaces in the vicinity of Evergreen Boulevard and 570 spaces in the Waterfront area.

There are five potential sites for park and ride facilities considered in the Draft SEIS, as described in [Chapter 2](#) of the report and summarized in Table 1 on the following page. The Draft SEIS compares these five locations across the range of potential impacts and benefits. It does not compare the potential scenarios of providing zero, one, or two park and ride facilities; it is an analysis of the highest potential impact scenario (providing two facilities with a total of 1,270 spaces).

IBR Program partners will consider the analysis in the Draft SEIS, public comments on the Draft SEIS, consistency with local and regional policies, costs, and operational and design factors to determine where and how to accommodate the spaces. The proposed park and ride solution will be documented in the Final SEIS and ROD.

The Land Use technical report of the Draft SEIS summarizes the local land use regulations that would apply to any park and ride(s). Under the City's Municipal Code, the CX (City Center) zone allows structured parking lots as a Limited Use subject to the provisions of 20.430.040. This section requires compatible design, transportation management plans, and a mix of uses with "active" ground floor uses along major roadways that serve high numbers of pedestrians. Vancouver's Comprehensive Plan includes policies to ensure that park and ride facilities are consistent with the goals of the relevant subarea plans and compatible with the surrounding development. It acknowledges that "the City of Vancouver does not prioritize the use of land in downtown Vancouver and near the waterfront for park and ride facilities."

Table 1: Summary of Park and Ride sites studied in the Draft SEIS

Label	Descriptor	Location	Assumptions*
P&R 1a / Waterfront Site 2	Columbia Way / under I-5	below the I-5 bridges immediately north of a realigned Columbia Way	multilevel aboveground structure
P&R 1b / Waterfront Site 1	Columbia Street/ SR 14	east side of Columbia Street between 3rd and 4th Streets - spanning the SR 14 westbound off-ramp	multilevel aboveground structure
P&R 1c / Waterfront Site 3	Waterfront Gateway Site**	along the west side of Columbia Street immediately north of Phil Arnold Way	joint use parking facility in coordination with City's Waterfront Gateway program
P&R 2a / Evergreen Site 1	Library Square	along the east side of C Street and south of Evergreen Boulevard	multilevel belowground joint use facility - coordinated with the Library Square development
P&R 2b / Evergreen Site 2	Columbia Credit Union	existing multistory garage located along the west side of C Street, between E 7th Street and E 8th Street	joint use parking facility via lease - could accommodate some of the 700 spaces, if needed

The Transportation analysis assumed the provision of two park and ride facilities (one near each light rail station in Downtown Vancouver) for a total of 1,270 spaces. According to the travel model used for the Draft SEIS, all park and ride spaces would be fully utilized (i.e., the lots would fill up each morning). As shown in Table 2 below, the Draft SEIS estimates that 10% of people using the light rail station at Evergreen Boulevard and 15% for the Waterfront station would get there by driving and parking at a park and ride facility. Bus (local and Bus Rapid Transit) would be the primary access mode for both stations (60-75%), while approximately 15% of Evergreen station users and 25% of Waterfront station users would use active transportation (walk, bike, or roll) to travel to and from the stations.

Table 2: Station Access by Mode Estimates in the Draft SEIS

Mode of travel to/from stations	Evergreen station	Waterfront station
Drive to a park and ride lot*	10%	15%
Take the bus (including the Vine)	75%	60%
Walk, bike, or other nonmotorized access	15%	25%
* People getting dropped off or picked up by car will increase the overall share of driving access. Pick-up/drop-off trips were manually added to the model to analyze the effects on intersection operations but are not reflected in the model outputs for station access by mode.		

The Draft SEIS finds that the park and rides would add traffic to the local street system, and some intersections near park and rides would experience reduced intersection operations, but that the park and ride site options would not significantly change intersection operations in the study area. It also finds that the park and ride options would not result in significant impacts related to acquisitions, land use, or visual quality, with the inclusion of mitigation measures, as summarized in Table 3 below. Because the park and ride options would not displace any housing or critical uses and would not significantly impact traffic operations or access to businesses, they would not adversely affect neighborhood cohesion or the economic conditions of Downtown.

Table 3: Summary of impact findings and mitigations for Park and Ride Options

Impacts	Mitigations
Acquisitions	
Two of the options would displace surface parking and one would displace a business; none of the park and ride options would displace residential uses or uses deemed critical to downtown Vancouver.	Depending on design and agreements, the IBR Program would be required to compensate current property owners, and potentially neighboring property owners, for any impacts to their current property use, parking, or access.
Visual Quality	
Park and ride facilities have the potential to change the visual environment of Downtown Vancouver, but compliance with Vancouver's regulations will ensure compatibility with the existing visual character of Downtown. While architectural design for park and ride facilities has not been determined yet, the design is assumed to use compatible	• Conduct public design charrettes during the final design phases to refine the plans for each station area and park and ride. • Incorporate design guidelines and consider input from downtown interested parties and the general public.

massing, materials, and landscaping in compliance with Vancouver regulations and guidelines related to building design and materials, lighting and signage, art elements, landscaping, and street trees. It notes that future design processes will include public workshops and meetings with interested parties.	• Buffer the park and ride from adjacent uses, mainly with landscaping but potentially with public art, fencing, or other elements, as feasible. • Comply with the City of Vancouver's Design Standards and review process. • To the extent feasible, eliminate potential glare from the park and ride structure components. • Incorporate public art reflective of the unique context at each park and ride facility.
Land Use	
None of the park and ride sites would have an adverse land use impact, such as: displacement of a use critical to the downtown (such as city hall); taking up too much local street capacity such that it impedes vehicular access to primary downtown uses (entertainment, civic, retail, residential, etc.); being radically different in scale, massing, or visual appearance from surrounding development; or conflict with local land use regulations (i.e., Vancouver's Comprehensive Plan or Municipal Code).	The IBR Program will avoid potential land use conflicts through planning and design efforts to support integration of park and ride facilities with current and planned land uses in Downtown Vancouver.

Guidance in Draft SEIS Analysis

This section summarizes the various plans and policies that are informing staff's analysis of the Draft SEIS in relation to Downtown Vancouver development. This includes policies adopted during the approval process for the Modified LPA in 2022, adopted plans, and planning efforts currently underway.

1. City of Vancouver Conditions of Approval for the Modified LPA:

- a. Park and ride sites will be determined in partnership with the City and C-TRAN, be designed to integrate with the community character and landscape, and not negatively impact multimodal access, safety, and circulation. *(Staff note: The Draft SEIS responds to this by denoting that design of any new structures will be subject to City regulations.)*
- b. The bridge design shall improve the existing user experience in downtown Vancouver, accounting for the health, safety and welfare of the general public. In circumstances where nuisances are reasonably

expected from the project design, impacts will be mitigated to the maximum extent practicable.

- c. Community connections shall be designed to connect historical and cultural landscape elements. These include but are not limited to a lid over I-5 connecting Downtown to the Historic Reserve, extension of Main Street, and redevelopment or re-use of land unencumbered by physical structure for the bridge itself or supporting water treatment facilities (5th Street to north bank of the Columbia River).

2. City of Vancouver Desired Outcomes Resolution for the Modified LPA:

- a. Support efforts to make current and future Downtown Vancouver a thriving and attractive place to live, work, and visit within the greater Portland-Vancouver region.
- b. Improve connectivity for all users among key downtown and Historic Reserve destinations to support economic vitality and placemaking opportunities.

3. IBR Program Commitments: As part of the Modified LPA approval process, IBR made the following commitment related to park and rides: *Conduct further analysis on the size and design of park and rides accounting for ridership and cost-effectiveness, impacts on the street network and integration with the surrounding land uses; document in the Supplemental Final Environmental Impact Statement (SFEIS).*

4. Federal Transit Administration (FTA) criteria to achieve funding for the program. Transit ridership (as measured by project trips, new transit trips, and reduction in vehicle miles traveled as a result of transit trip increases) is one of the factors included in the development of rating criteria that is used in FTA's Capital Investment Grant (CIG) program.

5. City's Downtown Parking Plan (Draft underway): Since development of the Modified LPA, the City has embarked on the development of a Downtown Parking Plan, including an inventory of the existing supply and utilization rates. This effort has found that Downtown Vancouver currently has approximately 14,000 spaces (~4,000 City-owned/managed and ~10,000 privately-owned) – including lots near Evergreen and Waterfront stations. Only about half of the current parking supply is consistently utilized, although shortages are perceived during certain times at specific locations (e.g., special events at Esther Short Park, at the waterfront on the weekends).

The implications of the Downtown Parking Plan inventory are that no additional public parking structures are needed to meet existing and projected demand, and that the City can better connect people to the existing supply through shared use agreements with private owners, technology, and improved wayfinding.

6. **CCRA's Downtown Redevelopment Study (Draft underway):** To prepare for the next wave of investment downtown and ensure that new development helps achieve the City's housing and job creation goals for downtown, the CCRA initiated a Downtown Redevelopment Study to identify redevelopment opportunity areas and strategic parcels that would be the most impactful to promoting continued growth and private investment in downtown. This study has identified Library Square and Waterfront Gateway as two of the most significant opportunity areas for attracting new investment downtown. Transit oriented development and maximizing the development potential of the property around the future light rail stations is expected to be central to near to mid-term development efforts.
7. **2023-29 Vancouver Strategic Plan:** The park and ride decision-making process should consider:
 - a. the City's core values (Livability, Equity and Inclusion, Innovation, Sustainability and Resilience, Trust and Relationships).
 - b. the strategic outcome for the Transportation and Mobility focus area: *Vancouver has a safe, future-ready and convenient transportation system that offers affordable and climate-friendly options for people to get where they need to be. All community members can walk, roll, bike, drive, and take transit to reach their destination. Vancouver considers the needs of different communities when designing transportation infrastructure and prioritizes equity.*
 - c. the performance measure to increase the share of people walking, bicycling, and using public transit or other alternatives to driving in downtown parking enforcement zones (TM.PM.5).
 - d. the goal to facilitate transit usage by designing neighborhoods that allow safe, non-motorized travel to transit facilities.

Staff Analysis

The Draft SEIS is based on conceptual designs for the primary components of the Modified LPA. This level of detail is appropriate for this stage of program development and implementation. As a program partner, City staff has been engaged in the planning and design process.

For example, City staff has begun a collaborative process with the IBR team to develop a site plan for the Community Connector, the proposed freeway lid adjacent to the future light rail station at Evergreen Boulevard. The process has involved focus groups with community leaders and interested parties in August 2024, the creation of an initial list of guiding principles for the Connector and its surroundings (Attachment B), and submittal of a grant application to help fund construction. As a next step, the City and IBR are planning to conduct community engagement on alternative concepts for the Community Connector. This effort is anticipated to occur in early 2025.

The Vancouver City Center Vision and Subarea Plan (VCCV) was adopted in 2007 and is considered outdated. For example, the existing VCCV goal to “connect downtown with the Vancouver National Historic Reserve via a 7th Street (Heritage Way) pedestrian bridge” reflects previous thinking. The two new I-5 crossings included in the IBR Program (Community Connector and path to Old Apple Tree Park) would serve this purpose. The VCCV will be updated after adoption of the Comprehensive Plan Update, which will set the overall land use framework for Downtown. The other studies and plans summarized in the previous section will provide further guidance on Downtown development.

Because the Draft SEIS is (understandably) based on adopted plans and not plans that are currently underway, some of the findings do not reflect the City’s current policy direction and goals – particularly related to the park and ride options. For example, the implications of the Downtown Parking Plan inventory are that no additional public parking structures are needed to meet existing and projected demand, and that the City can better connect people to the existing supply through shared use agreements with private owners, technology, and improved wayfinding. In addition, the City is proactively looking for ways to maximize transit-oriented development in the Downtown, with the identified park and ride sites (especially Library Square and Waterfront Gateway) as important redevelopment opportunities. New parking structures dedicated to a single use, such as park and ride, are not the highest and best use of land, based on the City’s current goals and priorities.

Furthermore, the Draft SEIS compared potential park and ride locations but not potential scenarios of zero, one, or two sites. It also did not analyze potential formats of the park and ride (i.e., existing or new, belowground or aboveground, shared use or single use). These types of comparisons, along with exploration of using existing parking supply, could help inform how much new parking is needed and in which form new parking should be provided.

The following are preliminary staff comments, based on review of the Draft SEIS findings to-date (note that this list of comments is not complete, as staff is still reviewing the technical reports and listening to public comment and feedback from the City’s boards and commissions):

1. To supplement the analysis of the Vancouver City Center Vision (VCCV) and Subarea Plan and existing Vancouver Comprehensive Plan, conduct **more City policy and planning review** of ongoing work, including: the 2025-2045 Comprehensive Plan update, Downtown Parking Plan, Waterfront Gateway redevelopment, Downtown Redevelopment Study, Downtown Design Guidelines, and Citywide economic and equitable development strategies.
2. Park and Ride facilities:
 - a. **Continue to work with the City to define the number of park and ride spaces** as soon as possible.
 - b. Evaluate the potential to use existing parking spaces to the maximum extent possible. Explore a dispersed parking program that connects transit riders to the existing supply.

- c. Compare 0, 1, or 2 new facilities, considering the differences between existing and new structures, below- or above-ground structures, and shared use and single use facilities.
 - d. Conduct more in-depth review and provide a more detailed analysis on the **potential for negative transportation, climate, land use, economic, visual, neighborhood, and equity/environmental justice effects** resulting from new, large parking structures.
 - e. Consider the **opportunity costs** of building a new parking structure compared to using the existing parking supply to meet demand and developing another use on the park and ride sites. Library Square, Waterfront Gateway and other park and ride sites represent important redevelopment opportunities that will have significant impacts on the future of Vancouver and its downtown. The Waterfront Gateway park and ride site should be removed from consideration.
 - f. Continue to **work with City staff and the community** to analyze the appropriate level and design of park and ride for any/all sites that may be required. Design must be high quality, human-scaled environment that prioritizes access by active transportation modes (walking, biking, etc.) and by bus and paratransit.
3. Further analyze findings related to **traffic impacts** on the local transportation system, from both park and ride related activity and increased bus service in the downtown area.
 4. Continue to support a collaborative, community-oriented process for developing a site plan for the **Community Connector**. Consider and incorporate the guiding principles for the Community Connector and its relationship to its surroundings to inform design decisions in the Evergreen focus area (Attachment B).

Action, Timeline, and Next Steps

Staff is requesting feedback from the City Center Redevelopment Authority on the following:

- What are your thoughts on the potential impacts and benefits identified in the Draft SEIS? Do you agree with the impact findings?
- How do the findings in the Draft SEIS align with downtown redevelopment and economic development priorities as articulated in existing City plans and work to date on Downtown Redevelopment Study, City Economic Development Strategy and Downtown Parking Plan? What aspects of the findings are inconsistent with the above priorities?
- Are the proposed mitigation measures sufficient to address potential negative impacts to downtown? What else would you recommend as mitigation measures?
- Any additional feedback on the Draft SEIS as it relates to CCRA's goals for downtown Vancouver?

CCRA's input will inform development and subsequent Council approval of a Final SEIS, which is anticipated late 2025. Staff will provide an update to the CCRA following the Draft SEIS comment period and subsequent milestones.

CCRA members may submit comment as individual community member, but should clarify that they are not commenting in their role as CCRA members. Please refer to the [Draft SEIS website](#) for information on the commenting process.

Staff Contacts:

Katherine Kelly, Senior Policy Advisor, Community Development Department,
Katherine.Kelly@cityofvancouver.us

Lori Severino, Senior Planner, Community Development Department,
Lori.Severino@cityofvancouver.us

Attachment(s):

- A. Inventory of affected parcels in Downtown Vancouver extracted from the Acquisitions Report
- B. City's initial list of guiding principles for the Community Connector and its surroundings

Appendix Table A4 - Downtown Vancouver Options 1 and 2 - Modified Locally Preferred Alternative and SR-14 Interchange without C Street Ramps

IBR ID#	Address	Zoning	Land Use	Acquisition Status ^a	Total Property Size (sqft)	Permanent Impact (sqft)	Subsurface Easement (sqft)	Temporary Construction Impact (sqft)
38279908	111 SE COLUMBIA WAY, VANCOUVER, 98661	CX	Parking	TCE	34,308	0	0	164
38279914	1105 E 5TH ST, VANCOUVER, 98661	CPX	Public - Park	Partial	8,382,860	10,129	0	35,949
38279916	605 E EVERGREEN BLVD, VANCOUVER, 98661	CPX	Public - Police	Partial	89,581	794	0	583
38279920	1009 E MCLOUGHLIN BLVD, VANCOUVER, 98663	CPX	Public - Park	Partial	393,631	15,835	0	866
38279927	N/A	CPX	Public - Park	Partial	88,754	7,655	0	0
38279930	N/A	CX	Rail	Partial	747	747	0	0
38279931	N/A	CPX	Utilities	TCE	10,939	0	0	2,040
38279934	N/A	CPX	Public - Park	Partial	22,164	5,063	0	3,302
38279935	112 SE COLUMBIA WAY, VANCOUVER, 98661	CPX	Public - Vacant	Partial	53,867	10,655	0	38,430
38279940	701 OFFICERS ROW, VANCOUVER, 98661	CPX	Commercial - Office	TCE	647,417	0	0	4,141
38279962	605 BARNES ST, VANCOUVER, 98661	CPX	Public - Park	Partial	474,838	8,803	0	638
38430000	101 E 6TH ST, VANCOUVER, 98660	CX	Commercial - Office	TCE	20,865	0	0	262
38470006	500 BROADWAY ST UNIT 501, VANCOUVER, 98660	CX	Multi Family Residential - Condos / Commercial	TCE	61,834	0	0	1,297
38470012	N/A	CX	Public - Vacant	TCE	5,076	0	0	1
38470012	N/A	CX	Public - Vacant	TCE	2,208	0	0	46
38470012	601 BROADWAY ST, VANCOUVER, 98660	CX	Hotel	TCE	20,328	0	0	950
38470012	606 BROADWAY ST, VANCOUVER, 98660	CX	Commercial - Retail	TCE	10,300	0	0	244
38470012	114 E 6TH ST, VANCOUVER, 98660	CX	Parking	TCE	4,554	0	0	134
38470012	318 E 7TH ST, VANCOUVER, 98660	CX	Multi Family Residential	Partial	29,719	705	6,851	0
38470012	901 C ST, VANCOUVER, 98660	CX	Public - Library	Partial	28,236	170	0	1,566
38470012	N/A	CX	Parking	Partial	40,150	0	4,370	36,056
38470012	N/A	CX	Vacant	Partial	63,649	1,146	36	58,517
38470012	801 C ST, VANCOUVER, 98660	CX	Commercial - Retail	Partial	70,147	4,242	11,627	0
38470012	N/A	CX	Vacant	Partial	17,104	0	0	17,104
38470012	N/A	CX	Parking	Partial	10,011	961	0	9,056
38470012	411 E EVERGREEN BLVD, VANCOUVER, 98660	CX	Parking	Partial	7,028	933	0	4,189
38470012	400 E EVERGREEN BLVD UNIT 1, VANCOUVER, 98660	CX	Commercial - Office	Partial	136,134	2,602	9,324	4,651

Appendix Table A4 - Downtown Vancouver Options 1 and 2 - Modified Locally Preferred Alternative and SR-14 Interchange without C Street Ramps

IBR ID#	Address	Zoning	Land Use	Acquisition Status ^a	Total Property Size (sqft)	Permanent Impact (sqft)	Subsurface Easement (sqft)	Temporary Construction Impact (sqft)
38470012	400 E EVERGREEN BLVD, VANCOUVER, 98660	CX	Parking	Subsurface Easement	70,541	0	8,875	2,549
38470012	415 E 13TH ST, VANCOUVER, 98660	CX	Commercial - Retail	Subsurface Easement	40,001	0	2,541	263
38470012	305 E MILL PLAIN BLVD, VANCOUVER, 98660	CX	Multi Family Residential	TCE	40,005	0	0	130
38470012	409 E MILL PLAIN BLVD, VANCOUVER, 98660	CX	Multi Family Residential	TCE	14,998	0	0	395
38470012	400 E MILL PLAIN BLVD, VANCOUVER, 98660	CX	Commercial - Office	TCE	30,619	0	0	1,060
38470012	N/A	CX	Commercial - Parking	TCE	16,002	0	0	779
38470012	404 E 15TH ST, VANCOUVER, 98663	CX	Commercial - Office	TCE	25,150	0	0	1,531
38470012	1601 G ST, VANCOUVER, 98663	CX	Commercial - Office	TCE	9,448	0	0	0
38470012	102 SE COLUMBIA WAY, VANCOUVER, 98661	CX	Utilities	Full	2,310	2,310	0	0
38470012	100 SE COLUMBIA WAY, VANCOUVER, 98661	CX	Utilities	Full	6,000	6,000	0	0
38470012	101 SE COLUMBIA WAY, VANCOUVER, 98661	CX	Parking	Partial	25,415	27	0	225
38470012	N/A	CX	Utilities	Partial	2,741	0	0	2,741
38470012	N/A	CX	Rail	Partial	6,131	3,299	0	1,922
38470012	N/A	CX	Public - Vacant	Full	3,390	3,390	0	0
38470012	500 MAIN ST, VANCOUVER, 98660	CX	Commercial - Retail	TCE	9,998	0	0	434
38470012	507 COLUMBIA ST, VANCOUVER, 98660	CX	Commercial - Retail	TCE	10,004	0	0	390
38470012	412 WASHINGTON ST, VANCOUVER, 98660	CX	Under Construction	Partial	31,556	1,076	0	3,585
38470012	210 W 4TH ST, VANCOUVER, 98660	CX	Commercial - Retail	Partial	8,901	917	0	1,170
38470012	N/A	CX	Parking	Full	5,036	5,036	0	0
38470012	N/A	CX	Parking	Full	4,937	4,937	0	0
38470012	215 W 4TH ST, VANCOUVER, 98660	CX	Commercial - Office	Full	10,022	10,022	0	0
38470012	N/A	CX	Parking	Full	4,989	4,989	0	0
38470012	210 W 3RD ST, VANCOUVER, 98660	CX	Commercial - Office	Full	10,020	10,020	0	0
38470012	201 COLUMBIA ST, VANCOUVER, 98661	CX	Rail	Full	5,054	5,054	0	0
38470012	N/A	CX	Public - Parking	TCE	14,058	0	0	13,909
38470012	400 COLUMBIA ST, VANCOUVER, 98660	CX	Commercial - Office	TCE	10,058	0	0	10,058

Appendix Table A4 - Downtown Vancouver Options 1 and 2 - Modified Locally Preferred Alternative and SR-14 Interchange without C Street Ramps

IBR ID#	Address	Zoning	Land Use	Acquisition Status ^a	Total Property Size (sqft)	Permanent Impact (sqft)	Subsurface Easement (sqft)	Temporary Construction Impact (sqft)
38470012	390 COLUMBIA ST, VANCOUVER, 98660	CX	Public - Parking	TCE	20,281	0	0	19,250
38470012	318 W 4TH ST, VANCOUVER, 98660	CX	Parking	TCE	22,194	0	0	21,086
38470012	N/A	CX	Rail	Partial	4,249	0	0	176
38470012	304 COLUMBIA ST, VANCOUVER, 98660	CX	Utilities	Partial	4,019	0	0	646
38470012	N/A	CX	Vacant	TCE	37,468	0	0	252
38470012	501 W COLUMBIA WAY, VANCOUVER, 98660	Water	Vacant	TCE	56,045	0	0	0
38470012	N/A	CX	Vacant	TCE	34,127	0	0	3
38470012	N/A	CX	Vacant	TCE	45,949	0	0	880
38470012	100 COLUMBIA ST, VANCOUVER, 98660	Water	Vacant	Partial	35,381	13,613	0	1,886
38470012	N/A	CX	Utilities	Partial	9,721	330	0	9,398
38470012	N/A	CX	Commercial - Retail	TCE	40,005	0	0	130
38470012	N/A	CX	Parking	Partial	21,000	345	0	512
38470012	N/A	CX	Parking	TCE	45,275	0	0	562
38470012	N/A	CX	Parking	Partial	3,216	1,609	0	356
38470012	275 W 3RD ST UNIT 200, VANCOUVER, 98660	CX	Commercial - Office	Full	10,294	10,294	0	0
38470012	275 W 3RD ST UNIT 300, VANCOUVER, 98660	CX	Commercial - Office	Full	10,294	10,294	0	0
38470012	275 W 3RD ST UNIT 400, VANCOUVER, 98660	CX	Commercial - Office	Full	10,294	10,294	0	0
38470012	275 W 3RD ST UNIT 500, VANCOUVER, 98660	CX	Commercial - Office	Full	10,294	10,294	0	0
38470012	275 W 3RD ST UNIT 600, VANCOUVER, 98660	CX	Commercial - Office	Full	10,294	10,294	0	0
986053203	NA	Park	Commercial - Office	Partial	440,058	3,651	0	22,445

a - Properties identified as Subsurface Easement are included as Partial Acquisitions in Table 4-4

Acquisition Status Key

Full = Property will be purchased by Project

Partial = A portion of the property will be purchased by the Project

Subsurface Easement = A subsurface easement will be purchased over a portion of the property to support the Project.

TCE = A temporary construction easement will be purchased over a portion of the property to be used during construction.

* Indicates condominium ownership in a multi-use, commercial-residential tower.

Appendix Table A5 - Downtown Vancouver Option 3 - I-5 Mainline Westward Shift

IBR ID#	Address	Zoning	Land Use	Acquisition Status ^a	Total Property Size (sqft)	Permanent Impact (sqft)	Subsurface Easement (sqft)	Temporary Construction Impact (sqft)
38279908	111 SE COLUMBIA WAY, VANCOUVER, 98661	CX	Parking	TCE	34,308	0	0	164
38279914	1105 E 5TH ST, VANCOUVER, 98661	CPX	Public - Park	Partial	8,382,860	10,129	0	35,949
38279916	605 E EVERGREEN BLVD, VANCOUVER, 98661	CPX	Public - Police	Partial	89,581	790	0	583
38279920	1009 E MCLOUGHLIN BLVD, VANCOUVER, 98663	CPX	Public - Park	Partial	393,631	4,725	0	866
38279927	N/A	CPX	Public - Park	Partial	88,754	0	0	0
38279930	N/A	CX	Rail	Partial	747	747	0	0
38279931	N/A	CPX	Utilities	TCE	10,939	0	0	2,040
38279934	N/A	CPX	Public - Park	Partial	22,164	5,056	0	3,302
38279935	112 SE COLUMBIA WAY, VANCOUVER, 98661	CPX	Public - Vacant	Partial	53,867	10,651	0	38,430
38279940	701 OFFICERS ROW, VANCOUVER, 98661	CPX	Commercial - Office	TCE	647,417	0	0	4,141
38279962	605 BARNES ST, VANCOUVER, 98661	CPX	Public - Park	Partial	474,838	123	0	638
38430000	101 E 6TH ST, VANCOUVER, 98660	CX	Commercial - Office	TCE	20,865	0	0	262
38470004*	500 BROADWAY ST UNIT 501, VANCOUVER, 98660	CX	Multi Family Residential - Condos / Commercial	TCE	61,834	0	0	1,297
38470004	N/A	CX	Public - Vacant	TCE	5,076	0	0	1
38470004	N/A	CX	Public - Vacant	TCE	2,208	0	0	46
38470004	601 BROADWAY ST, VANCOUVER, 98660	CX	Hotel	TCE	20,328	0	0	950
38470004	606 BROADWAY ST, VANCOUVER, 98660	CX	Commercial - Retail	TCE	10,300	0	0	244
38470004	114 E 6TH ST, VANCOUVER, 98660	CX	Parking	TCE	4,554	0	0	134
38470004	318 E 7TH ST, VANCOUVER, 98660	CX	Multi Family Residential	Full	29,719	29,719	0	0
38470004	901 C ST, VANCOUVER, 98660	CX	Public - Library	Partial	28,236	170	0	1,566
38470004	N/A	CX	Parking	Partial	40,150	4,094	0	36,056
38470004	N/A	CX	Vacant	Partial	63,649	5,132	0	58,517
38470004	801 C ST, VANCOUVER, 98660	CX	Commercial - Retail	Full	70,147	70,147	0	0
38470004	N/A	CX	Vacant	Partial	17,104	0	0	17,104
38470004	N/A	CX	Parking	Partial	10,011	954	0	9,056
38470004	411 E EVERGREEN BLVD, VANCOUVER, 98660	CX	Parking	Partial	7,028	2,838	0	4,189
38470004	400 E EVERGREEN BLVD UNIT 1, VANCOUVER, 98660	CX	Commercial - Office	Partial	136,134	9,396	12,844	4,651

Appendix Table A5 - Downtown Vancouver Option 3 - I-5 Mainline Westward Shift

IBR ID#	Address	Zoning	Land Use	Acquisition Status ^a	Total Property Size (sqft)	Permanent Impact (sqft)	Subsurface Easement (sqft)	Temporary Construction Impact (sqft)
38470004	400 E EVERGREEN BLVD, VANCOUVER, 98660	CX	Parking	Subsurface Easement	70,541	0	11,583	2,549
38470004	415 E 13TH ST, VANCOUVER, 98660	CX	Commercial - Retail	Subsurface Easement	40,001	0	3,658	263
38470004	305 E MILL PLAIN BLVD, VANCOUVER, 98660	CX	Multi Family Residential	TCE	40,005	0	0	130
38470004	409 E MILL PLAIN BLVD, VANCOUVER, 98660	CX	Multi Family Residential	TCE	14,998	0	0	395
38470004	400 E MILL PLAIN BLVD, VANCOUVER, 98660	CX	Commercial - Office	TCE	30,619	0	0	1,060
38470004	N/A	CX	Commercial - Parking	TCE	16,002	0	0	779
38470004	404 E 15TH ST, VANCOUVER, 98663	CX	Commercial - Office	TCE	25,150	0	0	1,531
38470004	102 SE COLUMBIA WAY, VANCOUVER, 98661	CX	Utilities	Full	2,310	2,310	0	0
38470004	100 SE COLUMBIA WAY, VANCOUVER, 98661	CX	Utilities	Full	6,000	6,000	0	0
38470004	101 SE COLUMBIA WAY, VANCOUVER, 98661	CX	Parking	Partial	25,415	26	0	225
38470004	N/A	CX	Utilities	Partial	2,741	0	0	2,741
38470004	N/A	CX	Rail	Partial	6,131	3,302	0	1,922
38470004	N/A	CX	Public - Vacant	Full	3,390	3,390	0	0
38470004	500 MAIN ST, VANCOUVER, 98660	CX	Commercial - Retail	TCE	9,998	0	0	434
38470004	507 COLUMBIA ST, VANCOUVER, 98660	CX	Commercial - Retail	TCE	10,004	0	0	390
38470004	412 WASHINGTON ST, VANCOUVER, 98660	CX	Under Construction	Partial	31,556	1,083	0	3,585
38470004	210 W 4TH ST, VANCOUVER, 98660	CX	Commercial - Retail	Partial	8,901	921	0	1,170
38470004	N/A	CX	Parking	Full	5,036	5,036	0	0
38470004	N/A	CX	Parking	Full	4,937	4,937	0	0
38470004	215 W 4TH ST, VANCOUVER, 98660	CX	Commercial - Office	Full	10,022	10,022	0	0
38470004	N/A	CX	Parking	Full	4,989	4,989	0	0
38470004	210 W 3RD ST, VANCOUVER, 98660	CX	Commercial - Office	Full	10,020	10,020	0	0
38470004	201 COLUMBIA ST, VANCOUVER, 98661	CX	Rail	Full	5,054	5,054	0	0
38470004	N/A	CX	Public - Parking	TCE	14,058	0	0	13,909
38470004	400 COLUMBIA ST, VANCOUVER, 98660	CX	Commercial - Office	TCE	10,058	0	0	10,058

Appendix Table A5 - Downtown Vancouver Option 3 - I-5 Mainline Westward Shift

IBR ID#	Address	Zoning	Land Use	Acquisition Status ^a	Total Property Size (sqft)	Permanent Impact (sqft)	Subsurface Easement (sqft)	Temporary Construction Impact (sqft)
38470004	390 COLUMBIA ST, VANCOUVER, 98660	CX	Public - Parking	TCE	20,281	0	0	19,250
38470004	318 W 4TH ST, VANCOUVER, 98660	CX	Parking	TCE	22,194	0	0	21,086
38470004	N/A	CX	Rail	Partial	4,249	0	0	176
38470004	304 COLUMBIA ST, VANCOUVER, 98660	CX	Utilities	Partial	4,019	0	0	646
38470004	N/A	CX	Vacant	TCE	37,468	0	0	252
38470004	501 W COLUMBIA WAY, VANCOUVER, 98660	Water	Vacant	TCE	56,045	0	0	0
38470004	N/A	CX	Vacant	TCE	34,127	0	0	3
38470004	N/A	CX	Vacant	TCE	45,949	0	0	880
38470004	100 COLUMBIA ST, VANCOUVER, 98660	Water	Vacant	Partial	35,381	13,623	0	1,886
38470004	N/A	CX	Utilities	Partial	9,721	323	0	9,398
38470004	N/A	CX	Commercial - Retail	TCE	40,005	0	0	130
38470004	N/A	CX	Parking	Partial	21,000	347	0	512
38470004	N/A	CX	Parking	TCE	45,275	0	0	562
38470004	N/A	CX	Parking	Partial	3,216	1,612	0	356
38470004	275 W 3RD ST UNIT 200, VANCOUVER, 98660	CX	Commercial - Office	Full	10,294	10,294	0	0
38470004	275 W 3RD ST UNIT 300, VANCOUVER, 98660	CX	Commercial - Office	Full	10,294	10,294	0	0
38470004	275 W 3RD ST UNIT 400, VANCOUVER, 98660	CX	Commercial - Office	Full	10,294	10,294	0	0
38470004	275 W 3RD ST UNIT 500, VANCOUVER, 98660	CX	Commercial - Office	Full	10,294	10,294	0	0
38470004	275 W 3RD ST UNIT 600, VANCOUVER, 98660	CX	Commercial - Office	Full	10,294	10,294	0	0

a - Properties identified as Subsurface Easement are included as Partial Acquisitions in Table 4-4

Acquisition Status Key

Full = Property will be purchased by Project

Partial = A portion of the property will be purchased by the Project

Subsurface Easement = A subsurface easement will be purchased over a portion of the property to support the Project.

TCE = A temporary construction easement will be purchased over a portion of the property to be used during construction.

* Indicates condominium ownership in a multi-use, commercial-residential tower.

Appendix Table A6 - Waterfront Park Ride

IBR ID#	Zoning	Land Use	Total Property Size (sqft)	Waterfront Site 1 (4th & Washington) Acquisition Status ^a	Waterfront Site 2 (Under Bridge) Acquisition Status	Waterfront Alt Site 3 (4th & Columbia) Acquisition Status
48470000	CX	Parking	5,026	No Impact	Full	No Impact
48790000	CX	Parking	22,194	No Impact	No Impact	Full
48760000	CX	Public - Parking	20,281	No Impact	No Impact	Full
48750000	CX	Commercial - Office	10,058	No Impact	No Impact	Full
48740000	CX	Public - Parking	14,058	No Impact	No Impact	Full

a - No additional acquisitions required for Waterfront Site 1.

Acquisition Status Key

Full = Property will be purchased by Project

Partial = A portion of the property will be purchased by the Project

Subsurface Easement = A subsurface easement will be purchased over a portion of the property to support the Project.

TCE = A temporary construction easement will be purchased over a portion of the property to be used during construction.

Appendix Table A7 - Evergreen Park Ride

IBR ID#	Zoning	Land Use	Total Property Size (sqft)	Evergreen Site 1 (Vancouver Library) Acquisition Status	Evergreen Site 2 (Broadway & E 8th St) Acquisition Status ^a
39214000	CX	Parking	7,028	Full	No Impact
38826000	CX	Parking	40,150	Full	No Impact
39212000	CX	Parking	10,011	Full	No Impact
39198000	CX	Vacant	17,104	Full	No Impact
38828000	CX	Vacant	63,649	Full	No Impact

a - No additional acquisitions required for Evergreen Site 2 pending agreement with current owner.

Acquisition Status Key

Full = Property will be purchased by Project

Partial = A portion of the property will be purchased by the Project

Subsurface Easement = A subsurface easement will be purchased over a portion of the property to support the Project.

TCE = A temporary construction easement will be purchased over a portion of the property to be used during construction.

Attachment B

The following is the City of Vancouver's initial list of guiding principles for the Community Connector and its surroundings:

Desired Outcomes, based on community and stakeholder input to date:

- Reconnect the east and west sides of I-5
- Provide a safe, well-maintained public space that integrates the Downtown and Historic Reserve
- Reflect local culture, history, and the needs/aspirations of the existing community
- Coordinate the design with the development of the transit station, Library Square site, and other surrounding uses
- Support a new “mobility hub” within the Downtown “transit district” (with safe, convenient transfers between modes)
- Build a resilient, adaptable structure (work in a variety of weather, allow change over time)

Place-making Principles

- There is an integrated design for the Evergreen Station, the Community Connector, Library Square site, the interface with the Historic Reserve, and the surrounding street network – strengthening the connection between the two sides of the freeway.
- Together, the spaces create an inclusive hub for Vancouver – where community members can gather and all people feel welcome and safe.
- The spaces provide a visual and symbolic “gateway” to Vancouver and the State of Washington – celebrating the local culture of today and honoring the many histories of the surrounding area and the city's people.
- The spaces integrate a pedestrian-oriented corridor that aligns with 9th Street and supports active uses and special events.
- The spaces promote stronger regional connectedness.

Transportation Principles

- The Connector serves as an important active transportation corridor that supports walking, biking, and micro-mobility.
- Local bus and Bus Rapid Transit (BRT) connections to and from the Evergreen light rail station are safe, convenient (short), and accessible to all transit riders.
- Wayfinding through the space is intuitive – with direct routes and clear sight lines to key destinations.
- Bus turning and through movements support efficient transit operations, while minimizing interference with pedestrian movement.

- Facilities needed to support transit operations are integrated into the space in ways that minimize conflicts with pedestrian flows and sight lines.

Design Principles

- Transportation facilities are strategically located and designed to promote safety – separating faster moving modes from slower moving ones and gathering places.
- The use of “Crime prevention through environmental design” (CPTED) principles promote security by providing “eyes” on public spaces.
- The space, including any landscaping, is designed to:
 - be flexible and adaptable (with evolving uses over time);
 - be cost effective to build and maintain;
 - promote environmental sustainability (low carbon materials and methods);
 - be resilient to weather events; and
 - provide visual, noise, and air quality buffers from the freeway and transit guideway.



CITY OF
Vancouver
WASHINGTON

Interstate Bridge Replacement (IBR) Program

Draft Supplemental Impact Statement (DSEIS)

City Center Redevelopment Authority

October 17, 2024

Katherine Kelly, Policy Advisor
Lori Severino, Senior Planner
Community Development Department



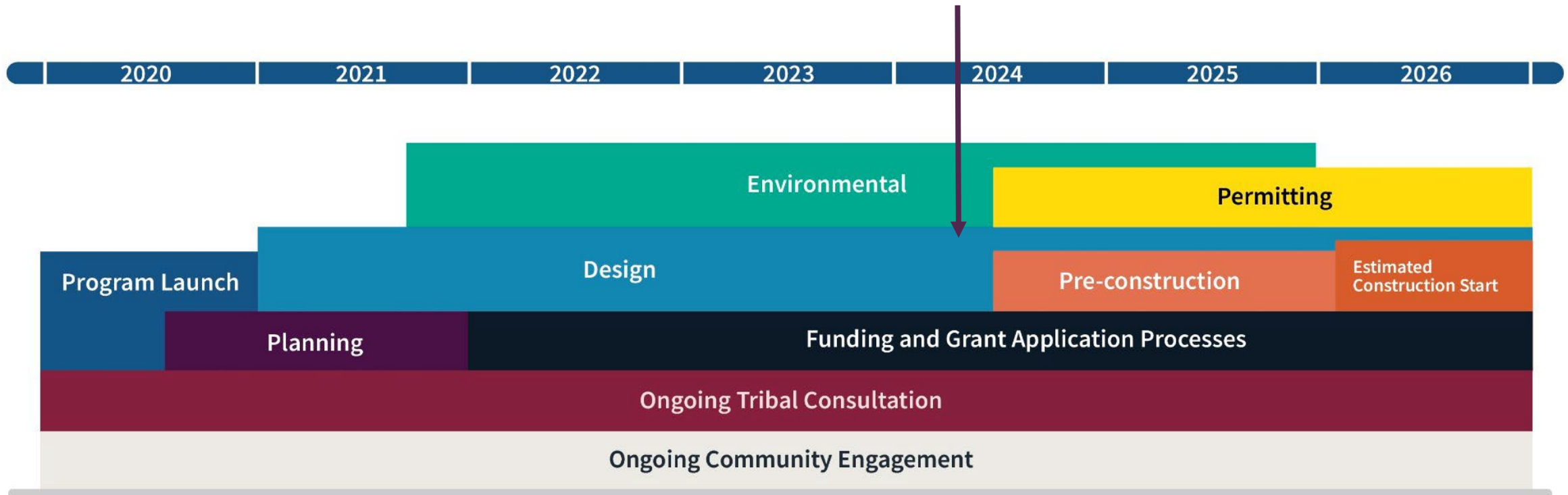
Agenda

- Introduction
- IBR Program overview
- Summary of relevant findings in the Draft SEIS
- Summary of staff comments on findings to date
- Discussion



IBR Program Schedule

Draft SEIS 60-day public comment
period (Sept. 20 – Nov. 18, 2024)



Schedule will be updated as needed to reflect program changes and timeline.



Modified Locally Preferred Alternative (LPA)

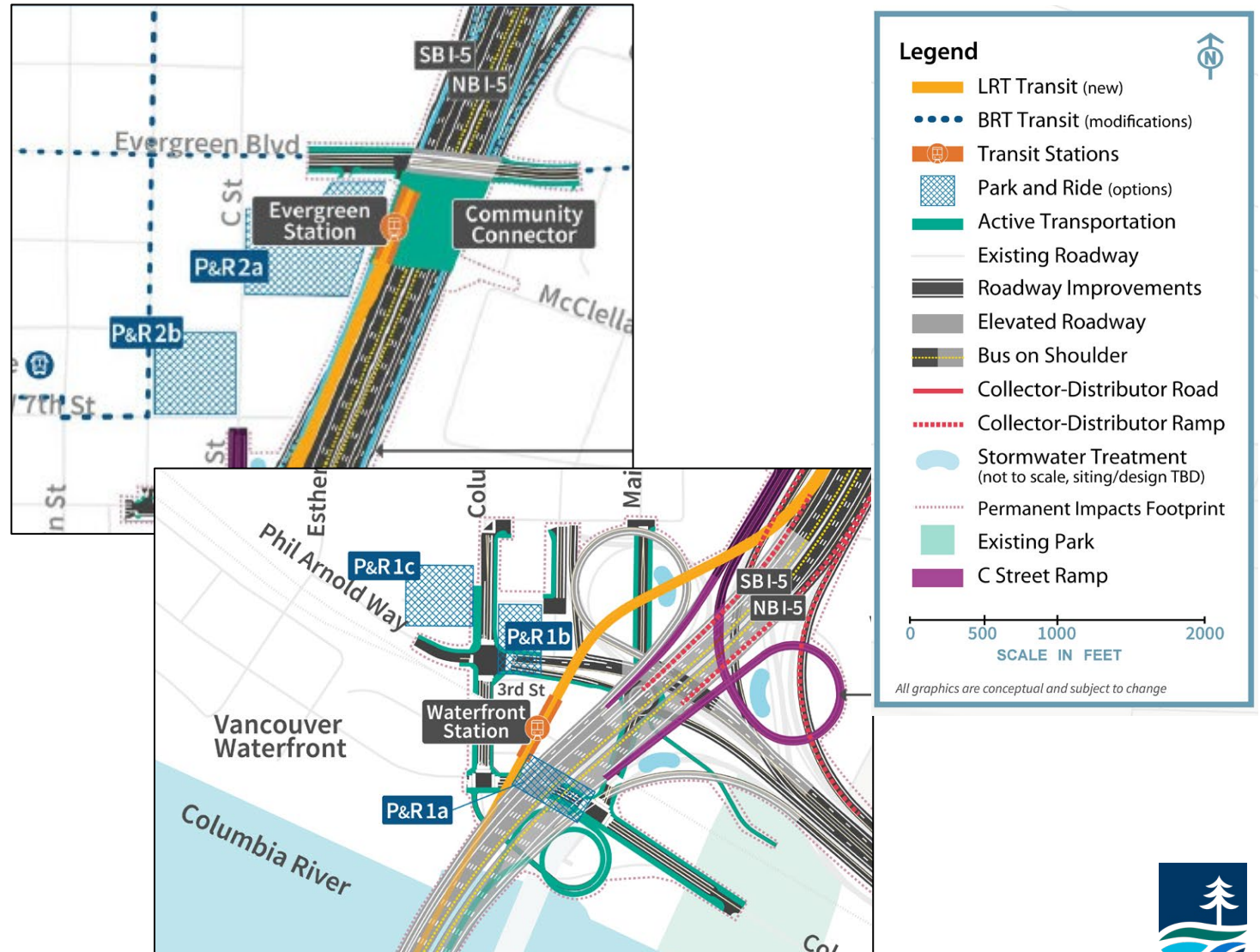


Downtown Vancouver



Park & Ride Options in Draft SEIS

- Five sites analyzed
- No more than 2 (total) Park & Ride sites would be implemented for IBR Program
- Analysis based on 1,270 parking spaces
 - 700 spaces near Evergreen
 - 570 spaces near the Waterfront





Draft SEIS Findings:

Findings summarized in the following slides represent what is included in the IBR Program's environmental analysis



Draft SEIS Findings: Acquisitions

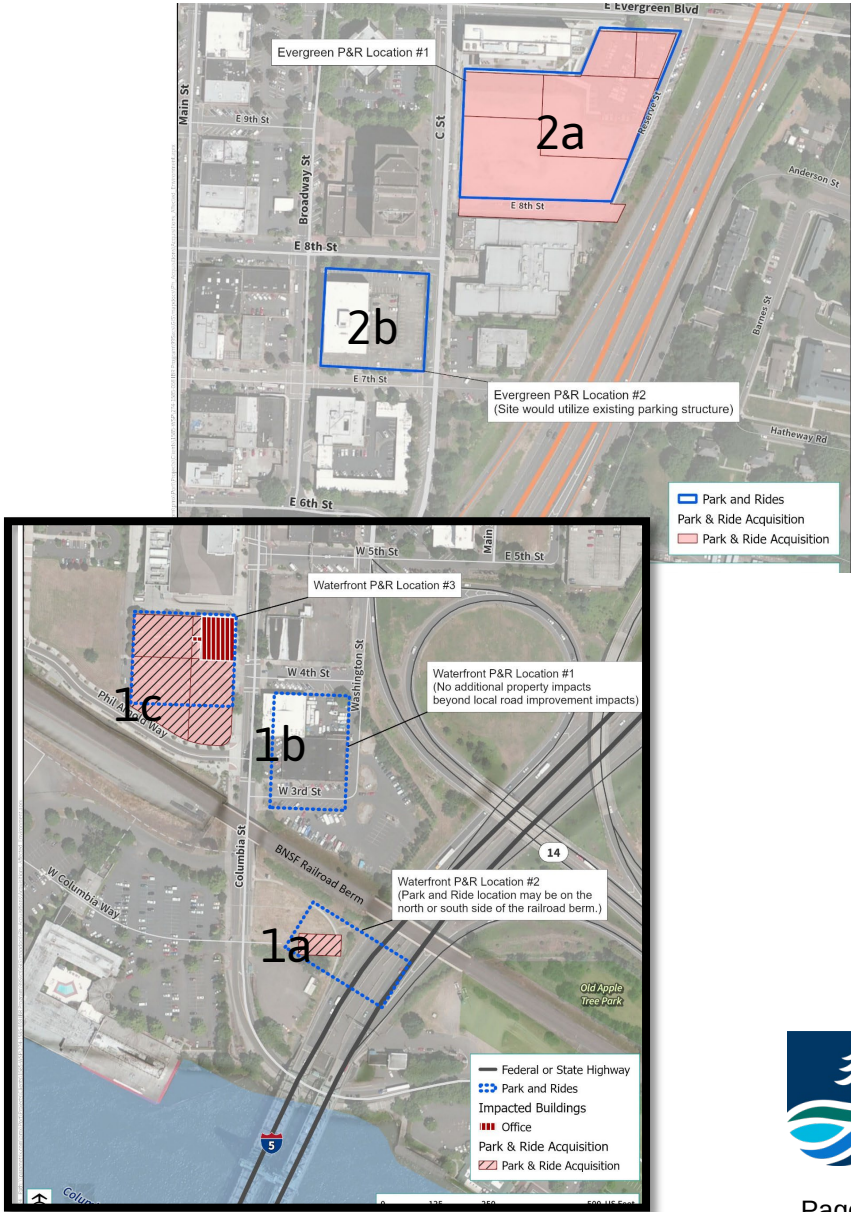
- The Modified LPA requires some acquisitions of properties in Downtown Vancouver.
 - 45 parcels affected
 - Permanent acquisition (in fee) of 4.5 acres
 - Displacement of 10 businesses, with ~ 400 employees
- “Westward shift of I-5” design option impacts an additional 33 residential units (Normandy Apartments) and 3 businesses (Regal Cinemas complex, ~ 142 employees).



Draft Findings: Park and Ride Acquisitions & Displacements

	Identifier	Additional Property Acquisition*	Additional Displacement Impacts
Evergreen Area	2a) Library Square	3.16 Acres (5 parcels)	3 parcels used for library parking
	2b) Columbia Credit Union	None – lease required	None
Waterfront Area	1a) Columbia Way/Under I-5	.1 acre (1 parcel)	Small amt. of public pkng.
	1b) Columbia St./SR14	None	None
	1c) Waterfront Gateway Site	1/5 acres (4 parcels)	1 business ~53 employees*

Does not include WSDOT-owned property or right of way or City-owned right of way.



Summary of Draft SEIS Findings

Park and Ride Options

- Park and rides would be subject to Vancouver's regulations.
- Park and rides would add traffic to local streets and reduce intersection operations, but would **not significantly change intersection operation results** in the study area.
- None of the options would **displace housing or uses that are critical** to downtown Vancouver.
- Park and rides would not cause impacts to **neighborhood cohesion** or **economic conditions**.
- Park and rides can be designed to **support the Downtown vision**, integrate with current and planned land uses, and be compatible with the visual character of Downtown.



Summary of Draft SEIS Findings

Other Topics

- **Transportation**- changes in access and circulation; minimal impacts on operational performance of local streets
- **Economics**- benefits to businesses, works and freight industry; economic growth; new transit connections; some property and sales tax impacts
- **Land Use**- generally supports land use and development plans and policies;
- **Visual Quality**- limited impacts
- **Noise and Vibration**- limited impacts





Initial Staff Comments:

Comments summarized on the following slides represent initial staff review of Draft SEIS findings



Initial Staff Comments on Draft SEIS

- Work toward alignment with recently approved and planning efforts underway:
 - 2025-2045 Comprehensive Plan update
 - Waterfront Gateway redevelopment plan
 - Citywide Economic Development and Equitable Development Strategies
 - Downtown Parking Plan
 - Downtown Redevelopment Study
 - Downtown Design Guidelines
- Further analyze findings related to traffic impacts on the local transportation system, from both park and ride related activity and increased bus service in the downtown area.



Initial Staff Comments on Draft SEIS

Park and Ride Options

- Seek confirmation on the amount of park and ride spaces needed ASAP.
- Consider use of existing parking supply including a dispersed parking option.
- Provide more in-depth review of climate, land use, economic, visual, neighborhood, and equity/environmental justice effects from large park and ride sites.
- Consider opportunity costs of new structures vs. use of existing supply and preserving park and ride sites for future redevelopment.
- Remove Waterfront Gateway (P&R 1c) as an option.
- Design must be high quality, human-scaled environment that prioritizes access by active transportation modes (walking, biking, etc.) and bus/paratransit.



Community Connector

Collaborative process with IBR to develop a site plan

Completed:

- Developed an initial list of guiding principles
- Co-hosted focus groups with community leaders and interested parties in August 2024
- Submitted a grant application to help fund construction

Next step:

- Conduct community engagement on alternative concepts in early 2025



Discussion

- What are your **thoughts on the potential impacts and benefits** identified in the Draft SEIS? Do you agree with the impact findings?
- How do the findings in the Draft SEIS **align with downtown redevelopment and economic development priorities** as articulated in existing City plans and work to date on Downtown Redevelopment Study, City Economic Development Strategy and Downtown Parking Plan? What aspects of the findings are **inconsistent with the above priorities**?
- Are the **proposed mitigation measures sufficient** to address potential negative impacts to downtown? What else would you recommend as mitigation measures?
- **Any additional feedback** on the Draft SEIS as it relates to CCRA's goals for downtown Vancouver?



Draft SEIS Comment Period

<https://www.interstatebridge.org/DraftSEIS>

How to submit comments:

- Public hearings:
 - In-person open house in Vancouver: **Oct 15**
 - In-person open house in Portland: Oct 17
 - 2 virtual events: **Oct. 26 and Oct. 30**
- Online comment form
- Email
- Voicemail
- Physical mail

How to Engage:

IBR-led

- Virtual Community Briefings
- Office hours with IBR staff
- Advisory Group Meetings
- Table at Vancouver events: Dia de Muertos on **Oct. 19** and Downtown Farmer's Market on **Oct. 26**
- Neighborhood Association and CBO outreach

City-led

- Presentations to City of Vancouver Commissions
- City table at Old Apple Tree Festival on Oct. 5
- Social media and newsletter outreach



Learn more about the Draft SEIS and how to participate at:

<https://www.interstatebridge.org/DraftSEIS>

Staff contacts:

Katherine Kelly, katherine.kelly@cityofvancouver.us

Lori Severino, lori.severino@cityofvancouver.us





MEMORANDUM

DATE: October 17, 2024

TO: City Center Redevelopment Authority

FROM: Jason Nortz, Development Review Manager, Community Development
Greg Turner, Land Use Manager, Community Development
Chris Sensenig, Raimi and Associates

RE: **Downtown Design Guidelines Update**

CC: Patrick Quinton, Executive Director, CCRA

The City is currently updating its Downtown Design Guidelines Manual to ensure alignment with current City policies and goals. The memo includes the history of using design guidelines in the City as well as a timeline and process for next steps.

Background

The City of Vancouver established design guidelines for the downtown area in 1978 to assist architects and developers in their efforts to ensure quality design in their projects as well as compatibility with the existing urban fabric and alignment with broad City goals. The original design guidelines were updated in 1995 and became the Downtown Design Guidelines Manual, and these are still in place today. The guidelines are the primary tool applied by review staff when evaluating the design of proposed projects within the design review area.

In 1998, the City adopted the Esther Short Redevelopment Plan around Esther Short Park and then expanded the area in 2007 to include the 130-block area of downtown with the adoption of the Vancouver City Center Vision (VCCV) Subarea plan (Exhibit A). The VCCV plan was intended to guide continued growth by encouraging residential development and creating a dynamic and rich mix of residential, cultural, civic, retail and entertainment places that attract growth, jobs and round-the-clock activity. Since the adoption of the guidelines as well as the VCCV plan, the pace and scale of development in the downtown has dramatically increased, and the City is now seeing the need for more robust and updated design guidelines to address development scenarios not covered in the current guidelines, including large urban scale buildings. As development interest continues to grow in Downtown Vancouver, City staff have identified a need for the guidelines to be updated to better streamline the review process for both the City staff reviewers and the applicant. The goal is to have updated guidelines that are clear and concise, but still allow for flexibility and are not overly prescriptive.

Updated Vancouver Downtown Design Guidelines (VDDG)

The VDDG Manual is organized around key design topics. Each design topic includes an Intent Statement that outlines the design goals for each topic. A series of guidelines follow for each topic outlining design guidance on how to meet the design intent for each topic. Addressing guidelines are a requirement of design approval. To further explain the intent of the design guidelines, diagrams and images are provided for reference. Precedents are shown to illustrate recommended and discouraged design details. A VDDG Checklist will be included that summarizes the design requirements. The checklist is required to be completed and submitted along with project application for review. Applicants will be required to fill out the checklist and provide a narrative description and supporting drawings that document compliance with the design guidelines.

Heritage Overlay Districts

The focus of the VDDG update as it relates to the Heritage Overlay Districts is to complement Chapter 20.510 of the Vancouver Municipal Code (VMC) through the provision of more actionable design guidelines related to new construction and how it should enhance and expand the economic, cultural, and architectural attraction of the area. The VDDG accomplishes this by providing detailed guidance about vertical and horizontal design patterns and materiality to ensure new construction enhances the historic nature of the district.

The design guidelines are not intended to replace the review process and standards identified in [VMC 20.510.030 Review Process, Heritage Overlay District but to reinforce the historic character of the Heritage Overlay Districts](#).

Design Review Process

Per [VMC 20.265](#) the purpose of the design review process is to allow for architectural and design review of new construction and exterior improvements to buildings and developments in the Vancouver's downtown areas prior to or in conjunction with a formal land use approval. The purpose is to:

1. Preserve the character and quality of the City's cultural, historical and architectural heritage (as noted above).
2. Protect certain public investments and ensure compatibility between public and private developments.
3. Encourage innovation and flexibility in design of new developments while maintaining standards necessary to protect the public interest.
4. Ensure design compatibility between existing and new development.
5. Promote qualities in the built environment that enhance the value of the area to the community.
6. Ensure compliance of development projects with *adopted City design guidelines and plans*.

Per the review criteria in VMC 20.265 the Planning Official shall base all reviews of the design of any proposed construction, remodeling or development according to the required zoning standards in VMC Title 20 and the Downtown Design Guidelines Manual.

Because the City is adopting a new Downtown Design Guidelines Manual that is referenced in the VMC this is considered a text change and therefore subject to the requirements outlined in VMC 20.285 Text and Map Amendments. All proposed text changes shall be reviewed by the Planning Commission. Vancouver Municipal Code 20.285.070 provides the approval criteria for comprehensive plan or zoning code text amendments:

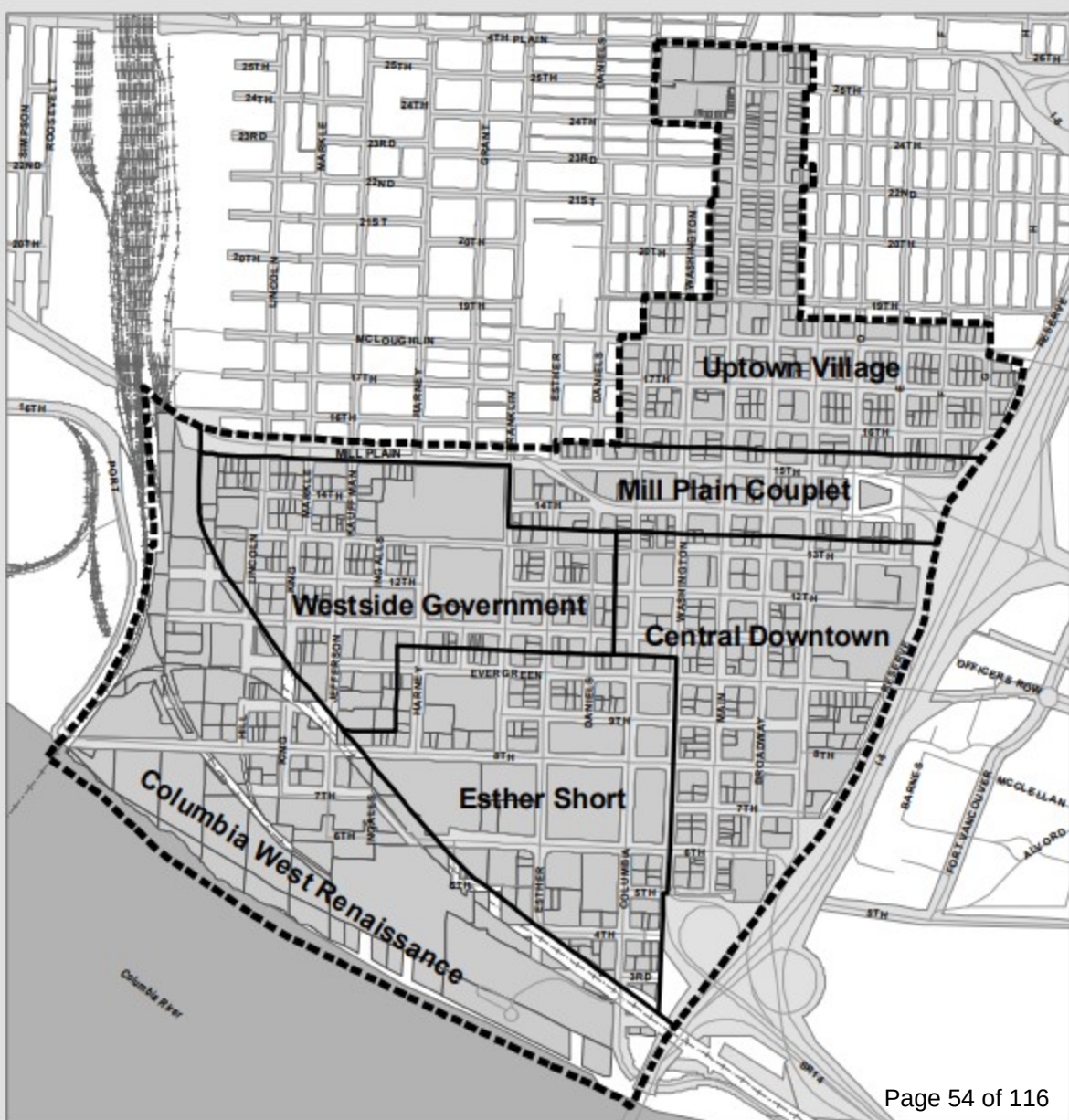
- A. Text amendments to the comprehensive plan or VMC Title 20 zoning standards shall demonstrate the following:
 - 1. The proposal is consistent with applicable policies of the Vancouver strategic plan and comprehensive plan; and
 - 2. The proposal is necessary to further the public interest based on present needs and conditions.

Next Steps

The City is currently seeking input from various stakeholders on the draft of the Downtown Design Guidelines. Additional information can be found at the City of Vancouver's [Be Heard page](#) and in the Project Fact Sheet provided as Attachment C.

Attachment(s):

- A. VCCV Subarea Plan Map
- B. Vancouver Downtown Design Guidelines Manual (Draft)
- C. Project Fact Sheet



VANCOUVER DOWNTOWN

DESIGN GUIDELINES



CITY OF
Vancouver
WASHINGTON

ACKNOWLEDGMENTS

City Council

Ann McEnerny-Ogle, Mayor

Sarah Fox

Bart Hansen

Kim Harless

Diana Perez

Erik Paulsen

Ty Stober

Planning Commission

Patrick Adigweme, Chair

Sandra Beck

Nena Cavel

Marjorie Ledell

Jeff Prussack

Zachary Pyle

Clark County Historic Preservation Committee

Julie Bohn, Chair

Jan Bader

Morgan Frazier

Andrew Gregg

Elain Thatcher

John Zingale

Project Team

City of Vancouver

Kristian Corbin

William Cooley

Chad Eiken

Keith Jones

Rebecca Kennedy

Domenique Martinelli

Jason Nortz

Mark Person

Anthony Tortorici

Greg Turner

Raimi + Associates

Simran Malhotra, AICP, Asso. AIA

Chris Sensenig, AICP

Vatsal B Shah

SERA

Brendan Post

Margaret Raimann

Travis Shappell

TABLE OF CONTENT

Part I: Introduction	5
Purpose	6
Background	6
Design Review Process	9
Part II: Design Guidelines	11
Building + Design	12
Active Ground Floor Design	20
Lighting	27
Signage	28
Mechanical Equipment, Utilities, and Service Areas	30
Vehicle Access and Parking Design	32
"Main Street" Heritage Overlay District #2	34
Part III: Appendix	45
VDDG Checklist (To be provided with final document)	46

PART I: **INTRODUCTION**

Purpose

Background

Design Review Process

PURPOSE

The Vancouver Downtown Design Guidelines Manual (VDDG) is the primary tool used by staff to review the design of potential projects within the Downtown Plan Area. (Figure 1) These design guidelines are a major update to the 1995 document and will serve to inform citizens and developers as to the character of future development. The guidelines in this manual are intended to be used in conjunction with the Zoning Ordinance, Comprehensive Plan, and required design review procedures.

The goals of the VDDG are to:

- Provide a set of guidelines that are easy to understand and administer;
- Ensure the compatibility of new development with the existing historic character of the downtown;
- Maintain quality design and materials;
- Ensure ground floors include interest-creating features that contribute to an active downtown environment; and
- Ensure building designs complement each other and contribute to a cohesive sense of place.

BACKGROUND

Downtown Vancouver is a dynamic and rich mix of residential, cultural, civic, retail and entertainment places that creates a “messy vitality” and attracts residential and office growth, small business, jobs and round-the-clock activity. Downtown is composed of a 200-foot by 200-foot grid with some larger blocks that span across the grid combining two to four blocks together. The 2007 Vancouver City Center Vision (VCCV) plan recognized 5 sub-areas within the VDDG area:

- **Uptown Village (area north of 15th Street)**
- **Mill Plain Couplet (area surrounding the 15th Street and Mill Plain Blvd one-way couplet)**
- **West-side Government (area centered around the government buildings located around the intersection of 12th Street and Franklin Street and the areas to the west)**
- **Esther Short (area surrounding Esther Short Park)**
- **Central Downtown (area south of the Mill Plain Couplet and surrounding the "Main Street" Heritage Overlay District #2.**

While development in the area has gone through several different architectural style eras, the character defining features of both new and old buildings include human-scaled details, façade depth and articulation, and pedestrian focused and active ground floors. The following are key design elements that were identified to either replicate or avoid in order to strengthen the identity and sense of place in Downtown.

Design Elements that Enhance a Sense of Place for Downtown (more of this)

- Active ground floor design that creates interesting and pedestrian focused streetscape.
- Ground floor building articulation and craftsmanship that provides human-scale details.
- Fenestration is offset from the primary façade to provide visual interest and shadow lines.
- A vertical rhythm and pattern to the fenestration and façade articulation.
- Use of brick and masonry as the primary façade material, particularly at the ground level.

Design Elements that Need Improvement (less of this)

- Ground floor façades dominated by parking, utilities, and blank walls.
- Overly flat facades with limited to no articulation, modulation, or depth of fenestration to provide shadow lines and visual interest.
- High-rise buildings stepped back from the building line and located above parking structures.
- Large flat facades dominated by horizontal glazing with little to no human-scaled details.

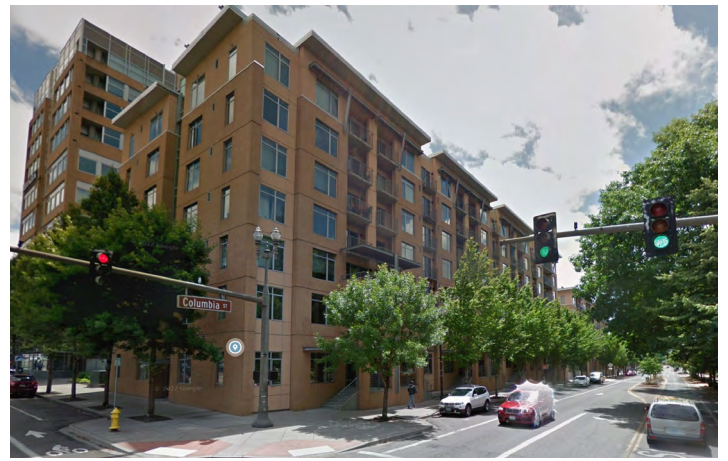


Figure 1—Downtown Design Guidelines Plan Area



DESIGN REVIEW PROCESS

Design review for the downtown area of the city of Vancouver was established in 1978 to assist architects and developers in their efforts to ensure quality design in their projects as well as compatibility of development projects with existing developments and City goals. In the past, the City used a Design Review Committee to review projects. Currently these projects are being reviewed by City planning staff. With the updated VDDG Manual, all projects will be reviewed for compliance with the design guidelines, zoning code, and other municipal documents that govern development.

The VDDG Manual is organized around key design topics. Each design topic includes an **Intent Statement** that outlines the design goals for each topic. A series of **Guidelines** follow for each topic outlining design guidance on how to meet the design intent for each topic. **Addressing guidelines are a requirement of design approval.** To further explain intent and the design guidelines, diagrams and images are provided for reference. Precedents are shown to illustrate recommended and not recommended design details.

A **VDDG Checklist** is provided in Appendix A that summarizes the design requirements and is required to be completed and submitted along with project application for review. Applicants shall fill out the checklist and provide a narrative description and supporting drawings that document compliance with the design guidelines.

PART II: **DESIGN GUIDELINES**

1. Building + Design

2. Active Ground Floor Design

3. Lighting

4. Signage

5. Mechanical Equipment, Utilities, and Service Areas

6. Vehicle Access and Parking Design

7. "Main Street" Heritage Overlay District #2

1. BUILDING + DESIGN

[1.1. Massing & Articulation](#)

[1.2. High-rise Massing](#)

[1.3. Fenestration](#)

[1.4. Roofscapes + Green Roofs](#)

1.1. Massing & Articulation

1.1.1. Block Scale

INTENT

To break down the massing of super-block sites, and provide new pedestrian connections and new publicly accessible open spaces.

A. Block Size.

1. Where existing properties span multiple combined blocks, new development should recreate an approximate 200-foot by 200-foot grid by extending the sight lines of the existing street network through the creation of new publicly accessible pathways, open spaces, or streets.

1.1.2. Facade Design

INTENT

To break down the massing of block-scaled buildings and create pedestrian-scaled facades with a vertical rhythm and pattern that reflects the building's use.

A. Modulations.

1. Continuous building facades greater than 150 feet in length should have a minimum of one modulation. (Modulations should meet the modulation guidelines below).
2. Continuous residential building facades greater than 100 feet in length should have one or more modulations. (Modulations should meet the modulation guidelines below).

Definition:

Modulation. A modulation is a change in the massing of a facade plane. A modulation may be projections, recessions, or a change in facade plane that creates distinct facade sections. Size and depth of a modulation may vary but generally modulations are a change in a facade plane that exceed 18 inches in depth.

B. Modulation Design

1. Façade modulations may be a combination of recesses and projections.
2. Modulation and articulation of the ground floor should complement and align with the modulation and articulation of upper floors.
3. The facade modulation, at a minimum, should extend from the second floor through the roof plane.
4. If more than one modulation is provided, balconies may occur within the façade modulation. To ensure the facade modulation is visible, balconies should be projected or recessed from the primary façade plane, approximately 8 inches or more.



Example with two modulations that break the facade into three distinct massing elements. The breaks are emphasized with a change in color and material. Modulation and articulation of the ground floor complement and align with upper floors.



Example with combination of balcony projections and recessed modulations.



Example of facade modulation extending through the roof plane creates distinct upper floor massing elements.



Example of modulation design of top floors that complement the ground floor design.



Example of building with multiple modulation recesses with balcony projections. Modulations begin at the second floor.



Example of building with multiple modulations that extend from the ground floor through the roof plane.



DON'T: Create buildings with long flat facades. Design buildings to have modulations that reflect a residential rhythm and pattern.

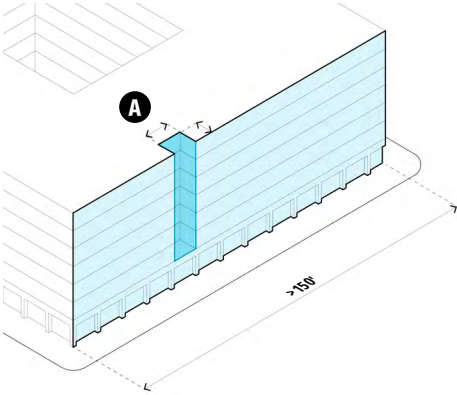


DON'T: Create flat facades with only balcony projections and no facade modulation that result in an overly flat facade appearance.

C. Modulation Size

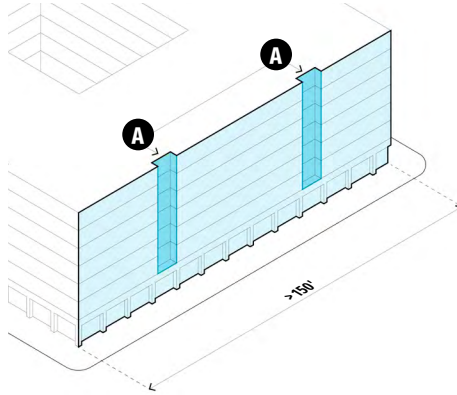
1. Modulations in the façade plane should be sized depending on overall length of the façade and the number of modulations per façade:
 - a. If only one modulation is provided, the modulation should have a minimum width of approximately 8 to 12 feet and a minimum depth of approximately 8 to 10 feet. (Figure 2)
 - b. If two modulations are provided, the modulation should have a minimum width of approximately 6 to 8 feet and a minimum depth of approximately 4 to 6 feet. (Figure 3)
 - c. If three or more modulations are provided, the modulations should have a minimum width of 6 feet and a minimum depth of 3 feet. (Figure 4)
2. The façade modulation may be of less depth if combined with a change/contrast in material/ color and/or a variation in the fenestration pattern.

Figure 2—One modulation



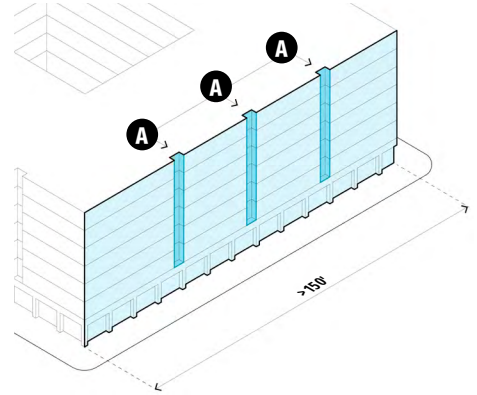
A The modulation should have a minimum width of 8 to 12 ft. and a minimum depth of 8 to 10 ft.

Figure 3—Two modulations



A The modulations should have a minimum width of 6 to 8 ft. and a minimum depth of 4 to 6 ft.

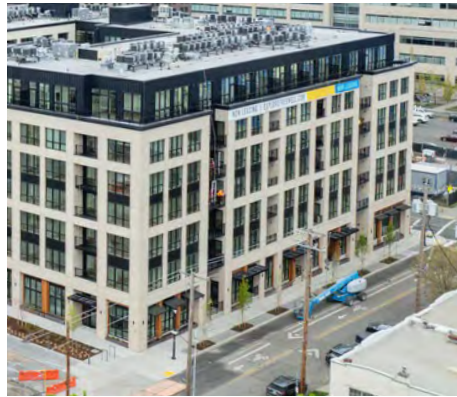
Figure 4—Three or more modulations



A The modulations should have a minimum width of 6 ft. and a minimum depth of 3 ft.



Example of facade with single major break.



Example of facade with 2 modulations.



Example of facade with multiple modulations with an approximate depth of 3 feet.



Example of facade with minimum modulations but a change in material and color that breaks up the building into three distinct massing elements.



Example of facade with 2 modulations.

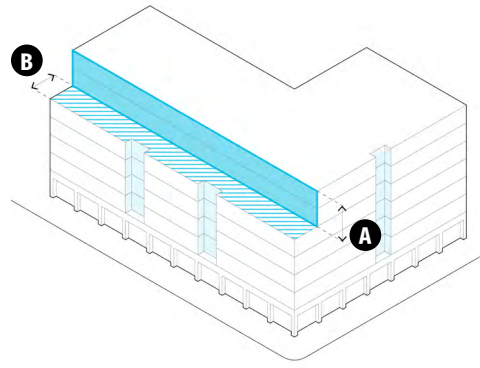


DON'T: Create buildings with long flat facades without any modulations.

D. Modulation Exemption.

1. If the top one or two stories of a façade plane are stepped back a minimum 6 feet from the building line and façade plane below, the stepped back façade plane is exempt from the modulation guidelines noted in C above. (Figure 5)

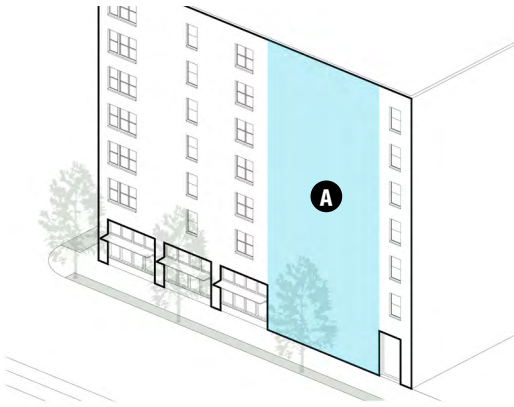
Figure 5—Top Stories Modulation Exemption



- A** Top 1 or 2 stories are exempt from the modulation guidelines if minimum step back provided.
- B** Minimum step back of 6 feet required for exemption from modulation guidelines.

E. Blank Walls.

1. Large, blank walls should be avoided on façades that face public streets or other publicly accessible spaces. Any wall sections should not exceed 30 linear feet in length without windows and façade articulation.



- A** Example of large blank wall areas between fenestration elements.



DON'T: Create blank walls longer than 30 linear feet along sidewalks or other publicly accessible spaces.

1.2. High-rise Massing

1.2.1. Meeting the Public Realm

INTENT

To provide unique moments and place making opportunities throughout downtown where high-rise projects are located.

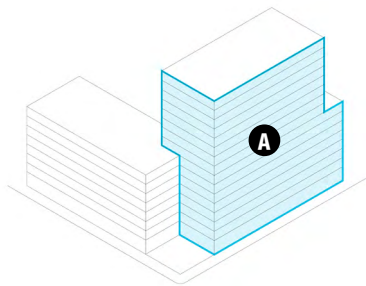
To integrate high-rise towers into the ground-level public realm.

A. Anchor the tower buildings to the public realm by extending a portion of any high-rise portion of the building to the ground plane. (Figure 6)

B. Primary building entrances should be located within or directly adjacent to the tower portion of the building. Primary building entries should be clearly identifiable and prominent elements of the building façade. (Figure 7)

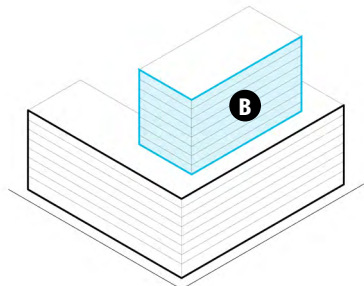
C. Corner mini park. High-rise buildings greater than 85 feet in height are encouraged to provide a corner mini-park or plaza. The mini-park or plaza should have a minimum dimension of 25 feet and a minimum area of 1,000 sf. The mini-park or plaza should be publicly accessible and may have a private area for outdoor dining that does not exceed half the size of the open space. (Figure 8)

Figure 6—Anchored tower buildings



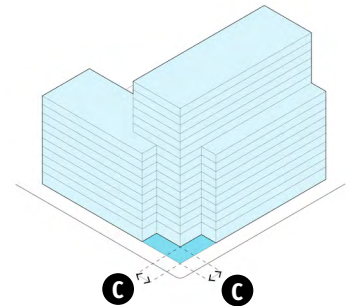
A DO anchor tower buildings to the ground plane.

Figure 7—Unanchored tower buildings



B DO NOT have tower buildings disconnected from the ground plane.

Figure 8—Corner mini park



C DO provide corner mini-parks or plazas for high-rise buildings.



DO Anchor the tower portion of the building to the ground plane.



DON'T Disconnect the tower portion of the building from the ground plane.



DO Provide corner mini-park or plaza.

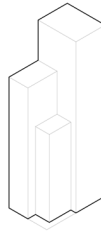
1.2.2. Skyline Massing and Design

INTENT

To create an iconic and beautiful skyline that becomes a symbol and landmark of Downtown Vancouver.
To create visually interesting buildings and avoid monolithic boxes without shape or articulation.

A. Skyline. To create a visually appealing and interesting skyline, high-rise towers greater than 120 feet in height should do one of the following:

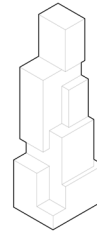
1. **Stepped Massing:** Reduce upper floor massing through one or more upper floor step backs.
2. **Tapered Massing:** Reduce the massing of upper floors through reducing the size of the floor plates as the building rises in height.
3. **Sculpted Massing:** Combine vertical and horizontal massing modulations to create interesting façade changes throughout the high-rise tower.
4. **Facade Articulation:** Use deep punched openings, changes in window patterns, and/or artistic architectural details like fins, shading devices, or cornices to create ornamental façade articulation.



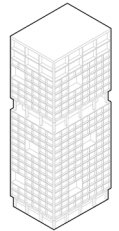
Stepped Massing



Tapered Massing



Sculpted Massing



Facade Articulation

1.3. Fenestration

1.3.1. Window Design

INTENT

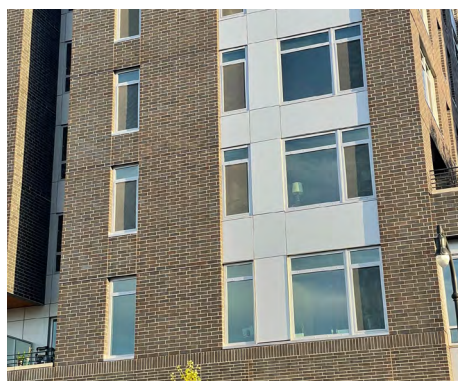
To avoid flat facades and provide human-scaled architecture elements that create visual interest and shadow lines.

A. Fenestration on facades facing a public street, right-of-way or publicly accessible open space should follow the guidelines listed below (portions of a building with glass curtain wall systems are exempt):

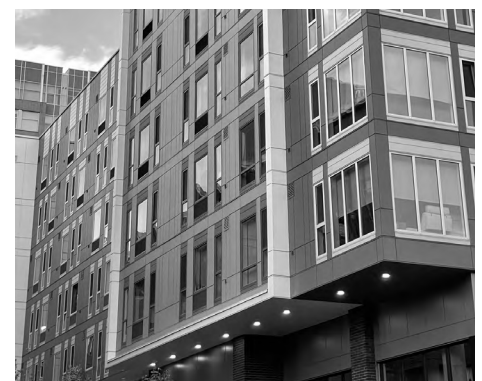
1. Window panes should be recessed 3 to 6 inches from façade plane.
2. Windows that are flat or “flush” with the façade are prohibited unless:
 - a. Applied to a portion of a building that is part of a façade recess/inset with a minimum 4 inches in depth. The portion of the building that is recessed should have a maximum width of 20 feet.
 - b. Framed or include a lintel and mantel with a minimum projection of 2 to 6 inches from the facade.



DO Recess windows from the facade plane to create facade depth and shadows.



DO Have windows that may be flat or “flush” with facade, if applied to a portion of a building that is part of a façade recess/inset.



DON'T Have flat or “flush” windows compose large sections of a building facade.

1.3.2. Glass Curtain Walls

INTENT

To maintain the materiality and character of downtown.

- A. Buildings with 100% glass curtain wall facades are discouraged. Glass curtain walls may be used as a building accent.
- B. Glass curtain walls should not exceed 50% of any single façade facing east, south, and west.



Example of a building with glass curtain wall accent.



Example of a building with glass curtain walls that do not exceed 50% of any single facade.



DON'T Create buildings with 100% glass curtain wall.

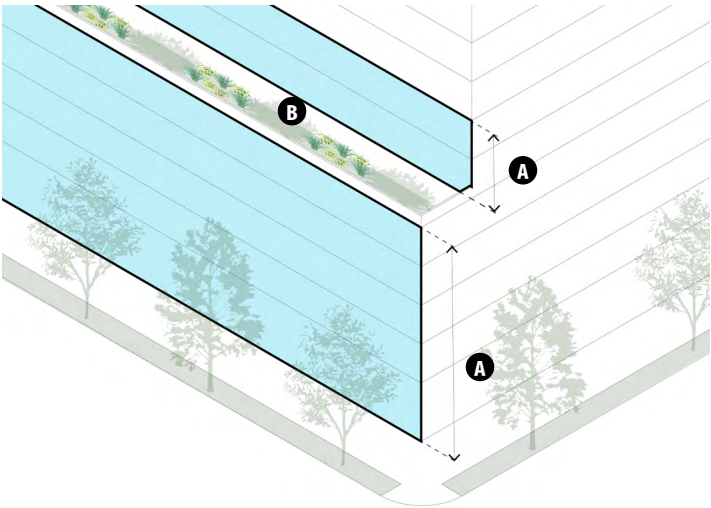
1.3.3. Bird Safe Design

INTENT

To limit the number of bird collisions by reducing the façade area of reflective materials that mimic bird habitat areas such as trees and vegetation.

- A. Façade area between the ground and 60 feet or within 15 feet above a green roof should be designed with bird-friendly glazing treatments. (Figure 9)
- B. Bird-friendly glazing treatments include the use of opaque glass, the covering of clear glass surface with patterns, the use of paned glass with fenestration patterns, and the use of external screens and/or netting over non reflective glass.
- C. Visual traps such as areas of glass through which trees, landscape areas, water features or the sky are visible from the exterior, should be avoided unless a bird safety treatment is used.

Figure 9—Bird Safe Facade Design



- A** Façade area between the ground and 60 feet should be designed with bird-friendly glazing treatments.
- B** Green Roof

1.4. Roofscapes + Green Roofs

1.4.1. Roofscapes

INTENT

To design roofscapes as a fifth facade when visible from above, integrate roof penthouses into building design, and reduce impact of roofscapes in the creation of an urban heat island effect.

- A.** Roof areas adjacent to or below occupied upper floors should be designed to provide a visually appealing roofscape. Green roofs are encouraged.
- B.** Stair, elevator, and mechanical penthouses should be designed to minimize visibility from the street or integrated within the façade design of the building.
- C.** Roofscapes are encouraged to be designed as cool roofs with materials that reduce the amount of heat transfer into the building and surrounding area.

1.4.2. Green Roofs

INTENT

To ensure adequate planting conditions for green roofs that will contribute to the urban ecology of downtown.

- A. Topography.** Varied topography, soil materials, and soil textures are critical in supporting more diverse plantings, pollinators, and a greater range of ecological functions. Engineered soil should be placed at varying depths to mimic the natural undulation of native habitat. This will help to represent the structural contrast that plant species with varying root depths and ground-nesting pollinators rely on.
- B. Vegetation.**
 - 1. Vegetation should be low maintenance, drought-tolerant, hardy, and perennial or self-sowing.
 - 2. Over 50% of vegetation should be evergreen species.
 - 3. Vegetation should achieve 90% coverage within 2 years of planting.
- C. Soils.** Green roof soil depth should satisfy the following requirements to support healthy native plants.
 - 1. Minimum soil depth of 4-12 inches for ground cover, 20 inches for shrubs, and 36 inches for trees.
 - 2. Soil depth should be strategically varied across the green roof to accommodate the needs of various plant communities.
- D. Photovoltaic (PV) panels** may be co-located with green roofs on flat roofs where feasible. PV panels should be clustered together to allow for sunlight penetration to the green roof beneath.

1.5. Materials

INTENT

To improve the overall appearance of buildings and to have building character express longevity and permanence through high quality materials that will maintain quality of appearance over time. To create a consistent character and identity for downtown.

- A.** Building materials should be of a high-quality and chosen for the product's longevity and sustainability. Sustainability considerations should include the sourcing of materials, distance and material travels, carbon impact, and maintenance requirements.
- B.** Brick, brick veneer, terracotta, ceramic tiles, or masonry provide a human-scaled element to facades and should be the primary material for all ground floor facades exclusive of fenestration.
- C.** South of 15th Street: brick veneer, terracotta, ceramic tiles, or masonry are encouraged to be the primary material for all publicly facing facades for the first 50 feet of height.
- D.** Mass timber buildings may be exempt from this standard to express the structural facade elements. High-quality low carbon concrete may be used if detailed with human-scaled elements.

2. ACTIVE GROUND FLOOR DESIGN

INTENT

To ensure ground floor frontages focus on interest-creating facades lined with active uses or designed to show regular habitation and activity. Active ground floor uses include retail, restaurants, or other service-oriented spaces but may also include residential units, residential accessory spaces, or office space if designed to interact with and contribute to the pedestrian realm and sidewalk character while ensuring an appropriate level of privacy for the ground floor occupants.

[2.1. Building Entrances](#)

[2.2. Retail/Commercial Ground Floors](#)

[2.3. Office/Professional Services](#)

[2.4. Live/Work](#)

[2.5. Residential](#)

[2.6. Rain/Weather Protection](#)

2.1. Building Entrances

INTENT

To support wayfinding and create easily identifiable entrances that are proportional in size to the scale of the building and number of people served.

A. Primary Building Entrances.

1. Primary entrances should be prominent and easily identifiable through accentuated architectural details such as awnings, projections or recesses.
2. The primary entrances to upper floor uses should orient to public streets and open spaces.

B. Entry/Lobby Design

1. A stairway should be co-located with building lobbies and elevator access points.
2. The stairway is encouraged to be designed to be inviting and include fenestration for natural lighting.



Example of a primary entrance oriented towards a public street.



Example of a prominent and easily identifiable primary entrance.

Definition:

Primary Building Entry. The main public entrance to the upper floors of a building.

2.2. Retail/Commercial Ground Floors

INTENT

To provide retail spaces that are inviting, provide transparency into interior spaces, and are flexibly designed for a range of tenants.

A. Retail-ready Ground Floors.

1. Retail-ready ground floors, where required, should have a minimum depth of 25 feet. Greater depth in high-retail areas is encouraged to serve the needs of a variety of retail tenants or provide more storefronts per linear frontage.
2. Retail-ready ground floors should be designed to include or be retrofitted with at least one entrance for each 30 feet on linear frontage.
3. Retail-ready ground floors should be designed to incorporate venting for potential restaurant tenants, even if venting is not installed during initial construction.

B. Minimum floor-to-floor height. Retail and retail-ready ground floors should have a minimum floor-to-floor height of 18 feet. Retail in areas where retail-ready is not required may have a minimum 14 feet floor-to-floor height.

C. Storefront Façade.

1. Storefront/retail façades should maximize transparent glazing between 2 and 7 feet in height from the sidewalk grade, approximately 60% or more of the façade area.
2. Transom windows are encouraged to bring natural light into commercial spaces.
3. Bulkheads and solid walls, if provided, should measure approximately 12 to 24 inches from finished grade.

Figure 10—Retail/Commercial Ground Floors



Example of a transparent and inviting retail/commercial frontage on the ground floor.

- A** Minimum floor-to-floor height.
- B** Maximize transparent glazing between 2 and 7 feet in height.
- C** Transom windows are encouraged to bring natural light into commercial spaces.
- D** Bulkheads and solid walls, if provided, should measure approximately 12 to 24 inches from finished grade.

2.3. Office/Professional Services

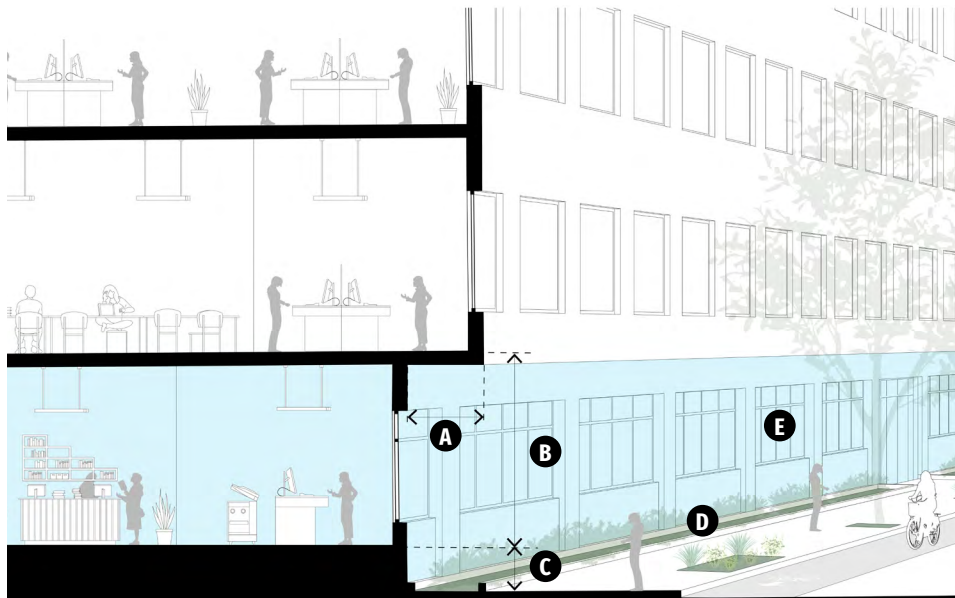
INTENT

To ensure ground floor space for office and professional services activate the public realm through adding visual depth and transparency into a building's interior.

To maintain a level of privacy through building setbacks and landscaping so temporary window coverings are not permanently closed.

- A. Floor-to-floor height.** Ground floor office space should have a minimum floor-to-floor height of 15 feet or a minimum floor-to-ceiling height of 12 feet.
- B. Non-communal spaces** should be 2-3 feet above sidewalk grade to provide privacy to office work spaces. Professional services or other spaces that have direct access to the sidewalk may be at sidewalk grade.
- C. Setback.** Ground floor office work spaces should be setback a minimum of 3 feet to provide space for a landscape buffer.
- D. Landscaping.** Setback area should maximize landscaping, generally 60% or more of the setback area.
- E. Fenestration.** Ground floor office should maximize transparent glazing between 3 and 8 feet in height from the finished floor of the office space.

Figure 11—Office/Professional Services Ground Floor



- A** Minimum of 3 feet setback to provide space for a landscape buffer.
- B** Ground floor office space should have a minimum floor-to-floor height of 15 feet or a minimum floor-to-ceiling height greater than 12 feet.
- C** Non-communal spaces should be 2-3 feet above sidewalk grade to provide privacy to office uses.
- D** Setback area should maximize landscaping, generally 60% or more of the setback area.
- E** Maximize transparent glazing between 3 and 8 feet in height from the finished floor of the office space.



Example of a ground floor office and professional services space activating the public realm through adding visual depth and transparency.

2.4. Live/Work

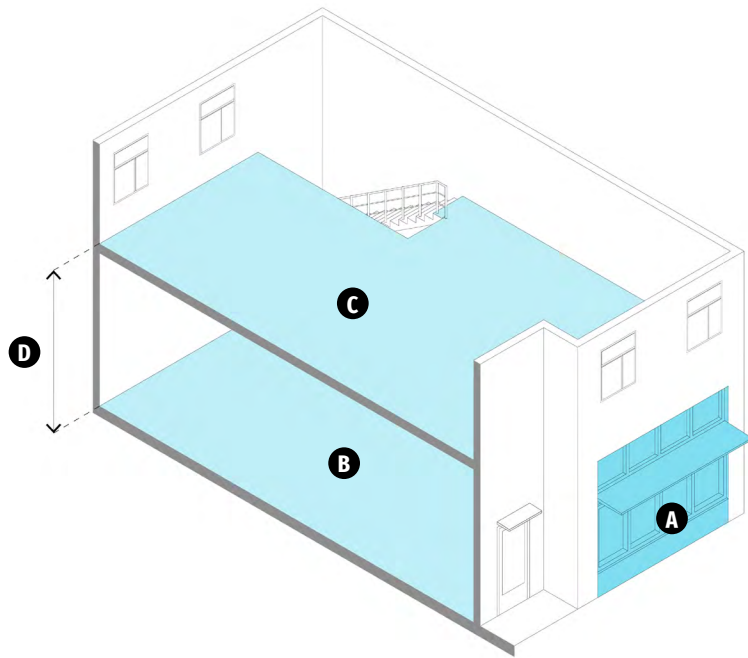
INTENT

To ensure that live/work units contribute to creating an active storefront character and provide active ground floor frontages.

A. Floor-to-floor height. Floor-to-floor height. Live/work units should have a minimum floor-to-floor height of 15 feet on the ground floor, or a minimum floor-to-floor height of 18 feet for live/work units with a mezzanine.

B. Fenestration. Live/work units should have a minimum 50% of their façade area designed with a storefront character; and live/work unit's storefront areas should maximize transparent glazing between 2 and 7 feet in height from the sidewalk grade.

Figure 12—Live/Work Typology



- A** Minimum 50% of façade area should be designed with a storefront character.
- B** Work component
- C** Residential component
- D** Live/work units should have a minimum floor-to-floor height of 15 feet on the ground floor.



Example of live/work unit with storefront character.

2.5. Residential

2.5.1. Residential Units

INTENT

To ensure ground floor residential units create activity and enhance the public realm through direct interaction with the sidewalk through stoop unit entries, balconies or porches.

To maintain privacy through raising units above sidewalk grade and setting ground floor units back from the building line to provide space for landscaping.

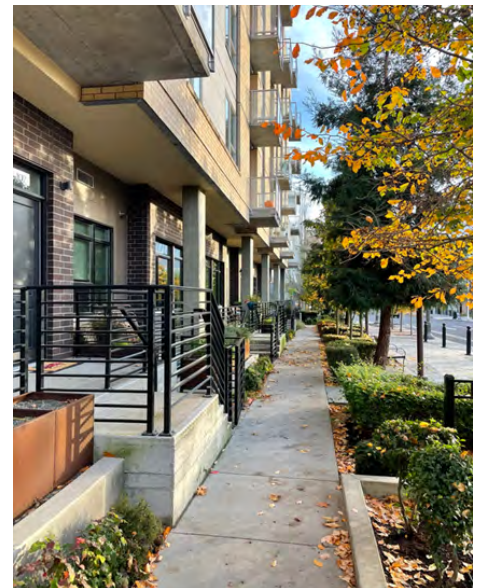
To create a more residential feel with increased setbacks for buildings north of 15th Street while allowing for more urban ground floors with limited setbacks south of 15th Street.

- A.** Ground floor residential units should be raised a minimum of 2 feet and not more than 6 feet above sidewalk grade, on average per façade.
- B.** The ground floor unit should have a minimum floor-to-floor height of 10 feet.
- C.** Ground floor units are encouraged to have stoop entries.
- D. North of 15th Street.**
 - 1. Ground floor residential units north of 15th Street should be setback a minimum of 3-5 feet from the building line.
 - 2. Entrances to ground floor units should be setback a minimum of 5 feet from the building line to provide an entrance area and room for stoops.

Figure 13—Residential Ground Floor (North of 15th Street)



- A** Ground floor residential units should be setback a minimum of 3-5 feet from the building line.
- B** The ground floor unit should have minimum floor-to-floor height of 10 feet.
- C** Ground floor residential units should be raised a minimum of 2 feet and not more than 6 feet above sidewalk grade.
- D** Ground floor units are encouraged to have stoop entries.

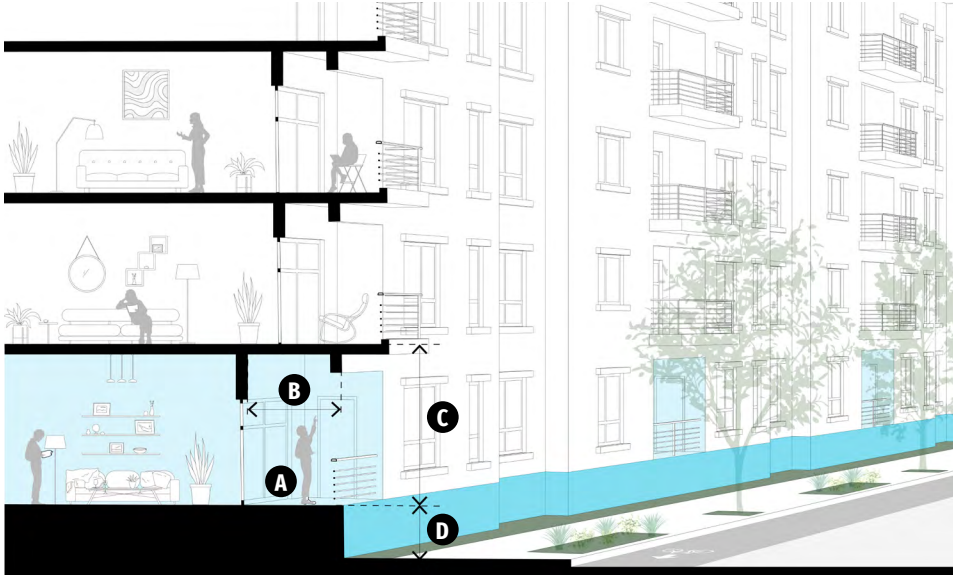


Example of a ground floor residential unit activating the public realm through stoops and patios in the setback area.

E. South of 15th Street

1. Ground floor residential units with a setback of 3-5 feet from the building line should be raised a minimum of 2 feet and not more than 6 feet above sidewalk grade.
2. Ground floor residential units without a setback of 3-5 feet from the building line should be raised a minimum of 3 feet and not more than 6 feet above sidewalk grade.
3. Ground floor units should include ground floor balcony spaces if stoops are not provided. Balconies should have a minimum depth of 6 feet.

Figure 14—Residential Ground Floor (South of 15th Street)



Example of a ground floor residential activating the public realm through balcony and providing privacy through ground floor height raised above sidewalk grade.

- A** Ground floor units south of 15th Street should include ground floor balcony spaces if stoops are not provided.
- B** Ground floor unit balcony spaces should have a minimum depth of 6 feet.
- C** The ground floor unit should have minimum floor-to-floor height of 10 feet.
- D** Ground floor residential units should be raised a minimum of 3 feet and not more than 6 feet above sidewalk grade for units that are not setback from the building line.

2.5.2. Residential Accessory Spaces

INTENT

To design and locate residential accessory spaces to activate and provide visual interest to the public realm.

- A.** Ground floor accessory spaces fronting a street should be designed to activate the street through views into a building's active common spaces. Common spaces that activate the ground floor may include shared lounges, event spaces and leasing offices, or other similar spaces.
- B.** Ground floor residential accessory spaces should have a minimum floor-to-ceiling height greater than 10 feet.
- C.** Bike parking and/or bike rooms, utility rooms, storage rooms, mechanical rooms or other similar spaces should not be located at the corner of a building.

2.6. Rain/Weather Protection

INTENT

To provide weather protection and comfort for pedestrians that enhances the design of ground floor facades.

2.6.1. Locations

- A.** Rain/weather protection may be an awning, overhang, marquee, free-standing shelter, arcade or other architectural feature.
- B.** Rain/weather protection should be provided at the following locations:
1. All primary building entrances.
 2. All areas with retail-ready ground floors or where retail-ready ground floors are required.
 3. Entrances to ground floor residential uses and office spaces.

2.6.2. Primary Building Entrances

- A.** At primary building entrances, rain/weather protection should be
1. A minimum 10 feet in width at primary building entrances.
 2. Distinguished in design from other ground floor rain/weather protection.
 3. A minimum 2 feet higher than adjacent rain/weather protection.
- B.** At primary building entrances, rain/weather protection should be located between 10 and 20 feet in height above sidewalk grade. (Figure 15)

2.6.3. Retail Frontages

- A.** At retail and retail-ready ground floor locations, rain/weather protection should
1. Extend the length of retail-ready ground floor.
 2. Include clerestory windows above rain/weather protection overhang to increase natural light into the building spaces.
 3. Not extend across building columns or create segments greater than 35 feet in length unless part of an arcade structure.
 4. Integrate signage into rain/weather protection structure.

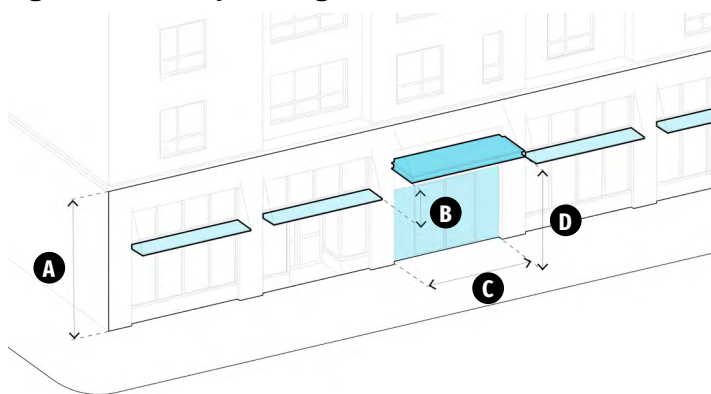
2.6.4. Ground Floor Residential and Office Entrances

- A.** At ground floor unit and office space entrances, rain/weather protection should be a minimum 6 feet wide.

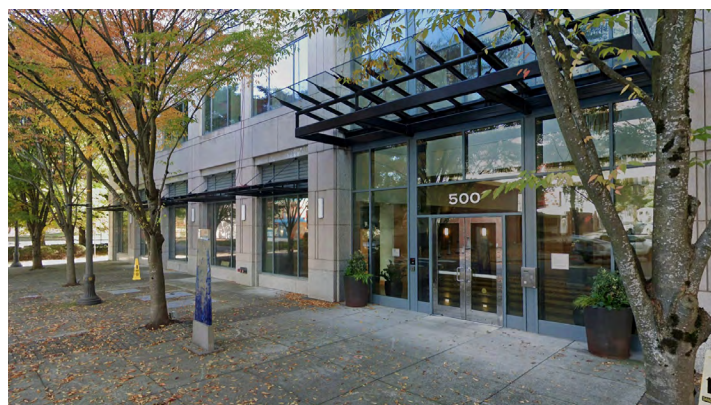
2.6.5. Materials

- A.** Cloth and fabric awnings are prohibited unless part of a retractable awning over an outdoor dining area.

Figure 15—Primary Building Entrances



- A** Minimum floor-to-floor height of 18 feet or a minimum floor-to-ceiling height greater than 15 feet.
- B** Rain/weather protection at primary building entrances should be a minimum 2 feet higher than adjacent rain/weather protection.
- C** Minimum 10 feet in width at primary building entrances.
- D** Rain/weather protection should be located between 10 and 20 feet in height above sidewalk grade.



Example of a primary building entrance awning that is higher than the adjacent awning.



Example of an active retail frontage with weather protection with clerestory windows above.

3. LIGHTING

3.1. Building + Site Lighting

INTENT

To provide clear wayfinding and pedestrian lighting that enhances the architectural character.

- A. Pedestrian-Oriented Lighting.** Pedestrian-scaled lighting should be provided along active frontages and should highlight building entrances. Pedestrian-oriented lighting should be placed along pedestrian pathways, multi-use pathways and other walkways at minimum intervals of every 25-50 feet to improve pedestrian comfort, security, and safety.
- B. Architectural Compatibility.** Exterior lighting fixtures should be architecturally integrated with the building style, materials, and colors.
- C. Attachment.** Fixtures on buildings should be attached only to walls, eaves, or weather protection, and the top of the fixture should not exceed the height of the parapet, roof, or eave of the roof.
- D. Rooftop.** Rooftop open space lighting should be minimized and should be turned off outside of normal usage hours.

3.2. Dark Sky

INTENT

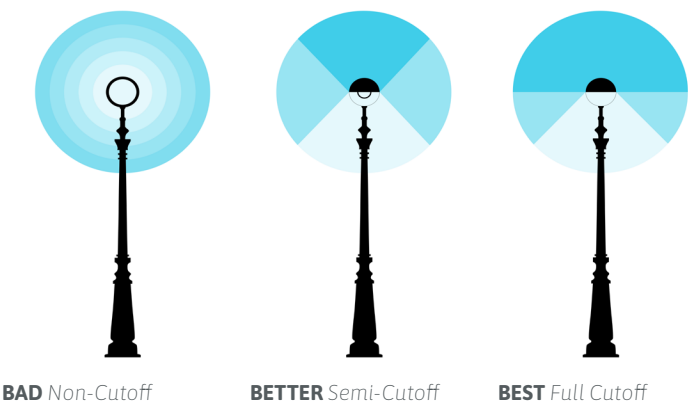
To limit the impact of lighting on the environment.

- A. Light Trespass.** All lights should be directed, oriented, and shielded to prevent light trespass or glare onto adjacent properties. All luminaries should meet the most recently adopted criteria of the Illuminating Engineering Society of North America (IESNA) for “Cut Off” or “Full Cut Off” luminaries. (Figure 16)
- B. Lighting Intensity.** Lighting should use the lowest level of light necessary. Outdoor lighting should not exceed 1,000 lumens in intensity.
- C. Time.** Lighting should be limited to essential time periods for lighting. Controls such as timer or motion detectors should be used to ensure that light is available when it is needed, dimmed when possible, and turned off when not needed.
- D. Color/Temperature.** General site and parking lot lighting should have a nominal correlated color temperature (CCT) of no greater than 3000 Kelvin. Cooler/whiter lighting above 3000 Kelvin in CCT should be limited to areas where a more accurate color rendition is important, including building entrances and exits (for security reasons), and lighting of signs.

3.3. Skyline and Beacon Lighting

- A.** Buildings should not have special, “beacon” lighting that highlights a building’s top floor, roof structure, or parapet.
- B.** Dynamic “art lighting” with moving lights or graphics are prohibited above the ground floor.

Figure 16—Street Lighting Guidelines



4. SIGNAGE

INTENT

To create an integrated and cohesive signage strategy that complements a building's architectural character.

To ease wayfinding and provide visual interest and identity.

4.1. General

4.2. Retail Signage Retail Signage

4.1. General

- A.** The number and size of signs are regulated by the City's sign ordinance (VMC 20.82). In some instances, the maximum amount of signage permitted may allow multiple signs. Wherever possible, the allowable sign area should be consolidated into the minimum number of signs consistent with the design of the project and needs of the occupant.
- B.** Materials. Paper, cloth, vinyl and other such materials that create an impermanent appearance when used as signs are strongly discouraged.
- C.** Signs should be designed and placed so they complement the overall façade composition.
- D.** Signs should be located so that building details will not be covered or otherwise obscured.
- E.** Free-standing pole signs and monument-type signs for individual commercial establishments are strongly discouraged.
- F.** Signage should be oriented to pedestrians.
- G.** Each building should have only one primary sign on any one building face.
- H.** Building signage above 45 feet in height is discouraged.
- I.** Signage for building tenants is prohibited above the 2nd story except for hotel and hospitality uses.
- J.** Large scale signage visible from the freeway or other areas of the city is prohibited.

4.2. Retail Signage

- A.** Retail signage should be integrated into the building and weather protection design.
- B.** Blade, fin and pendant signs perpendicular to the sidewalk are encouraged to provide more visible signage for pedestrians.



DO Design and place signs to complement the overall facade composition.



DO Integrate freestanding signs into the landscape design.



DON'T Design overdominating building signage that does not complement facade composition and materiality.



DO Orient tenant signage to the pedestrian.



DO Integrate retail signage into the building and weather protection design.



DON'T Create large scale signage visible from distance.



DO Design and place signs to complement the overall facade composition.



DO Design and place blade signs that are perpendicular to the sidewalk.



DON'T Use materials for signage that create an impermanent appearance.

5. MECHANICAL EQUIPMENT, UTILITIES, AND SERVICE AREAS

INTENT

To limit the visual impact of utilities and mechanical equipment.

To ensure that mechanical, utilities, and services are designed to complement the building design.

5.1. Ground Floor Facades

5.2. Wall Vents and Façade Mounted Equipment

5.3. Mechanical Equipment Screening

5.1. Ground Floor Facades

A. Service, utility, mechanical and loading areas should be provided at the rear of buildings or incorporated into parking areas, if possible. If fronting a public right-of-way or publicly accessible area, they should be located on the secondary street, typically the east/west streets.

B. Service, utility, mechanical and loading areas should be designed to minimize impact to the pedestrian experience and integrate into the overall architectural character.

1. Design interior spaces to minimize overall street frontage length of service areas.
2. Integrate service and loading areas into building architecture through using matching or complementing rhythm and pattern of upper floors.
3. Use same material palette and quality of materials as active building frontages.
4. Use a variety of materials and/or changes in facade plane to break up large service areas.
5. Recess swinging doors and vehicle entrances. (Doors used solely during emergencies are not required to be recessed).



DO Use a variety of materials and changes in the facade plane to break up large service area facades.



DO Integrate service and loading areas into building architecture through using matching or complementing rhythm and pattern of upper floors.



DON'T Misalign ground floor to upper floor modulation.

5.2. Wall Vents and Façade Mounted Equipment

- A.** All vents, flashing, electrical conduits and other façade mounted equipment should match the façade color, or if paired with fenestration elements should match the fenestration color and material.
- B.** All vents, flashing, electrical conduits and other façade mounted equipment should follow a regular placement rhythm and pattern that complements overall façade design.



DO All vents, flashing, electrical conduits and other façade mounted equipment should match the façade color.



DO Organize vents in a facade to complement other design elements like fenestration and downspouts.



DON'T Detract from the building architecture by using contrasting materials or placing vents in a disorganized manner.

5.3. Mechanical Equipment Screening

- A.** All mechanical equipment, not including solar equipment, should be screened by an enclosure equal to or greater than the height of the equipment. Screening material should complement the building design.
- B.** Rooftop elements on multi-family and mixed-use buildings, including roof access, mechanical equipment, and other features needed for the function of the building, should be located to minimize its visual impact by meeting the following requirements.
1. Mechanical equipment less than two feet in height, solar panels, wind generators, or green roof features are exempt from these requirements.
 2. Mechanical equipment should be set back a minimum of 10 feet from the roof edge or screened through the use of parapet walls, towers, or other architectural features such that it is not visible from any point at or below the roof level of the subject building.



DO Setback mechanical equipments on rooftop from the roof edge or screened through the use of parapet walls, towers, or other architectural features.



DO Mechanical equipment screening material should complement the building design.



DON'T Mechanical equipment screening should not include visual gaps.

6. VEHICLE ACCESS AND PARKING DESIGN

6.1. Vehicle Access

6.2. Surface Parking

6.3. Structured Parking

6.1. Vehicle Access

INTENT

To increase pedestrian safety and reduce conflicts between vehicles and pedestrians.

- A.** Drive-thru and drive-in facilities are prohibited downtown.
- B.** Entrances to parking and loading areas and surface parking should be located on the secondary street with the least active pedestrian frontage. Parking, loading, and utility access should be avoided on the following streets: Esther Street, Columbia Street, Washington Street, Main Street, Broadway Street, 9th Street, 12th Street, and 13th Street.

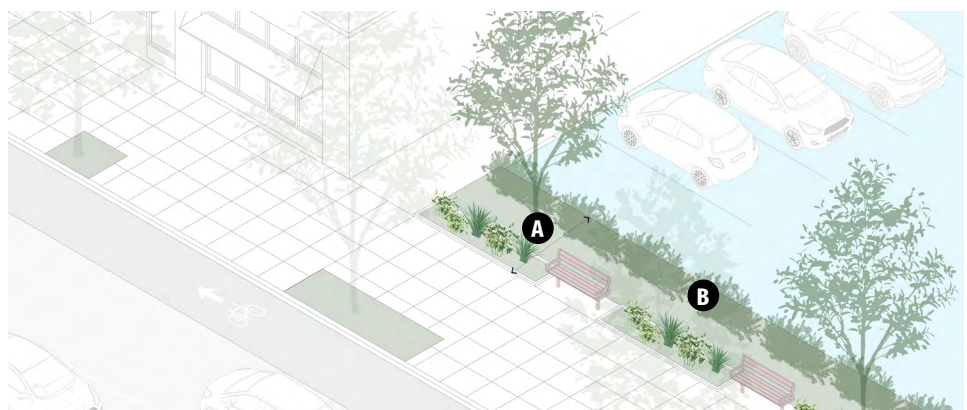
6.2. Surface Parking

INTENT

To minimize visual impact of parking areas on the public realm and not detract from the overall character of downtown or create inhospitable pedestrian environments.

- A.** Surface parking should be screened by a landscaped area that includes vertical elements with a minimum height of 3 feet to screen parked cars. The vertical element may be hedges, low walls, trellis, or other plantings.
- B.** Surface parking should be setback from the property line a minimum 8 feet to provide adequate space for planting.
- C.** Trees are encouraged in the setback landscape area to increase canopy cover over the sidewalk and parking area. (Figure 17)

Figure 17—Surface Parking Guidelines



- A** Surface parking should be setback from the property line a minimum 8 feet to provide adequate space for planting.
- B** Surface parking should be screened by a landscaped area that includes vertical elements with a minimum height of 3 feet.

6.3. Structured Parking

INTENT

To ensure structured parking does not detract from designing ground floors with active uses that engage with the streetscape.

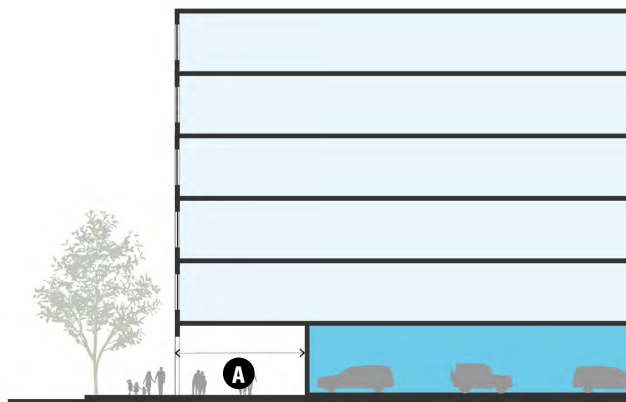
A. Partially sub-grade parking structures:

1. Should not include direct visual access to parking areas. All fenestration into parking areas should be screened with decorative grates, louvers or landscaping.
2. Structured parking should not exceed 6 feet above sidewalk grade for residential buildings and should not exceed approximately 3 feet above sidewalk grade for office buildings. Partially sub-grade parking structures are not appropriate on façades where retail-ready ground floors are required.
3. If structured parking projects 4 feet above sidewalk grade, stoop entries accessing ground floor residential units should be included to partially screen the parking level and provide visual interest and activation of the streetscape.

B. Above-grade parking structures:

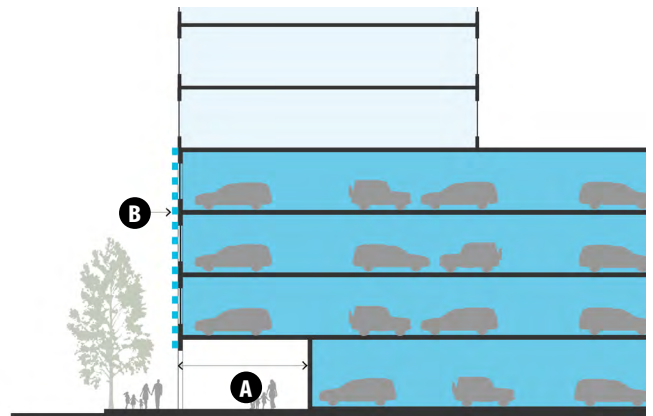
1. Parking areas should be setback a minimum of 25 feet from the building line to provide functional interior space and active frontages.
2. Structured parking facades should be designed with interest-creating features and active uses.
3. For high-rise structures greater than 120 feet in height, structured parking may come to the façade edge on upper levels. Facades should be designed to look like a non-parking use building or should be designed with artistic design and articulation features to create a unique and interest-creating façade. Upper garage floors should read horizontally on the façade. (Figure 19)
4. Structured parking facades should fully screen all interior and vehicle light trespass.

Figure 18—Above-grade parking structures



- A** Parking areas should be setback a minimum of 25 feet from the building line to provide space for active uses.

Figure 19—Above-grade parking structures



- A** Parking areas on the ground floor should be setback a minimum of 25 feet from the building line to provide spaces for active uses.
- B** Facades should be designed to look like a non-parking use building or should be designed with artistic design and articulation features.



DO Screen and integrate partially below grade parking structure into the building design.



DO Line at-grade parking structure with active uses.



DON'T Design structured parking to be visible from public streets.

7. "MAIN STREET" HERITAGE OVERLAY DISTRICT #2

INTENT

These guidelines are in addition to the code section 20.510.020.B Heritage Overlay District Number Two and sections 1-6 of the VDDG Manual. Where the below guidelines are in conflict with sections 1-6, the guidelines in section 7 shall prevail.

7.1. Historic Rhythm and Pattern

7.2. Identifiable Base/Middle/Top

7.3. Materials

7.4. Main Street Building Massing and Facade Design

7.1. Historic Rhythm and Pattern

INTENT

To create buildings that complement the historic rhythm and pattern of buildings within the "Main Street" Heritage Overlay District #2.

- A. Buildings should have a distinguishable 25-30 feet column pattern.
- B. Columns should be expressed from cornice to the street level.
- C. Columns should be a minimum 2 feet in width. Taller facades, greater than 4 stories, should have wider columns up to 4 feet in width.
- D. Window panes should be recessed a minimum 4-8 inches from the façade plane.
- E. Fenestration should be grouped or articulated with columns or ornamentation that emphasizes a vertical orientation.

7.2. Identifiable Base/Middle/Top

INTENT

To ensure new buildings, of any scale, use or style use the base/middle/top design organization to build on the Heritage District's design history and create human-scaled buildings.

The existing older buildings in the "Main Street" Heritage Overlay District #2 are designed to have a defined base, middle, and top.

- A. **Building façades** should be designed to have a base, middle, and top.
 - 1. **Building Base:** Should be designed with a distinct building base that is differentiated from the building middle and top.
 - a. May include a ground floor distinguished by one or more of the following: change in material, cornice line, or change in design pattern or fenestration type; or
 - b. May include a bulkhead that grounds the building and/or columns of a building and is distinguished from the middle of the building through a change in material.
 - 2. **Building Top:** Should be designed with a distinct building top that is differentiated from the building middle and base.
 - a. Should include a defined cornice line or roof overhang; and
 - b. May include upper floor change in design pattern or fenestration type.
- B. **Building alignment:** Floor plates and façade features are encouraged to line up with at least one of the adjacent building's base datum line and/or top cornice line.

7.3. Materials

INTENT

To create a consistent character and identity for the "Main Street" Heritage Overlay District #2.

A. Brick, brick veneer, or masonry should be the primary façade material for the first 50 feet of height.



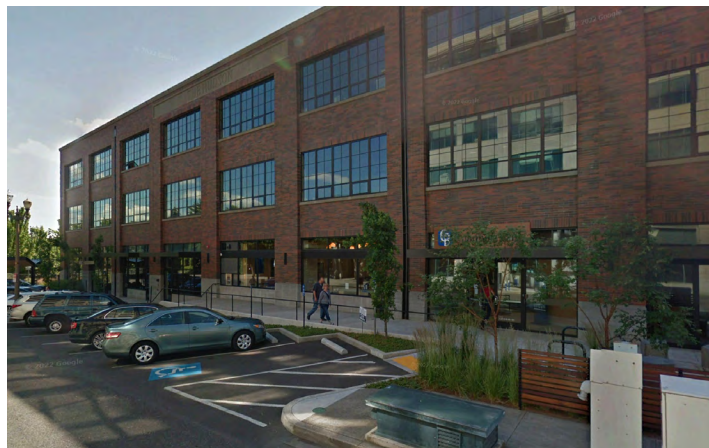
Example of a building that complements the historic rhythm and pattern of buildings within the Main Street Heritage District.



Example of a building with well articulated ornamentation, artistic fenestration pattern and cornice.



Example of the use of cornice lines at the base and top of the building to define the three portions of the facade.



Example of defining the building base with different materials and fenestration details than used on the upper stories.



DO Use materiality and fenestration pattern that are consistent with the character and identity of the Heritage District.



DON'T Stucco should be limited. Materials in the Heritage District should complement existing buildings and reinforce the character of the area.

7.4. Main Street Building Massing and Facade Design

INTENT

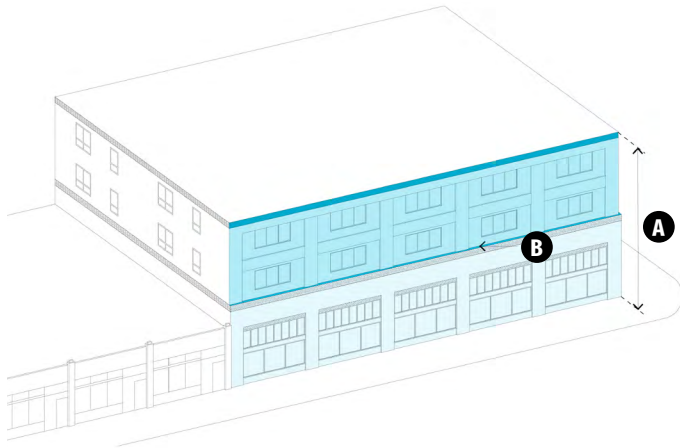
To maintain and emphasize the historic character and scale of buildings.

To ensure new buildings do not overwhelm Main Street historic structures.

A. Alterations and Additions. Projects that maintain the original facades of existing buildings but do not exceed 35 feet in height should step back new facades a minimum of six inches from the face of the original façade. (Figure 20)

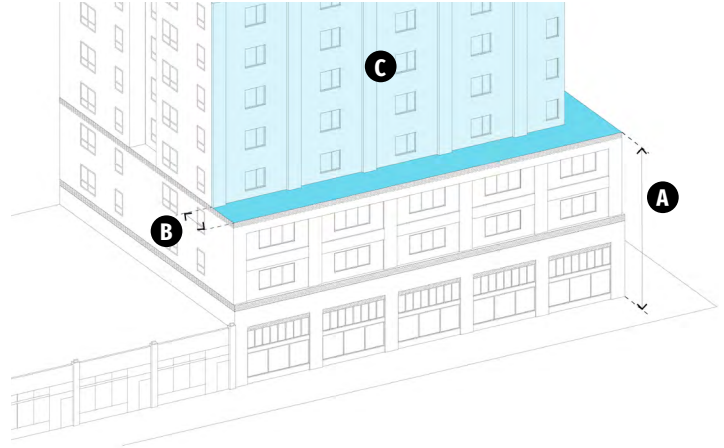
B. Building Massing on Main Street. Buildings facing or within 100 feet of Main Street should step back upper floor facades above 35 feet in height. The upper floor step back should be greater than 10 feet. (Figure 21)

Figure 20—Alterations and Additions to Heritage structures



- A** Second story or 35 feet in height.
- B** Projects that maintain the original facades of existing buildings should step back new facades a minimum of six inches from the face of the original façade.

Figure 21—Building Massing on Main Street



- A** Building base, up to 35 feet in height.
- B** The upper floor step back should be greater than 10 feet.
- C** Upper stories, above 35 feet in height.

PART III: **APPENDIX**

VDDG Checklist

CHECKLIST TO BE PROVIDED WITH FINAL DOCUMENT

CHECKLIST TO BE PROVIDED WITH FINAL DOCUMENT

Vancouver Downtown Design Guidelines

2024 Update

What is this project about?

The City of Vancouver's Downtown Design Guidelines Manual (initially written in 1978 and last updated in 1995) is used in the review of development projects in Downtown Vancouver. The guidelines have helped architects and developers ensure quality design in their projects as well as compatibility with downtown character and the goals of the community. Vancouver is seeing continued development interest and the guidelines are being updated to provide better guidance for the design and scale of development being built today.

Why is the City working on this now?

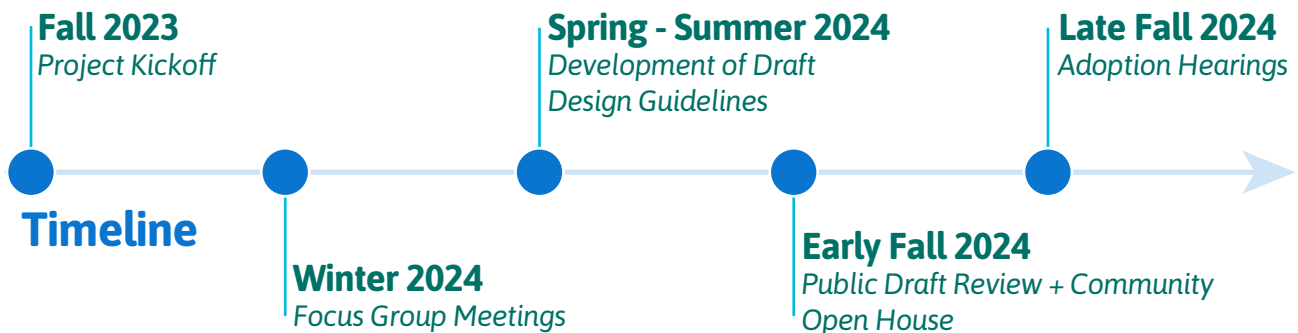
Currently, City staff are responsible for reviewing development projects, so they work directly with the Downtown Design Guidelines Manual on a regular basis. As development interest continues to grow in Downtown Vancouver, City staff have identified a need for the guidelines to be updated to better streamline the review process for both the City staff reviewers and the applicant. The City is looking for updated guidelines that are clear and concise, but still allow for flexibility and are not overly prescriptive.

How can I get involved?

Attend development community focus groups

Participate in the open house when draft guidelines are released

Watch the City's website for other engagement opportunities



CITY OF
Vancouver
WASHINGTON



Vancouver Downtown Design Guidelines Manual

Jason Nortz

Community Development Department

October 11, 2024



Chris Sensenig

Associate Principal

Raimi + Associates

Agenda

- VDDG Goals
- VDDG Manual Overview
- Discussion



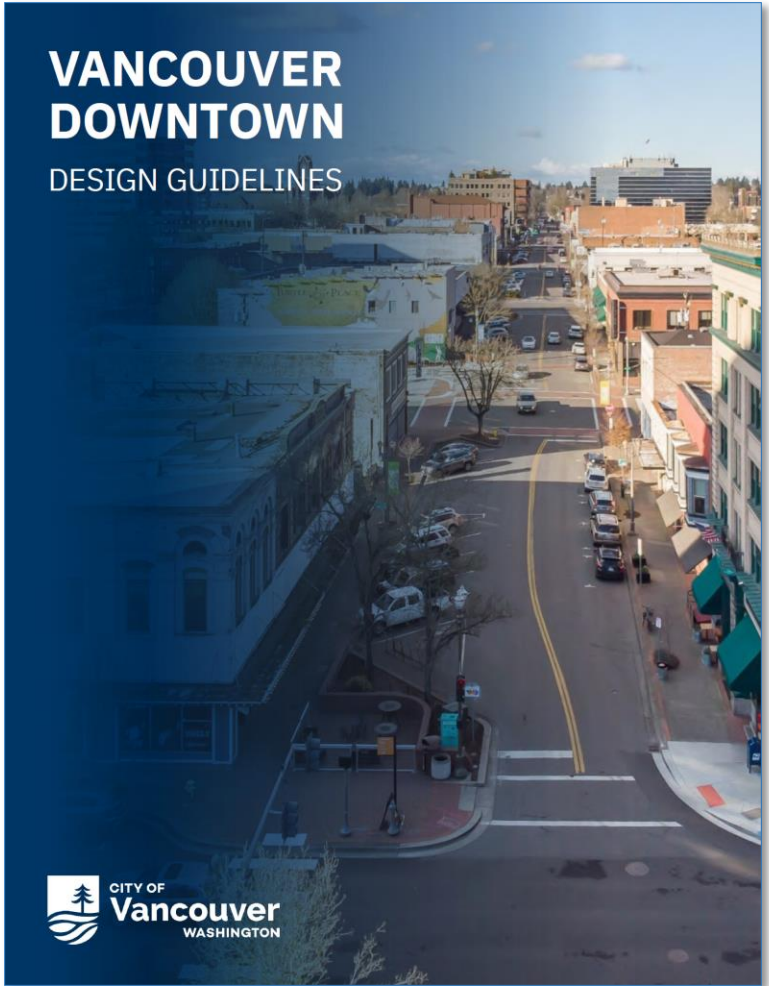


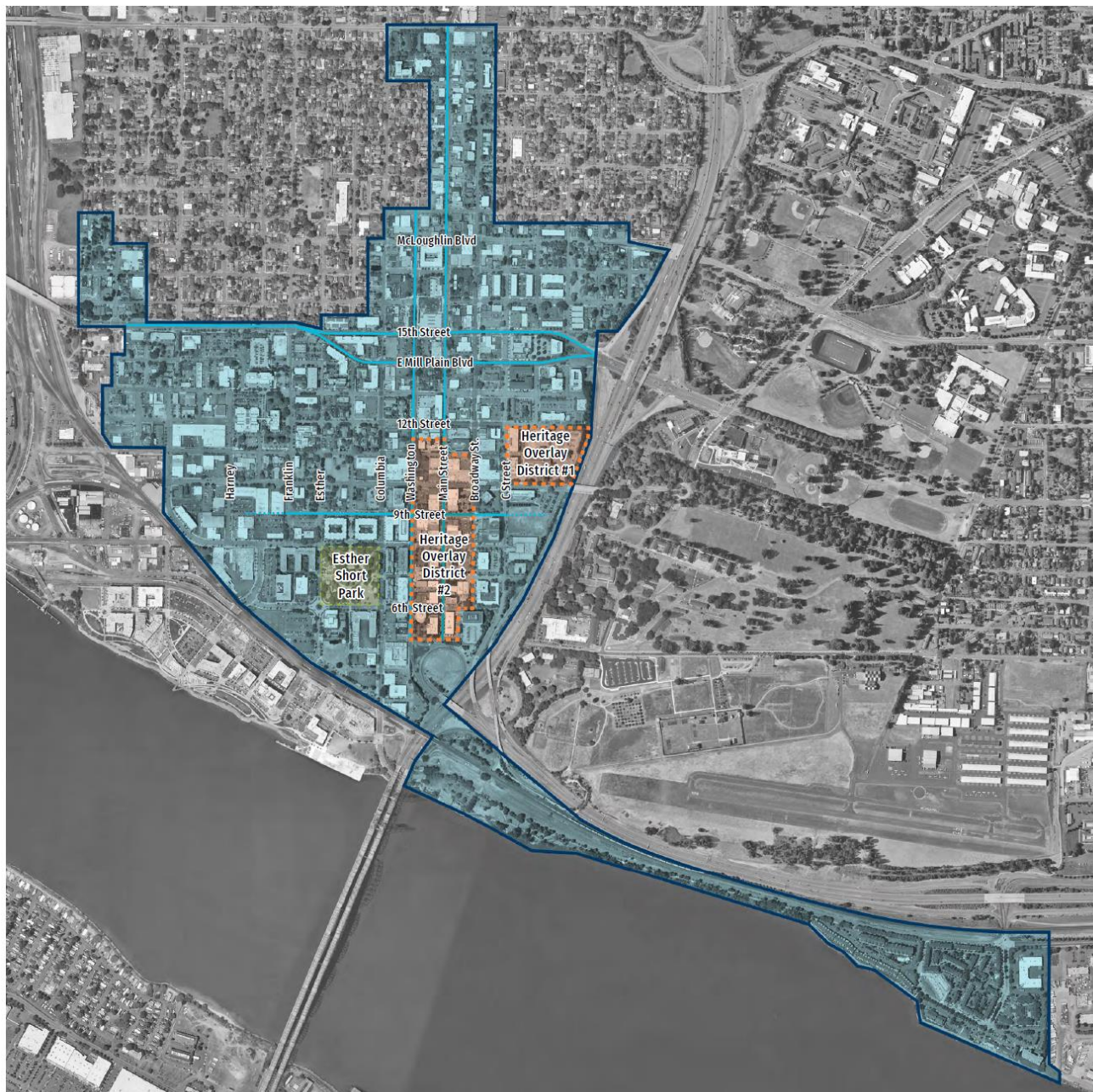
TABLE OF CONTENTS

Part I: Introduction	5
Purpose	6
Background	6
Design Review Process	9
Part II: Design Guidelines	11
Building + Design	12
Active Ground Floor Design	20
Lighting	27
Signage	28
Mechanical Equipment, Utilities, and Service Areas	30
Vehicle Access and Parking Design	32
"Main Street" Heritage Overlay District #2	34
Part III: Appendix	45
VDDG Checklist (To be provided with final document)	46



VDDG Goals:

- Provide a set of guidelines that are easy to understand and administer;
- Ensure the compatibility of new development with the existing historic character of the downtown;
- Maintain quality design and materials;
- Ensure ground floors include interest-creating features that contribute to an active downtown environment; and
- Ensure building designs complement each other and contribute to a cohesive sense of place.

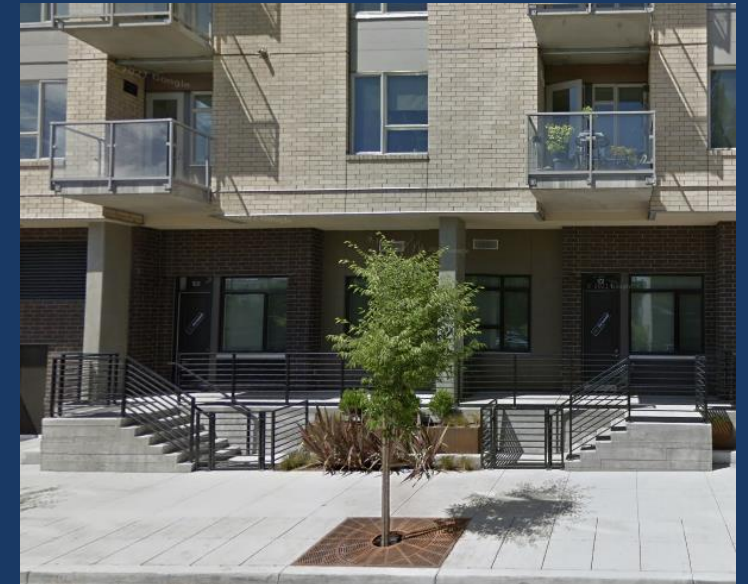


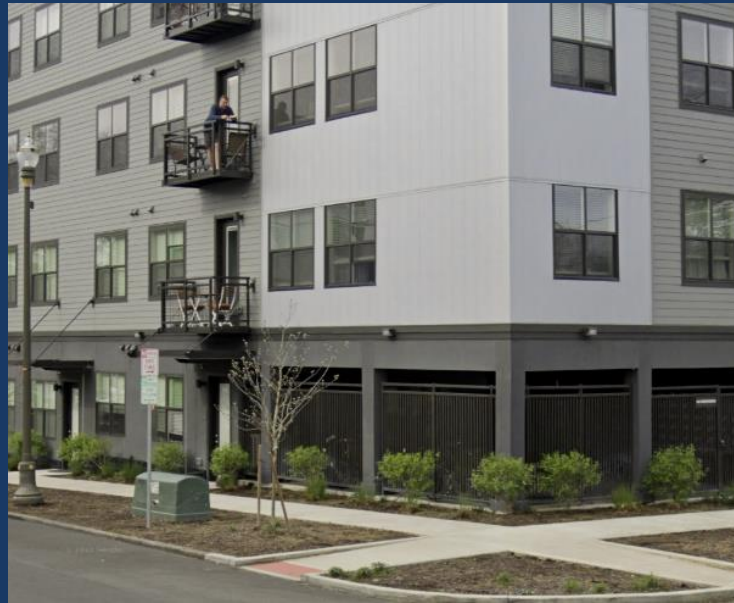
- Downtown Design Guidelines Plan Area
- Heritage Overlay District #1 and #2
- Esther Short Park



Design Elements that Enhance a Sense of Place for Downtown (more of this)

- Active ground floor design that creates **interesting and pedestrian focused streetscape**.
- Ground floor building articulation and **craftsmanship that provides human-scale details**.
- Fenestration is offset from the primary façade to provide **visual interest and shadow lines**.
- A **vertical rhythm and pattern** to the fenestration and façade articulation.
- Use of **brick and masonry as the primary façade material**, particularly at the ground level.





Design Elements that Need Improvement (less of this)

- Ground floor **façades dominated by parking, utilities, and blank walls.**
- **Overly flat facades** with limited to no articulation, modulation, or depth of fenestration to provide shadow lines and visual interest.
- **High-rise buildings stepped back from the building line** and located above parking structures.
- Large flat **facades dominated by horizontal glazing** with little to no human-scaled details.

Façade Design

INTENT

To break down the massing of block-scaled buildings and create pedestrian-scaled facades with a vertical rhythm and pattern that reflects the building's use.

- **Continuous building facades** >150 feet in length
a minimum of one modulation.
- **Residential building facades**
> 100 feet in length
one or more modulations.



Example of building with multiple modulation recesses with balcony projections. Modulations begin at the second floor.



Example of building with multiple modulations that extend from the ground floor through the roof plane.



DON'T: Create buildings with long flat facades. Design buildings to have modulations that reflect a residential rhythm and pattern.



DON'T: Create flat facades with only balcony projections and no facade modulation that result in an overly flat facade appearance.

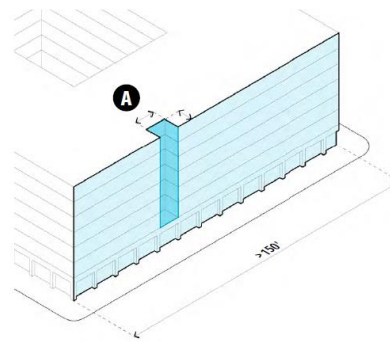
Façade Design

INTENT

To break down the massing of block-scaled buildings and create pedestrian-scaled facades with a vertical rhythm and pattern that reflects the building's use.

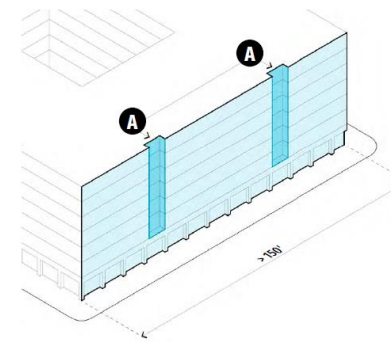
- **Modulations** in the façade plane should be sized depending on overall length of the façade and the number of modulations per facade
- The façade modulation **may be of less depth** if combined with a **change/contrast in material/color** and/or a **variation in the fenestration pattern**.
- **fenestration pattern**.

Figure 2—One modulation



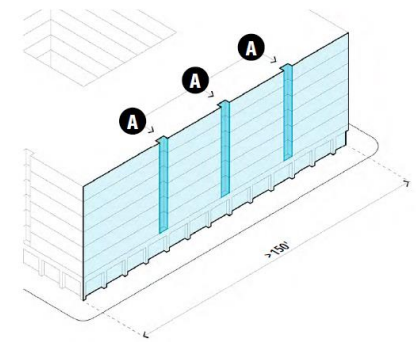
A The modulation should have a minimum width of 8 to 12 ft. and a minimum depth of 8 to 10 ft.

Figure 3—Two modulations



A The modulations should have a minimum width of 6 to 8 ft. and a minimum depth of 4 to 6 ft.

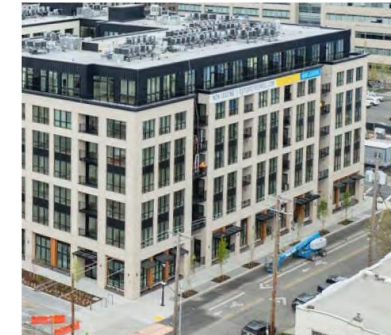
Figure 4—Three or more modulations



A The modulations should have a minimum width of 6 ft. and a minimum depth of 3 ft.



Example of facade with single major break.



Example of facade with 2 modulations.



Example of facade with multiple modulations with an approximate depth of 3 feet.



Example of facade with minimum modulations but a change in material and color that breaks up the building into three distinct massing elements.



Example of facade with 2 modulations.



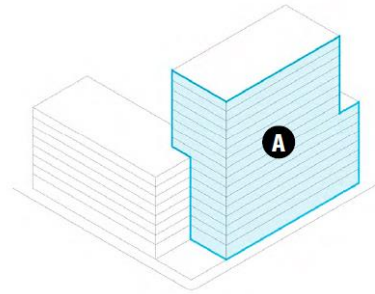
DON'T: Create buildings with long flat facades without any modulations.

To create visually interesting buildings and avoid monolithic boxes without shape or articulation.

High-rise Massing

- **Anchor the tower buildings** to the public realm by extending a portion of any high-rise portion of the building to the ground plane.
- **Primary building entrances** should be located within or directly adjacent to the tower portion of the building. Primary building entries should be clearly identifiable and prominent elements of the building façade.
- **Corner mini park.** High-rise buildings greater than 85 feet in height are encouraged to provide a corner mini-park or plaza..

Figure 6—Anchored tower buildings

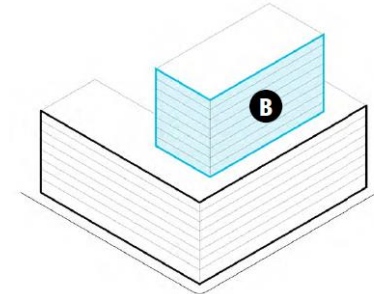


A DO anchor tower buildings to the ground plane.



DO Anchor the tower portion of the building to the ground plane.

Figure 7—Unanchored tower buildings

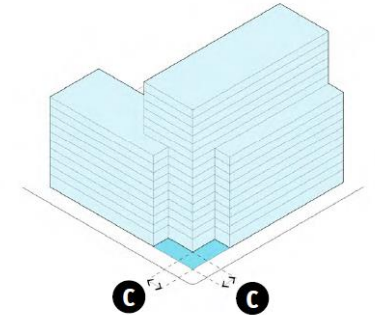


B DO NOT have tower buildings disconnected from the ground plane.



DON'T Disconnect the tower portion of the building from the ground plane.

Figure 8—Corner mini park



C DO provide corner mini-parks or plazas for high-rise buildings.



DO Provide corner mini-park or plaza.



Materials

INTENT

To maintain the materiality and character of downtown.

To improve the overall appearance of buildings and to have building character express longevity and permanence through high quality materials that will maintain quality of appearance over time.

To create a consistent character and identity for downtown.



Materials

Brick, brick veneer, terracotta, ceramic tiles, or masonry provide a human-scaled element to facades.

- Should be primary material for **all ground floor facades** exclusive of fenestration.
- **South of 15th Street:** should primary material for all publicly facing facades **for the first 50 feet of height**
- Mass timber buildings may be exempt from this standard to express the structural facade elements.
- High-quality low carbon concrete may be used if detailed with human-scaled elements.

Buildings with 100% glass curtain wall facades are discouraged.

- Glass curtain walls may be used as a building accent.
- Glass curtain walls should not exceed 50% of any single façade facing east, south, and west.



1.3.1. Window Design

INTENT

To avoid flat facades and provide human-scaled architecture elements that create visual interest and shadow lines.

A. Fenestration on facades facing a public street, right-of-way or publicly accessible open space should follow the guidelines listed below (portions of a building with glass curtain wall systems are exempt):

1. Window panes should be recessed 3 to 6 inches from façade plane.
2. Windows that are flat or “flush” with the façade are prohibited unless:
 - a. Applied to a portion of a building that is part of a façade recess/inset with a minimum 4 inches in depth. The portion of the building that is recessed should have a maximum width of 20 feet.
 - b. Framed or include a lintel and mantel with a minimum projection of 2 to 6 inches from the facade.



DO Recess windows from the facade plane to create facade depth and shadows.

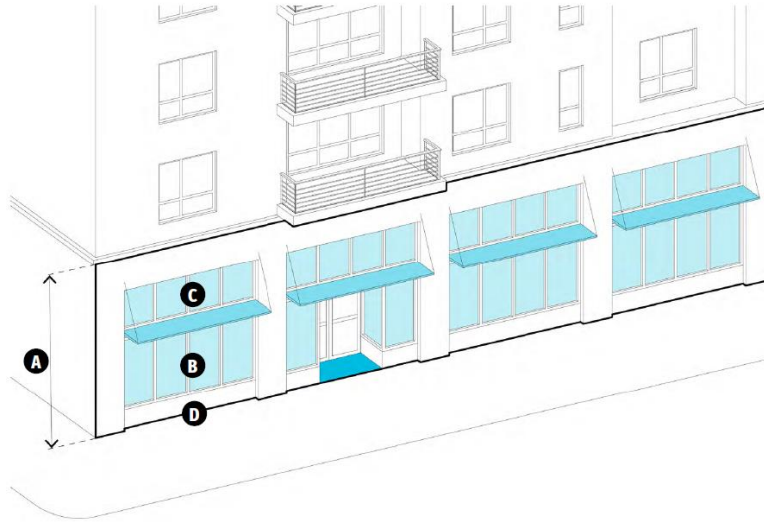


DO Have windows that may be flat or “flush” with facade, if applied to a portion of a building that is part of a façade recess/inset.



DON'T Have flat or “flush” windows compose large sections of a building facade.





- A** Minimum floor-to-floor height.
- B** Maximize transparent glazing between 2 and 7 feet in height.
- C** Transom windows are encouraged to bring natural light into commercial spaces.
- D** Bulkheads and solid walls, if provided, should measure approximately 12 to 24 inches from finished grade.

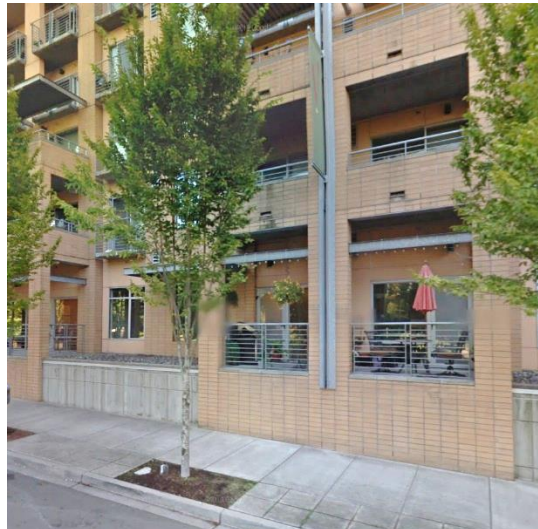
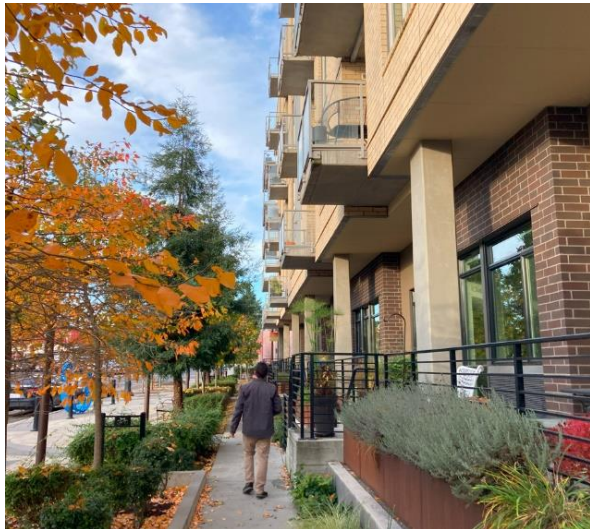


Example of a transparent and inviting retail/commercial frontage on the ground floor.

Active Ground Floors

INTENT

To ensure ground floor frontages focus on interest-creating facades lined with active uses or designed to show regular habitation and activity.



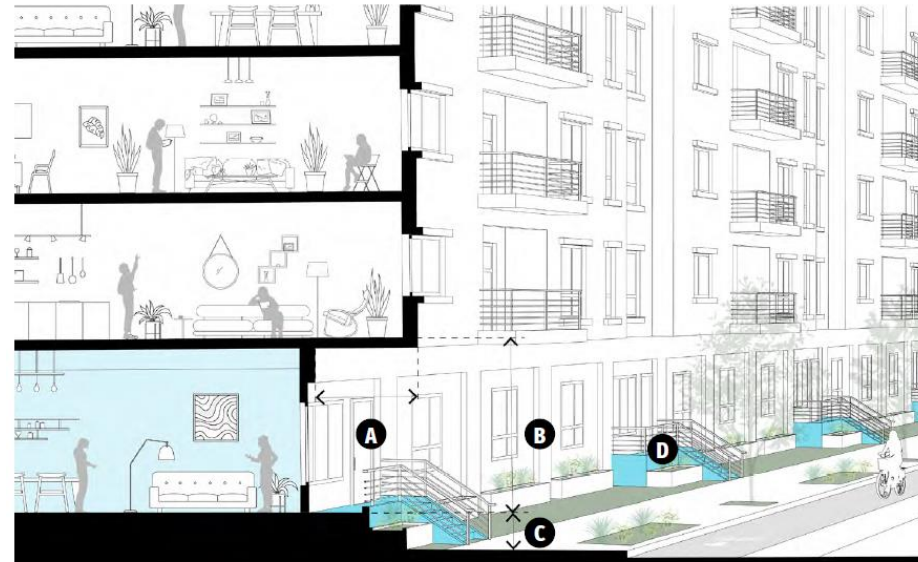
Residential

INTENT

To ensure ground floor residential units create activity and enhance the public realm through direct interaction with the sidewalk through stoop unit entries, balconies or porches.

To maintain privacy through raising units above sidewalk grade and setting ground floor units back from the building line to provide space for landscaping.

North of 15th Street (Uptown Village)



- A** Ground floor residential units should be setback a minimum of 3-5 feet from the building line.
- B** The ground floor unit should have minimum floor-to-floor height of 10 feet.
- C** Ground floor residential units should be raised a minimum of 2 feet and not more than 6 feet above sidewalk grade.
- D** Ground floor units are encouraged to have stoop entries.



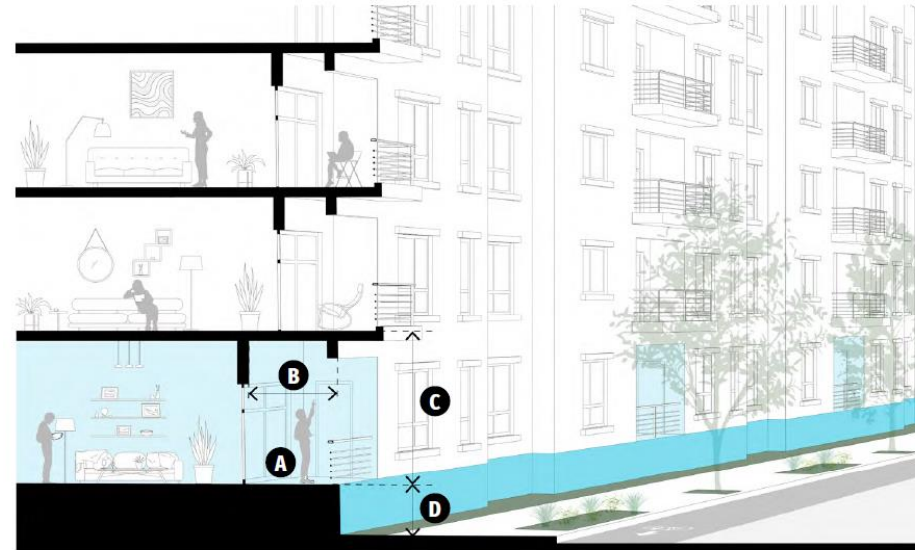
Example of a ground floor residential unit activating the public realm through stoops and patios in the setback area.

Residential

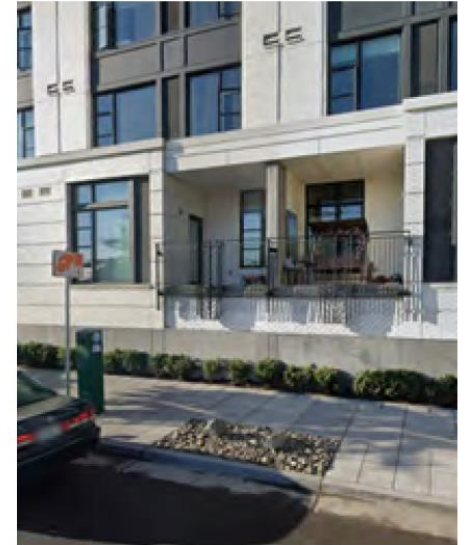
INTENT

To create a more residential feel with increased setbacks for buildings north of 15th Street while allowing for more urban ground floors with limited setbacks south of 15th Street.

South of 15th Street



- A** Ground floor units south of 15th Street should include ground floor balcony spaces if stoops are not provided.
- B** Ground floor unit balcony spaces should have a minimum depth of 6 feet.
- C** The ground floor unit should have minimum floor-to-floor height of 10 feet.
- D** Ground floor residential units should be raised a minimum of 3 feet and not more than 6 feet above sidewalk grade for units that are not setback from the building line.



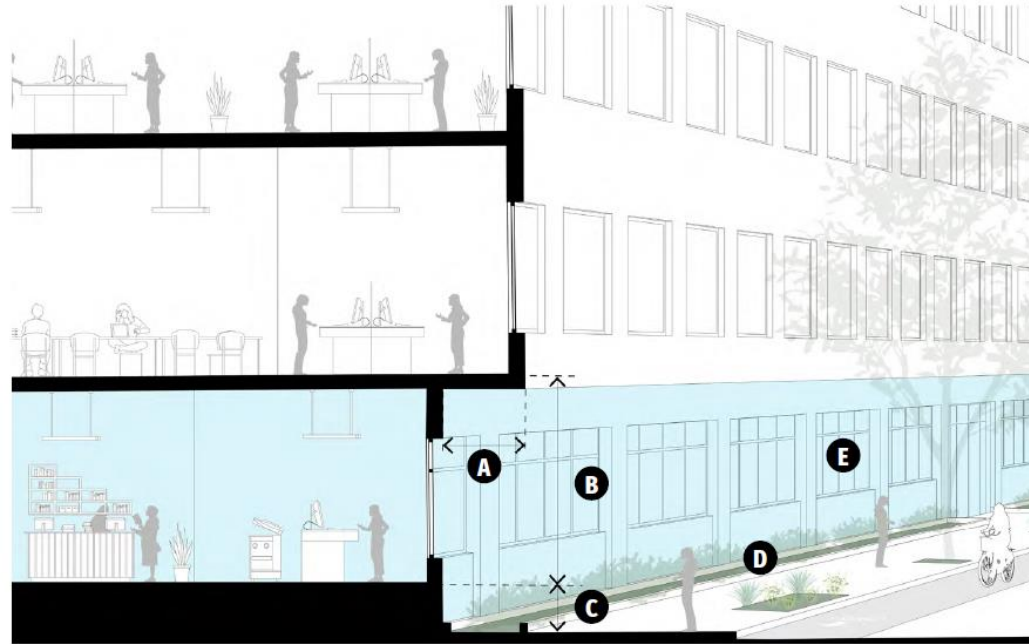
Example of a ground floor residential activating the public realm through balcony and providing privacy through ground floor height raised above sidewalk grade.

Office/ Professional Services

INTENT

To ensure ground floor space for office and professional services activate the public realm through adding visual depth and transparency into a building's interior.

To maintain a level of privacy through building setbacks and landscaping so temporary window coverings are not permanently closed.



- A** Minimum of 3 feet setback to provide space for a landscape buffer.
- B** Ground floor office space should have a minimum floor-to-floor height of 15 feet or a minimum floor-to-ceiling height greater than 12 feet.
- C** Non-communal spaces should be 2-3 feet above sidewalk grade to provide privacy to office uses.
- D** Setback area should maximize landscaping, generally 60% or more of the setback area.
- E** Maximize transparent glazing between 3 and 8 feet in height from the finished floor of the office space.

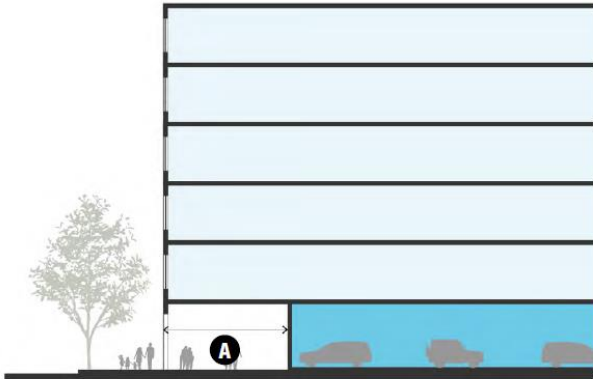


Example of a ground floor office and professional services space activating the public realm through adding visual depth and transparency.

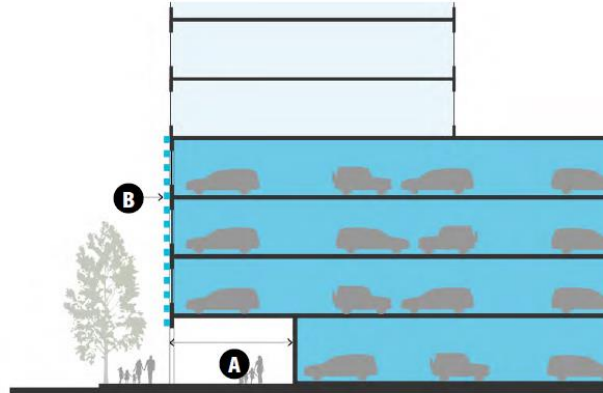
Parking

INTENT

To ensure structured parking does not detract from designing ground floors with active uses that engage with the streetscape.



- A** Parking areas should be setback a minimum of 25 feet from the building line to provide space for active uses.



- A** Parking areas on the ground floor should be setback a minimum of 25 feet from the building line to provide spaces for active uses.
- B** Facades should be designed to look like a non-parking use building or should be designed with artistic design and articulation features.



DO Screen and integrate partially below grade parking structure into the building design.



DO Line at-grade parking structure with active uses.



DON'T Design structured parking to be visible from public streets.

Signage

INTENT

To create an integrated and cohesive signage strategy that complements a building's architectural character.

- Each building should have only one primary sign on any one building face.
- Building signage above 45 feet in height is discouraged.
- Signage for building tenants is prohibited above the 2nd story except for hotel and hospitality uses.
- Large scale signage visible from the freeway or other areas of the city is prohibited.



Thank You Slide



Jason.Nortz@cityofvancouver.us | 360-487-7844 | cityofvancouver.us

