



City Center Redevelopment Authority Board Meeting Agenda

March 20, 2025

12:30 PM

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

Virtual Viewing: [City Center Redevelopment Authority > Clark/Vancouver Television](http://CityCenterRedevelopmentAuthority.org/Clark/VancouverTelevision) (cvtv.org).

Please see the Community Communications Instructions below to register for public comment

1. Call to Order and Roll Call

2. Approval of Minutes

2/20/25 Minutes

3. Executive Director Report

Patrick Quinton, Executive Director, Economic Prosperity & Housing

Subcommittee Meeting Report
Project Updates
Development Pipeline Report

4. Downtown Redevelopment Study

Matt Fairris VP, BAE Urban Economics; Chim Chune Ko, Real Estate Project Manager

5. Downtown Design Guidelines

Jason Nortz, Development Review Manager; Chris Sensenig, Associate Principal, Raimi Associates

6. Community Communications

****The public is invited to speak regarding any matter on the agenda. Members of the public testifying are asked to limit testimony to three minutes. Pre-registration is required. There are three ways to provide comments:**

- In Writing: Public comments can be submitted in writing

City Center Redevelopment Authority Board

Marc Fazio
President

David Copenhaver
Allison Reynolds
Michi Slick
Alisa Pyszka
Richard Krippaehne
Ken Anderton

Economic Housing and Prosperity

415 W. 6th Street
Vancouver, WA 98660
TTY: 711
www.cityofvancouver.us

(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

Update on Real Estate Negotiations

8. Adjournment

Community Forum Instructions

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:

1. Writing: Public comments can be submitted in writing (name, address, contact information and comments) via email to kimberly.kerlee@cityofvancouver.us by noon on the day of the meeting.
2. Remotely: Remotely: Pre-register by phone at 360-487-7846 or email kimberly.kerlee@cityofvancouver.us by 5pm the day before the meeting
3. 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.

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Date: February 20, 2025

Time: 12:30-2:30 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 meeting video: [25 02 20 CCRA Meeting Video](#).

Item 1: Call to Order and Roll Call

The February 20, 2025, meeting of the City Center Redevelopment Authority was called to order at 12:01 pm by Marc Fazio.

Board Members Present: Marc Fazio, Alisa Pyszka, Ken Anderton, David Copenhaver, Richard Krippaehne, Michi Slick (virtual)

Board Members Absent: Allison Reynolds

Staff Present: Patrick Quinton, Kimberly Kerlee, Chris Harder, Chim Chune Ko, Chad Eiken

Guests: None

Motion by Krippaehne, seconded by Anderton, and carried unanimously to excuse the absence of Board Member Reynolds.

Item 2: Approval of Minutes

Motion by Anderton, seconded by Krippaehne, and carried unanimously to approve the January 16, 2025, minutes.

Item 3: Election of Officers

Patrick Quinton, Executive Director, asked the board for nominations for the office of President. Board member Pyszka nominated Marc Fazio for CCRA President. No other nominations for president were made. Quinton closed nominations and made a motion.

Motion carried unanimously by the board to elect Marc Fazio for the office of president for 2025.

Members

Marc Fazio
President

Richard Krippaehne
David Copenhaver
Michi Slick
Alisa Pyszka
Allison Reynolds
Ken Anderton



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To request accommodation or other formats, please contact:

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

President Fazio opened nominations for the office of Secretary of Treasurer. Board member Fazio nominated Richard Krippaehne. No other nominations were made. President Fazio asked for a motion.

Motion carried unanimously by the board to elect Richard Krippaehne for the office of Secretary of Treasurer for 2025.

Item 4: Executive Director Report

Patrick Quinton gave a brief overview of the Waterfront Gateway affordable housing project which is in the building permit stage of the development pipeline with construction starting in the next three or four months. The subcommittee met this month. Quinton provided an update on the Heights project which is moving along as expected. The Heights Community Investment Committee is currently reviewing a second RFP for two additional sites within the Heights. Board members received a revised CCRA Workplan for 2025-2026 and Quinton reviewed updates and additions.

Item 5: Economic Development Strategy Update

Chris Harder, Deputy Economic Director, presented an overview of the five-year economic development strategy including a review of the project phase timeline and the key findings for both growth and competitiveness, and quality of life within Vancouver. Elements of the strategic plan were covered including the long-term vision and approach to implementation. Harder provided the four goals of the strategy along with the actions to take to be successful. President Fazio opened the floor for comments and discussion. Board member Anderton mentioned the possibility of including the Port of Vancouver in the plan. Harder responded. Board member Pyszka appreciated the focus on growth and jobs in Vancouver. Board member Slick mentioned housing and how it is linked to a living wage and job growth. Board member Copenhaver thanked City staff for the work done so far. President Fazio mentioned the planning for the Interstate Bridge Project and how that relates to the strategy and commented on the macro vision of livability as it relates to safety.

Item 6: 2024 Development Activity Report

Chim Chune Ko, Real Estate Project Manager, provided a recap of development activity including commercial, industrial and residential permits from 2017 to 2024, highlighting the below average permit activity in 2024. Affordable housing production and Multifamily Tax Exemption activity are also experiencing shortfalls due to limited funds and an increase in construction costs. Ko provided observations and key factors for the slowdown in development as well as barriers to new residential construction. Projected rent growth was reviewed and the impact it has on feasibility. Ko reviewed potential opportunities in the current market and ongoing policy priorities for the City. Chad Eiken, Community Development Director, provided an overview of development projects that are holding in the pre-app stage and land use stage of the permitting process and not progressing to the next stage. Discussion occurred around City response time and permit processes. Eiken added that the number of projects is low, and therefore the current process is responsive. Board member Krippaehne added that from his perspective the turnaround time for the City of Vancouver is very good. President Fazio asked about costs related to green building policies and if that has an impact on development. Ko and Quinton responded.

Item 7: Public Comment

None

Item 8: Executive Session (as needed)

None

Adjournment

2:36 pm

Marc Fazio, Board President

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Development Pipeline Report

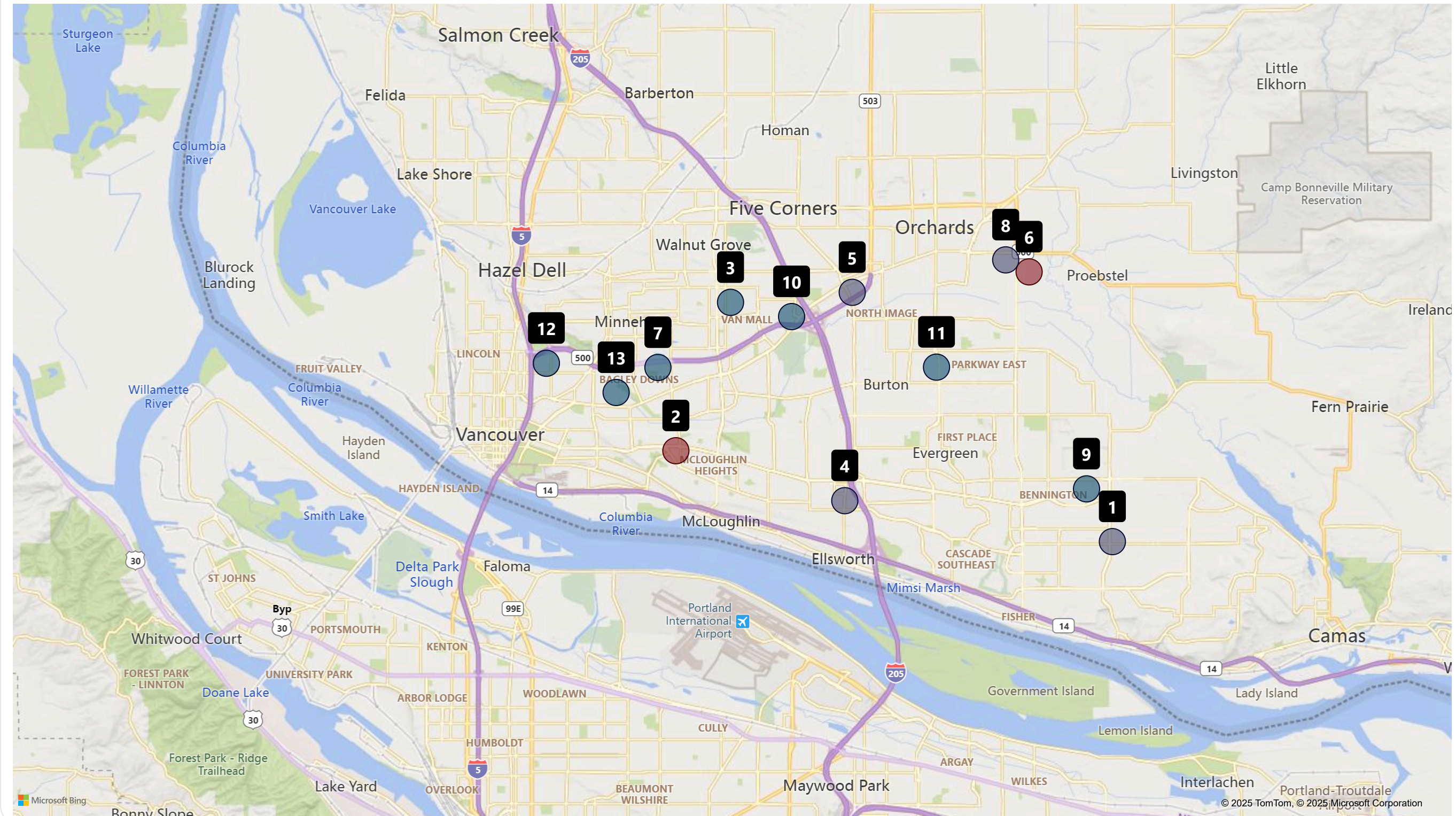
January/February 2025 Activity

Map	Project	Location	Area	Use	Total Res Units	Total Sq Ft	Parking Spaces	Notes	Contact or Contractor	Applicant, Developer or Owner
Pre-Application										
1	Radiance Dental	1955 SE 192nd Ave	East Vancouver	Commercial	0	10,000		Proposed two-story 10,000sf building with a 4,000sf dental office on the first floor. 1,000sf vocational dental training center and 5,000sf of general office space along with a future expansion.	Rebecca Kerr	CIDE Inc
2	Artifact	5411 E Mill Plain Blvd	Heights	Mixed-use	109			Proposed mixed use development including 109 affordable apartments and a market hall in The Heights parcel C.	DOWL	City of Vancouver
3	Wooly's Landing Apartments	5311 NE 72nd Ave	Walnut Grove	Multi-Family Residential	77		116	Proposed 77 Unit apartment project consisting of 18 Studio, 18 (1) bedroom, and 41 (2) bedroom apartments.	Ryan Wilson	Wilson Architects
4	Stephens Place Day Center	701 SE Ellsworth Rd	Ellsworth Springs	Commercial		22,500		Proposed 2-story rec day center for individuals with developmental disabilities in the Vancouver Metro Community. Will consist of educational classrooms, warming kitchen, offices, fitness center, storage, respite units for temporary stays and wellness rooms, with space for outdoor recreation for the users.	Kevin Sauser	C2K Architecture
5	Orchards Station Food Carts	5604 NE 112th Ave	North Image	Commercial		24,857	29	Proposed 3- phase food cart project, with a new building and associated parking/site improvements.	Scott Taylor	Opray Capital LLC
6	162nd Ave	6233 NE 162nd Ave	North Image	Mixed-use	276	67,992		Proposed 276-unit horizontal mixed-use development within ten buildings: 3-story 51,000 sf office building, 1-story 6,500 sf retail building, and a 2-story 10,492 sf veterinary clinic.		Hurley Development
7	Pavel Kaminskiy Apartments	4913 NE 34th St	Bagley Downs	Multi-Family Residential	4	12,813	9	Proposed 4-unit apartment building.	Andrew Gunther	PLS Engineering
Land Use Review										
	N/A									
Building Plan Review										
8	Retriever Sports Center	15730 NE 65th St	Mountain View	Commercial	0	20,867	105	Proposed sports court building comprised of 18,900 sf of ground floor with a 2,067-sf mezzanine.	Han Lee, PE	Retriever Development

Building Inspection										
9	NE 138th Ave Cottages	13700 NE 34th St	Image	Multi-Family Residential	15			Proposed multi-family modular home development to include 15 single story buildings.	Noelle Christ	Wolf Industries, INC

Completed										
10	CTC Bennington on 1st	505 SE 184th Ave 98683	Bennington	Multi-Family Residential	582	726,690	1,151	New 582 unit multi-family project on four parcels totaling 31.05 acres with associated on-site amenities.	IDM Builds NW LLC	Columbia Tech Center LLC
11	NE 94th Ave Apartments	4902 NE 94th Ave	Vanmall	Multi-Family Residential	98	70,000	124	New 5-story, 98-unit multi-family affordable housing project	Aidan Willis	TEAM Construction
12	O Street Cottages	3600 O St	Rose Village	Multi-Family Residential	7	4,900	8	New 7-unit multi-family cottage development, while retaining existing home.	Seth Halling	Wolf Industries, INC
13	Cedar Park II	2615 Neals LN	Fourth Plain Village	Multi-Family Residential	15	9,088	72	New 3-story, 15 unit apartment building.	Izad Khormaei	Clark County Realty Group

Development Type ● Commercial ● Mixed-use ● Multi-Family Residential



bae urban economics

SERA

WORKING DRAFT Downtown Redevelopment Assessment

Prepared for the City of Vancouver

March 14, 2025



March 14, 2025

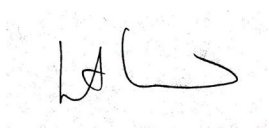
Patrick Quinton, Director
Chim Chune Ko, Real Estate Project Manager
City of Vancouver
Economic Prosperity & Housing Department
415 W. 6th Street
Vancouver, WA 98660

Dear Patrick and Chim Chune,

BAE Urban Economics, in partnership with SERA Architects, is pleased to present the Working Draft Downtown Redevelopment Assessment for the City of Vancouver. The following report summarizes current demographic, economic, and real estate market conditions within the Downtown Vancouver area. Following the broad assessment of conditions within downtown, the report analyzes characteristics of distinct Redevelopment Opportunity Areas (ROA), including the development capacity of vacant and underutilized sites within each ROA. Based on a parcel-by-parcel analysis of the unique characteristics and redevelopment potential, the report then identifies 20 unique Strategic Parcels that represent critical opportunities to maximize development potential in downtown and catalyze additional development. Finally, the following report provides a range of strategies and recommendations for the City to support redevelopment of vacant and underutilized sites within downtown to accommodate projected growth, equity, and economic development goals.

We look forward to any questions or comments you have on the report.

Sincerely,

A handwritten signature in black ink, appearing to read 'D Shiver', enclosed within a faint, light gray rectangular border.

David Shiver, MCP
Principal

A handwritten signature in black ink, appearing to read 'Matt Fairris', enclosed within a faint, light gray rectangular border.

Matt Fairris, MCP
Vice President

Table of Contents

INTRODUCTION.....	1
DEMOGRAPHIC AND ECONOMIC CONDITIONS	2
Demographic Characteristics	2
Economic Characteristics	5
REAL ESTATE MARKET CONDITIONS	10
Residential Market Overview.....	10
Retail Market Overview.....	18
Office Market Overview.....	20
Industrial Market Overview.....	22
Current Development Feasibility Challenges	23
REDEVELOPMENT OPPORTUNITIES AREAS.....	25
Methodology.....	25
Esther Short Park Opportunity Area	27
Uptown Opportunity Area	35
Main Street Opportunity Area	43
County Center Opportunity Area	50
Waterfront Opportunity Area.....	58
West Industrial Opportunity Area	63
Total Redevelopment Potential	65
STRATEGIC SITE ASSESSMENT	68
STRATEGIES AND RECOMMENDATIONS	90
Local Land Use Policies	90
City Process	92
Financial Incentives	96
Direct and Indirect City Investments.....	98
Methods for Raising City Capital	101
Recommended Near-Term Strategies to Support Redevelopment	102
APPENDIX A: DOWNTOWN SITE CAPACITY TEST FIT ANALYSIS	104

List of Tables

Table 1: Population and Household Characteristics, 2010 to 2022	2
Table 2: Household Income, 2022	4
Table 3: Employment by Industry, 2024	6
Table 4: Employment by Industry in Portland-Vancouver-Hillsboro MSA, 2010 to 2022	7
Table 5: Principal Employers, City of Vancouver, 2022	8
Table 6: Employment Projections by Industry in Portland-Vancouver-Hillsboro MSA, 2022 to 2032	9
Table 7: Housing Unit by Type of Building, 2022	10
Table 8: Occupied Housing Units by Tenure, 2010 to 2022	12
Table 9: Housing Vacancy by Type of Vacancy, 2022	13
Table 10: Home Sale Price Distribution, Downtown Vancouver, 2022 to 2024	14
Table 11: Multifamily Market Summary, Q1 2024	16
Table 12: Retail Market Summary, Q1 2024	18
Table 13: Office Market Summary, Q1 2024	20
Table 14: Industrial Market Summary, Q1 2024	22
Table 15: Esther Short Park Multifamily Summary, Q1 2024	27
Table 16: Esther Short Park Retail Market Summary, Q1 2024	28
Table 17: Esther Short Park Office Market Summary, Q1 2024	29
Table 18: Esther Short Park Industrial Market Summary, Q1 2024	30
Table 19: Esther Short Park Yield Capacity	31
Table 20: Uptown Multifamily Market Summary, Q1 2024	35
Table 21: Uptown Retail Market Summary, Q1 2024	36
Table 22: Uptown Office Market Summary, Q1 2024	37
Table 23: Uptown Industrial Market Summary, Q1 2024	38
Table 24: Uptown Yield Capacity	39
Table 25: Main Street Multifamily Market Summary, Q1 2024	43
Table 26: Main Street Retail Market Summary, Q1 2024	44
Table 27: Main Street Office Market Summary, Q1 2024	45
Table 28: Main Street Yield Capacity	46
Table 29: County Center Multifamily Market Summary, Q1 2024	50
Table 30: County Center Retail Market Summary, Q1 2024	51
Table 31: County Center Office Market Summary, Q1 2024	52
Table 32: County Center Industrial Market Summary, Q1 2024	53
Table 33: County Center Yield Capacity	54
Table 34: Waterfront Multifamily Market Summary, Q1 2024	58
Table 35: Waterfront Retail Market Summary, Q1 2024	59
Table 36: Waterfront Office Market Summary, Q1 2024	60
Table 37: West Industrial, Industrial Market Summary, Q1 2024	63
Table 38: Downtown Vancouver Yield Capacity	66

List of Figures

Figure 1: Age Distribution, 2010-2022 3

Figure 2: Household Income, 2022..... 5

Figure 3: Housing Units by Year Built, 2022 11

Figure 4: Median Sales Price – All Residential, Downtown Vancouver, City of Vancouver
and Portland-Vancouver-Hillsboro MSA, 2004 to 2024..... 15

Figure 5: Residential Development Pipeline, Q1 2024..... 17

Figure 6: Retail Development Pipeline, Q1 2024..... 19

Figure 7: Office Development Pipeline, Q1 2024..... 21

Figure 8: Esther Short Park Parcels with Redevelopment Potential 32

Figure 9: Uptown Parcels with Redevelopment Potential 40

Figure 10: Main Street ROA Parcels with Redevelopment Potential..... 47

Figure 11: County Center Parcels with Redevelopment Potential..... 55

Figure 12: Waterfront Parcels with Redevelopment Potential..... 61

Figure 13: West Industrial Parcels with Redevelopment Potential 64

Figure 14: Downtown Vancouver Parcels with Redevelopment Potential 67

Figure 15: Strategic Sites Map 69

INTRODUCTION

This report examines the development potential of vacant and underutilized sites in Downtown Vancouver. To provide context, BAE first reviews key demographic, economics, and real estate market trends, highlighting how Downtown Vancouver has evolved over the past decade. In this section, BAE also compares Downtown Vancouver to the City of Vancouver and the broader Portland-Vancouver-Hillsboro Metropolitan Statistical Area (Portland MSA) to identify key differences in market conditions.

Building on this market analysis, the report then identifies and analyzes the characteristics of unique Redevelopment Opportunity Area, or ROA's. Specific to each ROA, the analysis reviews critical market conditions in order to assess the development capacity of vacant and underutilized sites within each ROA.

Based on this analysis, BAE identifies 20 Strategic Parcels with the greatest potential to catalyze growth and maximize development opportunities in Downtown Vancouver. Finally, the report concludes with targeted strategies and recommendations to advance redevelopment efforts, while ensuring alignment with the City's broader goals around housing production, equitable outcomes, and economic development.

DEMOGRAPHIC AND ECONOMIC CONDITIONS

This section is an overview of demographic and economic characteristics within Downtown Vancouver, the City of Vancouver, and the Portland-Vancouver-Hillsboro MSA. To inform these characteristics, the analysis leverages a range of public and private data sources, including the U.S. Census Bureau, Bureau of Labor Statistics, City of Vancouver, Washington Employment Security Department, and Data Axle.

Demographic Characteristics

Population and Household Trends

From 2010 to 2022, Downtown Vancouver grew faster than both the City of Vancouver and the Portland-Vancouver-Hillsboro MSA. As seen in Table 1 below, the population within Downtown Vancouver expanded by roughly 2.6 percent per year between 2017 and 2022. This population growth was somewhat higher than the Citywide annual growth over the same time period, at 2.2 percent per year, and notably higher than the Portland region as a whole, which grew by just 1.0 percent per year. Similar to population, the annual growth in the number of households in Downtown Vancouver (4.4 percent per year) outpaced the City of Vancouver (2.6 percent per year) and the Portland MSA (1.6 percent per year). Interestingly, the household growth in Downtown Vancouver was significantly higher than the population growth, indicating that a large share of the household growth was in smaller households.

Table 1: Population and Household Characteristics, 2010 to 2022

Downtown Vancouver	2010	2017	Avg. Annual Change 2010-2017	2022	Avg. Annual Change 2017-2022
Population	4,881	5,293	1.2%	6,009	2.6%
Households	2,341	2,534	1.1%	3,142	4.4%
Avg. Household Size	1.67	1.67		1.64	
City of Vancouver	2010	2017	Avg. Annual Change 2010-2017	2022	Avg. Annual Change 2017-2022
Population	161,791	171,393	0.8%	190,700	2.2%
Households	65,691	68,158	0.5%	77,418	2.6%
Avg. Household Size	2.43	2.48		2.43	
Portland-Vancouver-Hillsboro MSA	2010	2017	Avg. Annual Change 2010-2017	2022	Avg. Annual Change 2017-2022
Population	2,226,009	2,382,037	1.0%	2,505,312	1.0%
Households	867,794	912,368	0.7%	986,857	1.6%
Avg. Household Size	2.52	2.57		2.50	

Sources: 2010 Decennial Census, 2017 & 2022 5 Year ACS Summary Data, BAE, 2024.

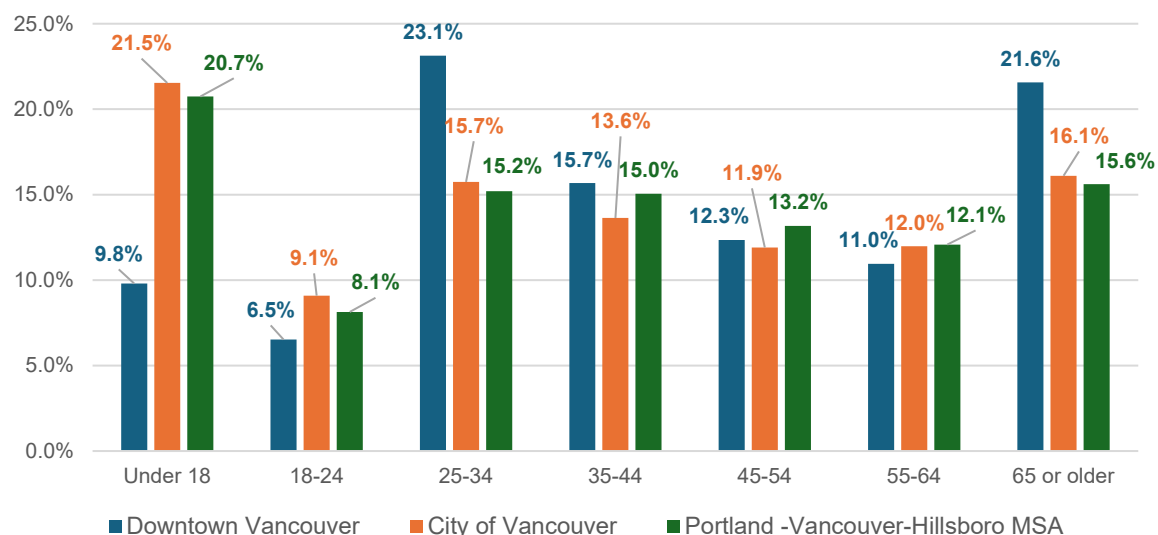
Average Household Size

Downtown Vancouver has smaller household sizes than both the city and the MSA. As seen in Table 1 above, on average Downtown Vancouver households have 1.64 persons per household, which is the smallest of the three regions. The Citywide average household size is 2.43 persons, while the regional average household size is 2.50 persons per household. As noted above, between 2017 to 2022 the growth in households was primarily associated with smaller household sizes, leading to a decreasing average household size in downtown. This is also a trend seen at the city and regional level, where both geographies experienced decreasing average household sizes over the same time period.

Age Characteristics

Downtown Vancouver has a significantly high proportion of young professionals and seniors relative to the city and region. As shown in Figure 1, residents between the age of 25 and 34 account for the largest age cohort, with an estimated 23.1 percent of residents, compared to between 15 and 16 percent in the city and region. This high concentration of residents between the age of 25 and 34 is fairly typical of downtown areas that present close proximity to urban amenities and recreation opportunities. Downtown Vancouver has a fairly similar share of residents between the ages of 35 and 64 as the city and region, but has a higher share of residents above the age of 65 relative to the comparison geographies. As seen below, this age cohort accounts for nearly 22 percent of all downtown residents, compared to approximately 16 percent for the city and region. As a result, Downtown Vancouver has a significantly lower share of residents between the age of 24. These residents only account for 16.3 percent of all downtown residents, whereas this age cohort accounts for 30.6 percent of all Vancouver residents and 28.8 percent of residents across the Portland region.

Figure 1: Age Distribution, 2010-2022



Sources: Decennial Census 2010, ACS 5 year summary 2022, BAE, 2024.

Household Income

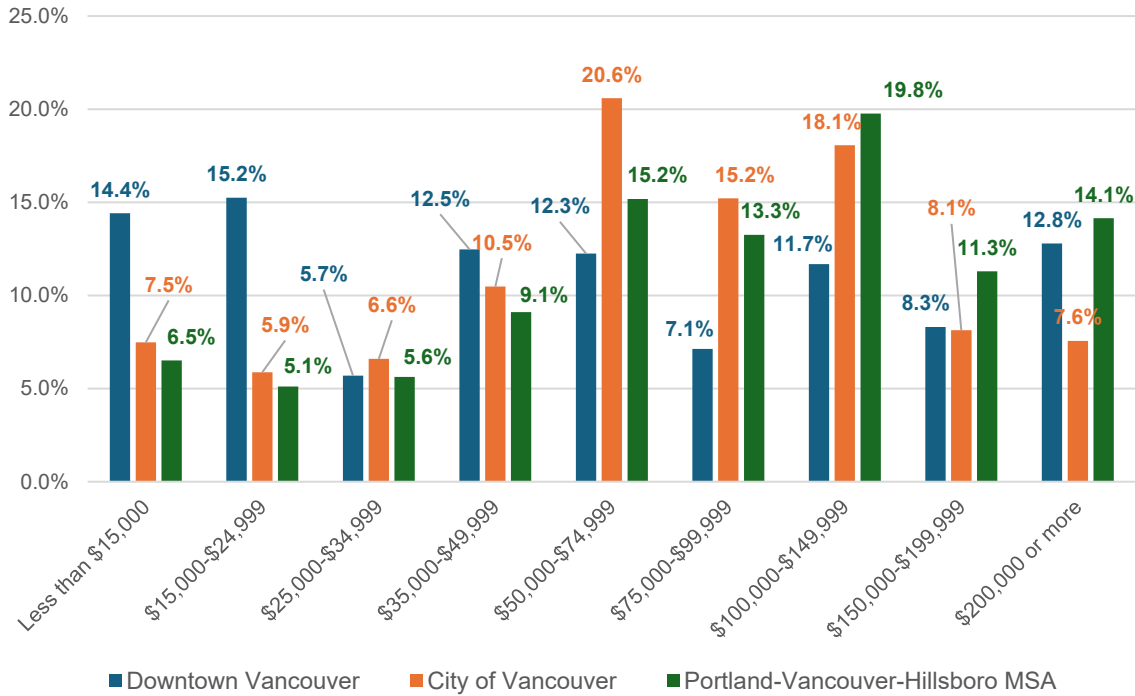
Downtown Vancouver households have lower median household incomes relative to the city and region, but due to the smaller household sizes, actually have higher income per capita relative to the two geographies. As seen in Table 2 below, nearly 30 percent of all downtown households have incomes below \$25,000 per year, which is well above the percent of residents in this income bracket in Vancouver or the Portland region. On the higher income spectrum, a larger share of downtown households have incomes above \$200,000 per year relative to the City, though the downtown has a much lower share of middle-income households, making between \$50,000 and \$150,000 per year. While this leads to a lower median income in downtown, as seen below, the income per capita in downtown is well above the citywide and regional per capita income. This is driven by the smaller household sizes, which indicates that downtown households may have lower incomes relative to the city and region, but they also have fewer household members. This is likely a factor of the age distribution of downtown households, which tend to be young professionals and empty nestors, leading to higher disposal income relative to larger households.

Table 2: Household Income, 2022

Income Category	Downtown Vancouver		City of Vancouver		Portland-Vancouver-Hillsboro MSA	
	Number	Percent	Number	Percent	Number	Percent
Less than \$15,000	453	14.4%	5,795	7.5%	64,226	6.5%
\$15,000-\$24,999	479	15.2%	4,551	5.9%	50,435	5.1%
\$25,000-\$34,999	179	5.7%	5,109	6.6%	55,561	5.6%
\$35,000-\$49,999	392	12.5%	8,112	10.5%	89,834	9.1%
\$50,000-\$74,999	385	12.3%	15,938	20.6%	149,803	15.2%
\$75,000-\$99,999	224	7.1%	11,777	15.2%	130,785	13.3%
\$100,000-\$149,999	367	11.7%	13,988	18.1%	195,100	19.8%
\$150,000-\$199,999	261	8.3%	6,297	8.1%	111,483	11.3%
\$200,000 or more	402	12.8%	5,851	7.6%	139,630	14.1%
Total (a)	3,142	100.0%	77,418	100.0%	986,857	100.0%
Median HH Income	\$57,010		\$73,626		\$90,451	
Per Capita Income	\$56,485		\$40,219		\$47,649	

Sources: 2022 ACS 5 year Summary; BAE, 2024.

Figure 2: Household Income, 2022



Projected Household and Population Growth

According to City staff, Downtown Vancouver is expected to accommodate roughly 10,000 new housing units, leading to roughly 20,000 new residents in downtown, by the year 2045. This would roughly equal a 5.5 percent annual growth rate relative to the existing population, which is well beyond regional forecasts for the City and Portland MSA. Data from public forecasts indicate that the City of Vancouver is projected to grow at roughly 1.7 percent per year between 2022 and 2045, while the Portland region is only forecasted to grow at 1.0 percent per year over the same time period. This indicates that downtown is projected to accommodate a significant amount of growth, which highlights the need to support new development and invest in City infrastructure and services.

Economic Characteristics

Employment by Industry

As seen in Table 3 below, jobs within downtown tend to be concentrated in a few key industries that are relatively different from the key industries of employment in the City of Vancouver as a whole. As seen below, the jobs within Downtown Vancouver are concentrated in Professional, Scientific, and Technical Services (1,959 jobs; 14.7 percent of total employment), Public Administration (1,897 jobs; 14.3 percent), and Real Estate Rental and Leasing (1,394 jobs; 10.5 percent), or nearly 40 percent of all jobs in downtown. Combined these industries only account for an estimated 15.2 percent of jobs in the City. Conversely,

the jobs within the City of Vancouver are concentrated in Health Care and Social Assistance, Retail Trade, and Educational Services, representing a combined 38.5 percent of all jobs in the City. In downtown, these industries only account for 8.2 percent of all jobs, indicating a significant mismatch between citywide job types and those that are located in downtown. Other industries that are also highly concentrated in downtown include Finance and Insurance, Information, and Accommodation and Food Services. As evident from the industries that account for the large share of downtown employment, these jobs tend to be located in office uses, supporting the inventory of office space within downtown, discussed below.

Table 3: Employment by Industry, 2024

Industry	Downtown Vancouver		City of Vancouver	
	Number	Percent	Number	Percent
Agriculture, Forestry, Fishing and Hunting	6	0.0%	73	0.1%
Mining	0	0.0%	40	0.0%
Utilities	201	1.5%	362	0.4%
Construction	383	2.9%	5,277	5.2%
Manufacturing	157	1.2%	8,233	8.1%
Wholesale Trade	788	5.9%	4,776	4.7%
Retail Trade	451	3.4%	11,442	11.2%
Transportation and Warehousing	539	4.1%	2,758	2.7%
Information	856	6.4%	3,715	3.6%
Finance and Insurance	1,239	9.3%	3,540	3.5%
Real Estate Rental and Leasing	1,394	10.5%	4,458	4.4%
Professional, Scientific, and Technical Services	1,959	14.7%	6,503	6.4%
Management of Companies and Enterprises	54	0.4%	102	0.1%
Administrative, Support, Waste Mgmt & Remediation	506	3.8%	2,552	2.5%
Educational Services	36	0.3%	10,458	10.2%
Health Care and Social Assistance	597	4.5%	17,481	17.1%
Arts, Entertainment, and Recreation	200	1.5%	1,296	1.3%
Accommodation and Food Services	1,061	8.0%	8,328	8.1%
Other Services (except Public Administration)	867	6.5%	5,932	5.8%
Public Administration	1,897	14.3%	4,471	4.4%
Unclassified	115	0.9%	419	0.4%
Total	13,306	100.0%	102,216	100.0%

Sources: Data Axle; BAE, 2024.

Portland MSA Employment Trends

Table 4 below shows the employment trends within the Portland-Vancouver-Hillsboro MSA. As seen below, Trade, Transportation and Utilities accounts for the largest industry across the region, which includes retail and wholesale trade, transportation and warehousing, and utilities. However, between 2010 and 2022, these industries grew at a slower rate than the growth in all jobs throughout the region, indicating the percent of jobs in these industries decreased over that time period. Regionally, industries with the largest growth in employment between 2010 and 2022 include Professional and Business Services, Education and Health Services, and Construction, which accounted for the only three industries that outpaced total employment growth in the region. In terms of industries particularly concentrated in Downtown Vancouver, Professional and Business services grew significantly throughout the

region, indicating likely demand for space in Downtown. Similarly, Leisure and Hospitality jobs grew by a significant amount, driving need for more restaurants and hotel spaces. Other industries, such as Information and Financial Activities, that are concentrated in downtown only experienced modest growth over the 2010 and 2022 time period.

Table 4: Employment by Industry in Portland-Vancouver-Hillsboro MSA, 2010 to 2022

Industry	2010		2022		Total Change 2010-2022	Total	Average
	Number	Percent	Number	Percent		% Change 2010-2022	Annual % Change 2010-2022
Natural resources and mining	12,735	1.3%	14,533	1.2%	1,798	14.1%	1.1%
Construction	43,617	4.5%	79,124	6.6%	35,507	81.4%	5.1%
Manufacturing	106,424	11.1%	126,263	10.5%	19,839	18.6%	1.4%
Trade, transportation, and utilities	185,627	19.3%	221,921	18.4%	36,294	19.6%	1.5%
Information	22,428	2.3%	26,411	2.2%	3,983	17.8%	1.4%
Financial activities	55,241	5.7%	60,478	5.0%	5,237	9.5%	0.8%
Professional and business services	126,602	13.2%	194,593	16.2%	67,991	53.7%	3.6%
Education and health services	133,571	13.9%	178,821	14.8%	45,250	33.9%	2.5%
Leisure and hospitality	94,243	9.8%	113,512	9.4%	19,269	20.4%	1.6%
Other services	39,033	4.1%	41,943	3.5%	2,910	7.5%	0.6%
Public Administration	141,531	14.7%	144,610	12.0%	3,079	2.2%	0.2%
Unclassified	289	0.0%	2,575	0.2%	2,286	791.0%	20.0%
Total (a)	961,366	100.0%	1,204,785	100.0%	243,419	25.3%	1.9%
Unemployment Rate	10.1%		3.7%				

Sources: BLS QCEW 2010 and 2022 Annual Average; FRED; BAE, 2024.

Notes: (a) Total Employment count may not sum due to confidentiality requirements associated with the limited employment in Skamania County.

Major Employers

As mentioned above, Health Care and Education Services account for the largest industry of employment within the City of Vancouver. According to Table 5, Peace Health and Vancouver Public Schools are the two largest employers in the city. Peace Health has five locations within the City of Vancouver, and a major medical center located on East Mill Plain Boulevard and NE 87th Avenue. The second and third largest employers in the city are the Vancouver Public Schools and Evergreen Public Schools, followed by other medical and education providers.

Table 5: Principal Employers, City of Vancouver, 2022

Employer	Number of Employees
Peace Health	16,500
Vancouver Public Schools	2,957
Evergreen Public Schools	2,203
Vancouver Clinic	1,452
Battle Ground Public Schools	1,380
SEH America Inc.	867
Tapani Inc.	659
Clark Co. Public Transportation Benefit	535
Southwest Washington Medical Center	500
Evergreen School District	431

Source: City of Vancouver 2022 Annual Comprehensive Financial Report, BAE, 2024

Projected Employment Growth

According to the City of Vancouver planning team, the ongoing Comprehensive Plan estimates that downtown Vancouver will accommodate between 5,000 and 10,000 new jobs. At an average annual growth rate of roughly 1.4 percent, this is a more modest amount of job growth relative to the projected growth in residential units and population.

As shown in Table 6 on the following page, employment throughout the Portland region is expected to grow by 152,100 jobs by 2032. Education and health services are expected to continue the recent growth and have the largest total job growth over that time period, estimated at 31,900 new jobs across the region. Professional and business services are also projected to grow by significant margins, with nearly 28,700 new jobs by the year 2032, as well as Leisure and Hospitality with 23,600 new jobs. Driven by innovations in technology, the Information industry is projected to have the highest rate of growth across all industries, at 2.0 percent per year, though this only results in an estimated 6,100 new jobs regionally.

Table 6: Employment Projections by Industry in Portland-Vancouver-Hillsboro MSA, 2022 to 2032

Industry	2022	2032	Total Change	Average Annual % Change
	Number	Number	2022-2032	2022-2032
Natural resources and mining	11,100	11,500	400	0.4%
Construction	80,500	92,100	11,600	1.4%
Manufacturing	122,900	132,200	9,300	0.7%
Trade, transportation, and utilities	223,000	240,200	17,200	0.7%
Information	27,500	33,600	6,100	2.0%
Financial activities	72,100	75,800	3,700	0.5%
Professional and business services	194,500	223,200	28,700	1.4%
Education and health services	180,500	212,400	31,900	1.6%
Leisure and hospitality	111,300	134,900	23,600	1.9%
Other services	45,800	52,000	6,200	1.3%
Public Administration	146,900	160,300	13,400	0.9%
Total	1,216,100	1,368,200	152,100	1.2%

Sources: Oregon Employment Department Workforce and Economic Research Division; State of Washington Employment Security Department; BAE, 2024.

Notes: Data for the Counties in the State of Washington within the Portland-Vancouver-Hillsboro MSA are calculated based on the region of Southwest Washington.

REAL ESTATE MARKET CONDITIONS

Residential Market Overview

Units in Structure

Downtown Vancouver hosts a fairly different inventory of housing types relative to the city and region, with a notably larger concentration of high-density developments. As seen in Table 7 below, multifamily units, or those with five or more units, account for 71.1 percent of all units in Downtown Vancouver, compared to just 27.8 percent in the city and 22.6 percent in the region. It is worth noting that Downtown Vancouver only accommodate roughly four percent of the total household units in the City, though has nearly 11 percent of the high density units. Also of note is that the downtown area contains a fairly limited inventory of townhomes or duplex, triplex, quadplex units. Together, these middle housing types only account for roughly nine percent of all units, compared to 17.3 percent in the City and almost 13 percent in the region.

Table 7: Housing Unit by Type of Building, 2022

Downtown Vancouver	Total	% of Total
Single Family Detached	672	20.1%
Single Family Attached	115	3.4%
Multi-Family 2-4 Units	176	5.3%
Multi-Family 5+ Units	2,374	71.1%
Mobile Homes & Other	0	0.0%
Total	3,337	100.0%

City of Vancouver	Total	% of Total
Single Family Detached	42,207	52.3%
Single Family Attached	5,630	7.0%
Multi-Family 2-4 Units	8,305	10.3%
Multi-Family 5+ Units	22,443	27.8%
Mobile Homes & Other	2,169	2.7%
Total	80,754	100.0%

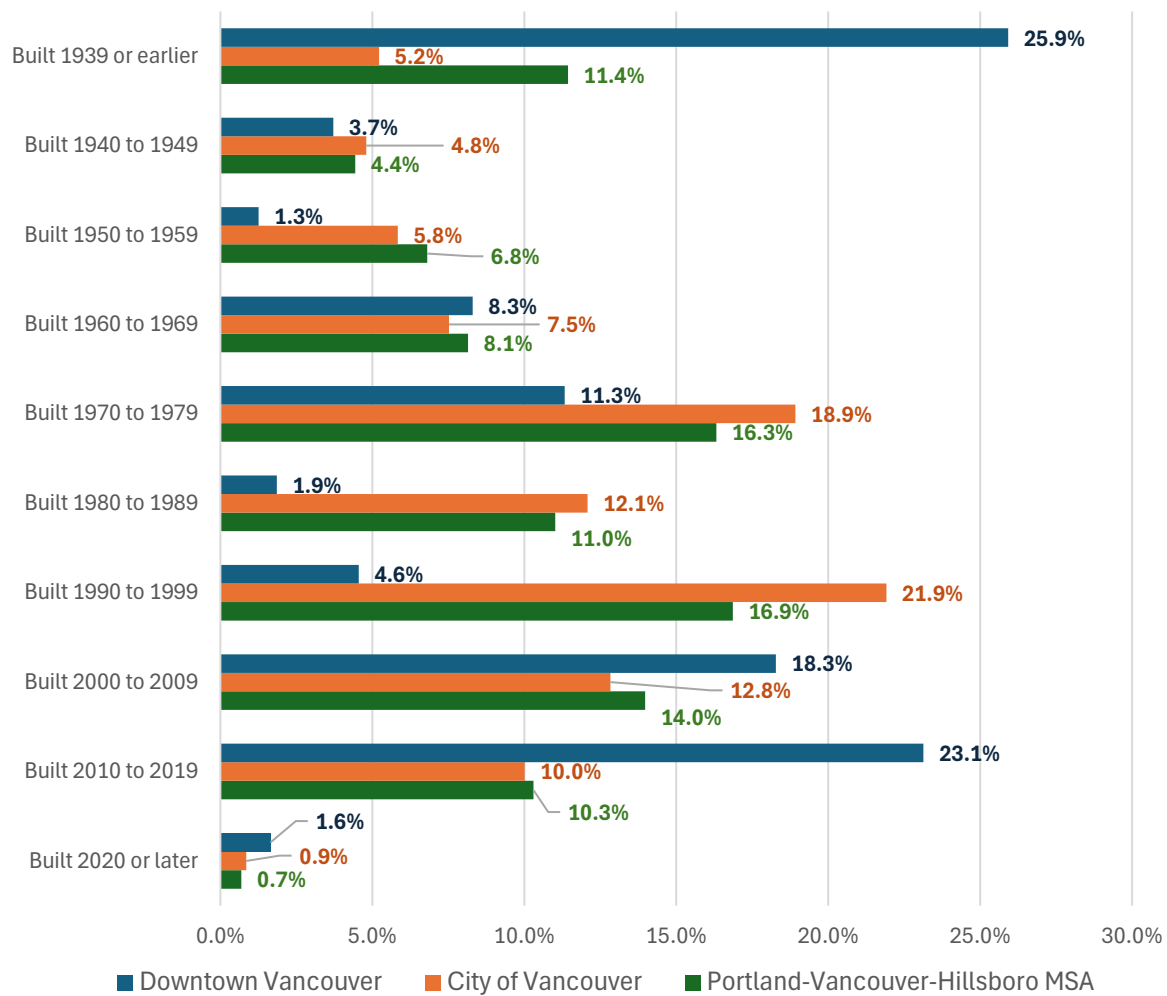
Portland-Vancouver-Hillsboro MSA	Total	% of Total
Single Family Detached	633,331	61.1%
Single Family Attached	59,971	5.8%
Multi-Family 2-4 Units	70,747	6.8%
Multi-Family 5+ Units	234,729	22.6%
Mobile Homes & Other	37,591	3.6%
Total	1,036,369	100.0%

Sources: 2022 ACS 5 Summary Data; BAE, 2024.

Units by Year Built

According to Figure 3, the inventory of units in downtown tend to be much older or much newer than the city and regional inventory of units. As seen below, approximately 25 percent of all units in downtown were originally built before 1939, while approximately 40 percent of units have been built since 2000. By comparison, only five percent of the Citywide housing inventory was built prior to 1939, and only 22 percent of the inventory was built since 2000. In years where the City housing inventory expanded rapidly, particularly between 1970 and 1999, it is evident that little of this development was located in downtown.

Figure 3: Housing Units by Year Built, 2022



Sources: U.S. Census Bureau, American Community Survey 2022 5-Year Summary Data; BAE, 2024.

Housing Tenure

Downtown has a significantly higher share of renter households relative to the city and region, a trend that was further strengthened over the past decade. As of 2022, more than 75 percent of downtown residents are renters, compared to 49.1 percent of all Vancouver residents, and only 37.8 percent of all households in the Portland metropolitan region. Since 2010, the number of renter households in downtown increased significantly, with a growth of nearly 50 percent. Over the same time horizon, the percentage of renters in the city and region remained fairly consistent, with between 10 and 20 percent growth.

Table 8: Occupied Housing Units by Tenure, 2010 to 2022

	2010		2022		% Change 2010-2022
	Number	Percent	Number	Percent	
Downtown Vancouver					
Owner-Occupied	704	30.1%	736	23.4%	4.5%
Renter-Occupied	1,637	69.9%	2,406	76.6%	47.0%
Total	2,341	100.0%	3,142	100.0%	34.2%
	2010		2022		% Change 2010-2022
	Number	Percent	Number	Percent	
City of Vancouver					
Owner-Occupied	33,433	50.9%	39,393	50.9%	17.8%
Renter-Occupied	32,258	49.1%	38,025	49.1%	17.9%
Total	65,691	100.0%	77,418	100.0%	17.9%
	2010		2022		% Change 2010-2022
	Number	Percent	Number	Percent	
Portland-Vancouver-Hillsboro MSA					
Owner-Occupied	535,433	61.7%	613,831	62.2%	14.6%
Renter-Occupied	332,361	38.3%	373,026	37.8%	12.2%
Total	867,794	100.0%	986,857	100.0%	13.7%

Source: 2010 Decennial U.S. Census; 2022 ACS 5 year Summary; BAE, 2024.

Occupancy Status

Table 9 below shows the vacancy status of units by vacancy type for all three geographies between the years of 2018 and 2022. As reported below all three regions have fairly low vacancy rates, at between four and six percent. Across all geographies, units currently for rent accounted for the largest concentration of vacant units, followed by units categorized as “other vacant” which includes a range of other vacancy reasons. Unlike the region, both the City of Vancouver and Downtown Vancouver have fairly limited units that are vacant for seasonal, recreation, or occasional use, indicating that the bulk of vacant units in downtown and the City of Vancouver are simply seeking new tenants, rather than owned but not occupied.

Table 9: Housing Vacancy by Type of Vacancy, 2022

<u>Downtown Vancouver</u>	<u>Number</u>	<u>Percent</u>
For rent	84	43.1%
Rented, not occupied	19	9.7%
For sale only	0	0.0%
Sold, not occupied	0	0.0%
For seasonal, recreational, or occasional use	6	3.1%
For migrant workers	0	0.0%
Other vacant (a)	86	44.1%
Total Vacant Housing Units	195	100.0%
Vacancy Rate	5.8%	

<u>City of Vancouver</u>	<u>Number</u>	<u>Percent</u>
For rent	1,183	35.5%
Rented, not occupied	183	5.5%
For sale only	167	5.0%
Sold, not occupied	197	5.9%
For seasonal, recreational, or occasional use	286	8.6%
For migrant workers	0	0.0%
Other vacant (a)	1,320	39.6%
Total Vacant Housing Units	3,336	100.0%
Vacancy rate	4.1%	

<u>Portland-Vancouver-Hillsboro MSA</u>	<u>Number</u>	<u>Percent</u>
For rent	15,173	30.6%
Rented, not occupied	2,707	5.5%
For sale only	4,551	9.2%
Sold, not occupied	3,269	6.6%
For seasonal, recreational, or occasional use	8,601	17.4%
For migrant workers	28	0.1%
Other vacant (a)	15,183	30.7%
Total Vacant Housing Units	49,512	100.0%
vacancy rate	4.8%	

Notes:

(a) Includes units vacant for other reasons, such as personal reasons of the owner, use by a caretaker or janitor and boarded-up units not available for occupancy.

Sources: 2022 American Community Survey 5 Year Summary, U.S. Census Bureau; BAE, 2024.

Sale Price Trends

Between July 2022 and July 2024, there were roughly 65 condominium unit sales and 12 townhome sales in Downtown Vancouver. As shown below in Table 10, all condo sales were one- or two-bedroom units, with a median sale price of \$440,000 or \$506 per square foot. Conversely, townhome sales tended to be larger units, with a fairly equal distribution of two- and four-bedroom units. The 12 townhome sales had a median sale price of \$517,875 which is more expensive than the condominium units, however due to the larger unit sizes, townhome sales had a lower median sale price per square foot, at nearly \$410 per square foot.

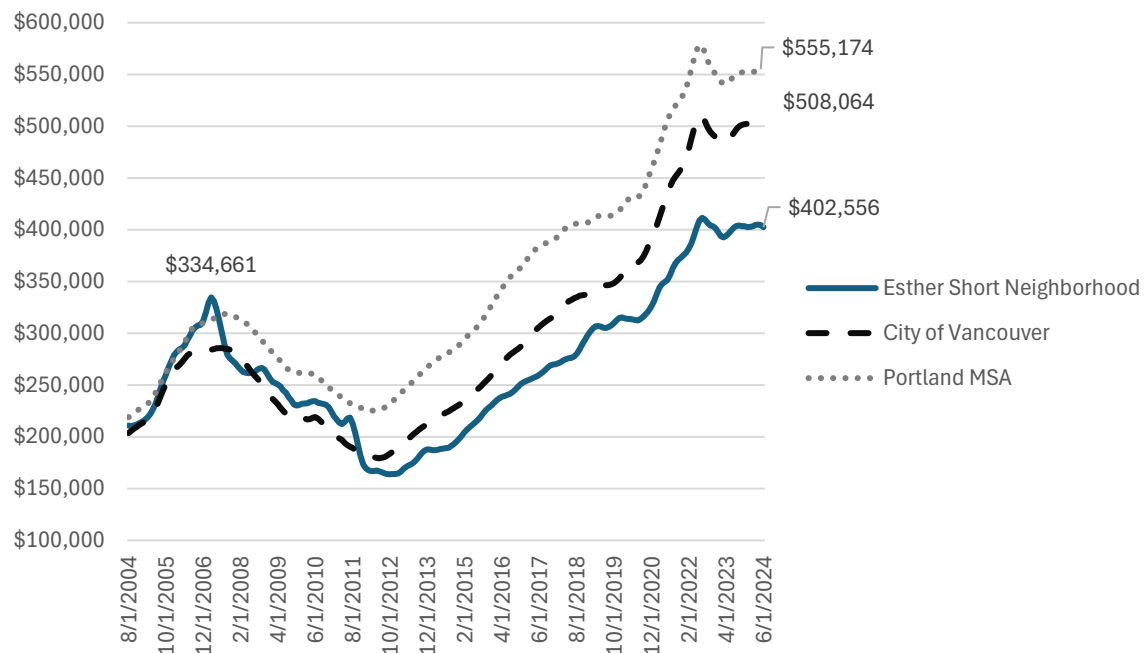
Table 10: Home Sale Price Distribution, Downtown Vancouver, 2022 to 2024

Condo/Co-op						
Sale Price Range	1 BR	2 BR	3 BR	4+ BR	Total	Percent of Total
Less than \$250,000	2	0	0	0	2	3.1%
\$250,000-\$399,999	18	9	0	0	27	41.5%
\$400,000-\$599,999	3	9	0	0	12	18.5%
\$600,000-\$999,999	1	8	0	0	9	13.8%
\$1,000,000 or more	5	10	0	0	15	23.1%
Total Units Sold	29	36	0	0	65	100%
Percent of Total	44.6%	55.4%	0.0%	0.0%	100.0%	
Average Year Built	1990	2006			1999	
Median Sale Price	\$302,000	\$636,000	n.a.	n.a.	\$440,000	
Average Sale Price	\$495,579	\$998,064	n.a.	n.a.	\$773,878	
Average Unit Size (SF)	730	1,373	n.a.	n.a.	1,086	
Median Price per SF	\$512	\$486	n.a.	n.a.	\$506	
Average Price per SF	\$617	\$623	n.a.	n.a.	\$620	
Single Family Detached and Attached						
Sale Price Range	Studio/1 BR	2 BR	3 BR	4+ BR	Total	Percent of Total
Less than \$250,000	0	0	0	0	0	0.0%
\$250,000-\$399,999	0	1	1	0	2	16.7%
\$400,000-\$599,999	0	4	1	1	6	50.0%
\$600,000-\$999,999	0	0	3	1	4	33.3%
\$1,000,000 or more	0	0	0	0	0	0.0%
Total Units Sold	0	5	5	2	12	100%
Percent of Total	0.0%	41.7%	41.7%	16.7%	100.0%	
Average Year Built	n.a.	1984	1948	1931	1960	
Median Sale Price	n.a.	\$509,900	\$600,000	\$600,000	\$517,875	
Average Sale Price	n.a.	\$492,460	\$566,400	\$566,400	\$559,942	
Average Unit Size (SF)	n.a.	1,069	1,646	1,646	1,498	
Median Price per SF	n.a.	\$453	\$347	\$347	\$406	
Average Price per SF	n.a.	\$477	\$347	\$347	\$397	

Notes: Data reflect full and verified sales between July 24, 2022 to July 24, 2024.
Sources: Redfin; BAE, 2024.

As shown in Figure 4 below, median sale prices for all residential units spiked prior to the Great Recession in 2008, all geographies with sale prices around \$335,000 per unit. Although sales prices continued to increase following the Great Recession, Downtown sale prices did not increase as quickly as the Citywide or regional sale price increase. The most recent data from Redfin indicates that Downtown Vancouver now has the lowest median sale price of the three geographies at \$402,556, though this may be associated with the prevalence of smaller units in Downtown. By comparison, the median sales price in the City of Vancouver is nearly \$510,000 per unit, while the regional median is approximately \$555,000 per unit.

Figure 4: Median Sales Price – All Residential, Downtown Vancouver, City of Vancouver and Portland-Vancouver-Hillsboro MSA, 2004 to 2024



Sources: Redfin; BAE, 2024.

Notes: Data reflect full and verified sales between July 24, 2022 to July 24, 2024.

Multifamily Rental Characteristics

As seen in Table 11 on the following page, nearly one-third of recent multifamily construction in the City of Vancouver was located in downtown, and nearly half of the units currently under construction are also located in downtown. Despite accounting for a large share of the recent apartment construction, downtown still only accounts for roughly 11.5 percent of the Vancouver multifamily inventory. Likely driven by recent completions and the absorption of new units, downtown has a slightly higher multifamily vacancy rate compared to the comparison geographies, at 7.7 percent compared to approximately 6.5 percent in the city and region. Rental rates in downtown Vancouver have historically been higher than the City and

region, although rents did not increase as significantly in downtown as they did in the comparison geographies between 2014 and 2024. Despite the slightly slower increase in rents downtown, monthly rental rates for multifamily units in downtown average roughly \$1,808 per month, which is roughly \$100 to \$200 more expensive relative to the citywide and regional average rent. Downtown has also experienced significant growth in high-end apartment projects over the past decade, which have average monthly rental rates well above the remainder of downtown. Typically, rent for new properties in downtown average roughly \$2,300 per month, or nearly 30 percent above the downtown-wide average rent. According to the City of Vancouver, as of June 2024 there are seven residential buildings under construction, with three located in the Vancouver Waterfront area.

Table 11: Multifamily Market Summary, Q1 2024

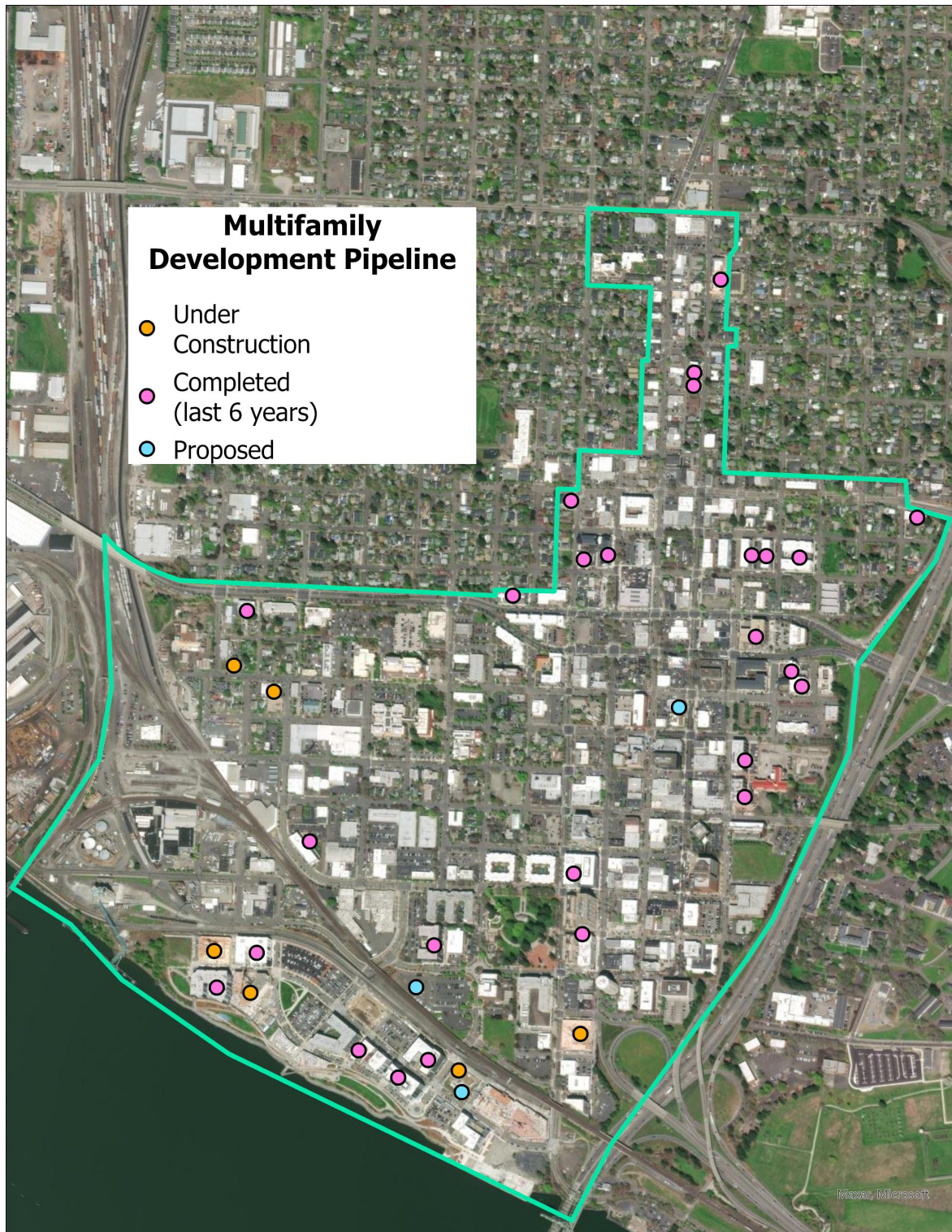
Description	Downtown Vancouver	City of Vancouver	Portland-Vancouver-Hillsboro MSA
Inventory (Units) Q1 2024	3,757	32,555	294,992
<i>Inventory (% of City)</i>	<i>11.5%</i>		
<i>Inventory (% of MSA)</i>	<i>1.3%</i>		
Occupied Stock (units)	3,468	30,367	275,594
Vacant Stock (Units)	257	2,138	19,126
Vacancy Rate	7.7%	6.6%	6.5%
Avg. Asking Rents			
Avg. Asking Rent (per unit), Q1 2014	\$1,390	\$1,153	\$1,134
Avg. Asking Rent (per unit), Q1 2024	\$1,808	\$1,706	\$1,594
<i>% Change Q1 2014 - Q1 2024</i>	<i>23.1%</i>	<i>32.4%</i>	<i>28.9%</i>
Net Absorption			
Net Absorption (unit), Q2 2014 - Q1 2024	2,348	6,852	61,252
Net Absorption (unit), Q2 2023 - Q1 2024	386	669	5,510
New Deliveries (units) Q2 2014 - Q1 2024	2,462	7,816	70,496
Under Construction (units), Q1 2024	666	1,494	10,659

Source: CoStar; BAE 2024.

Residential Development Pipeline

Figure 5 on the following page represents the pipeline of residential projects that are proposed or under construction. The orange circles represent the projects that are currently under construction and the light blue circles indicate the projects that are proposed and in the permitting or review process. There are currently three buildings under construction in the Waterfront area and two more multifamily projects in the pipeline. The other area in Downtown that has a concentration of development is the Jefferson Street and W. 13th Street area. Another notable project that is under proposal is the Waterfront Gateway Affordable Housing Project located on w. 6th Street and Esther Short Street.

Figure 5: Residential Development Pipeline, Q1 2024



Sources: City of Vancouver; BAE, 2024.

Retail Market Overview

Downtown Vancouver, like the multifamily market, has only 10 percent of the Citywide retail square footage (Table 12). Despite the urban setting, retail rents in downtown are lower than the citywide and regional average rental rates. More specifically, average retail rental rates in downtown are estimated at \$1.79 per square foot, lower than the citywide average of \$2.06 per square foot. However, since 2014 retail rents have increased more significantly outside of downtown. Despite broader challenges in retail demand, the overall retail vacancy rate in downtown Vancouver is almost zero, compared to nearly four percent in the city and region.

Table 12: Retail Market Summary, Q1 2024

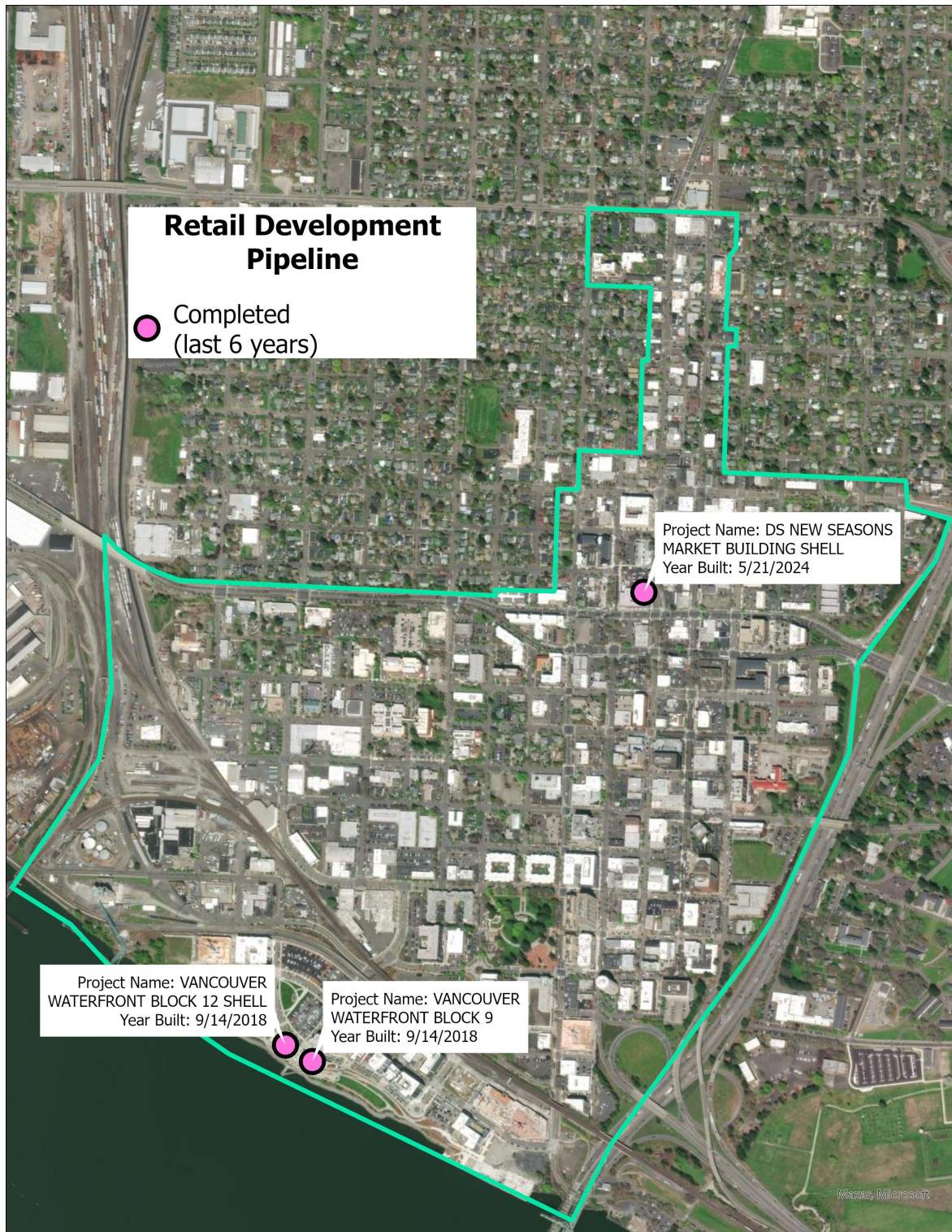
Description	Downtown Vancouver	City of Vancouver	Portland-Vancouver-
			Hillsboro MSA
Inventory (SF) Q1 2024	1,112,832	11,179,120	126,196,822
Inventory (% of City)	10.0%		
Inventory (% of MSA)	0.9%		
Occupied Stock (sf)	1,107,799	10,751,113	121,076,895
Vacant Stock (sf)	5,033	379,389	4,437,800
Vacancy Rate	0.5%	3.4%	3.5%
Avg. Asking Rents			
Avg. Asking Rent (psf), Q1 2014	\$1.46	\$1.45	\$1.38
Avg. Asking Rent (psf), Q1 2024	\$1.79	\$2.06	\$1.86
% Change Q1 2014 - Q1 2024	22.6%	42.1%	34.8%
Net Absorption			
Net Absorption (sf), Q2 2014 - Q1 2024	122,535	511,357	4,109,949
Net Absorption (sf), Q2 2023 - Q1 2024	(1,823)	44,871	63,274
New Deliveries (sf) Q2 2014 - Q1 2024	101,902	295,518	5,903,333
Under Construction (sf), Q1 2024	0	55,235	293,332

Source: CoStar; BAE 2024.

Retail Development Pipeline

While there are no retail specific developments under construction in downtown, Figure 6 below shows retail developments that have completed in the last six years. All three projects represent the growth of Downtown in the recent years. Two of the projects were located in the Waterfront area, while the other represents a new grocery store in Uptown.

Figure 6: Retail Development Pipeline, Q1 2024



Sources: City of Vancouver; BAE, 2024.

Office Market Overview

As seen below in Table 13, approximately 30 percent of the Vancouver office space is located in Downtown. While downtown only accounts for three percent of the citywide population, downtown clearly contains a disproportionate share of the office inventory, highlighting the area as a critical jobs center in the city. As seen below, downtown has a lower office vacancy than both the city and the MSA. More specifically, the office vacancy rate in downtown was roughly 5.3 percent, compared to 6.3 in the City and 12.6 percent in the region. Rents for office space have increased in all three geographies over the past decade, reaching nearly \$2.50 per square foot in downtown Vancouver. This rental rate is above both the citywide and regional average rent, indicating office space in downtown may come at a premium relative to other space throughout the region. In recent years, all three geographies experienced negative absorption of space, leading to increases in vacancy rates. However, the negative absorption in downtown is fairly limited, indicating fairly stable demand trends in downtown.

Table 13: Office Market Summary, Q1 2024

Description	Downtown Vancouver	City of Vancouver	Portland-Vancouver-Hillsboro MSA
Inventory (SF) Q1 2024	3,025,593	9,909,637	118,143,351
Inventory (% of City)	30.5%		
Inventory (% of MSA)	2.6%		
Occupied Stock (sf)	2,859,490	9,267,844	102,647,898
Vacant Stock (sf)	160,377	623,629	14,928,813
Vacancy Rate	5.3%	6.3%	12.6%
Avg. Asking Rents			
Avg. Asking Rent (psf), Q1 2014	\$1.65	\$1.50	\$1.68
Avg. Asking Rent (psf), Q1 2024	\$2.46	\$2.19	\$2.38
% Change Q1 2014 - Q1 2024	49.1%	46.0%	41.7%
Net Absorption			
Net Absorption (sf), Q2 2014 - Q1 2024	437,982	910,966	3,500,611
Net Absorption (sf), Q2 2023 - Q1 2024	(324)	(20,871)	(1,402,838)
New Deliveries (sf) Q2 2014 - Q1 2024	357,182	877,159	11,358,802
Under Construction (sf), Q1 2024 (a)	531,000	531,000	543,714

Notes:

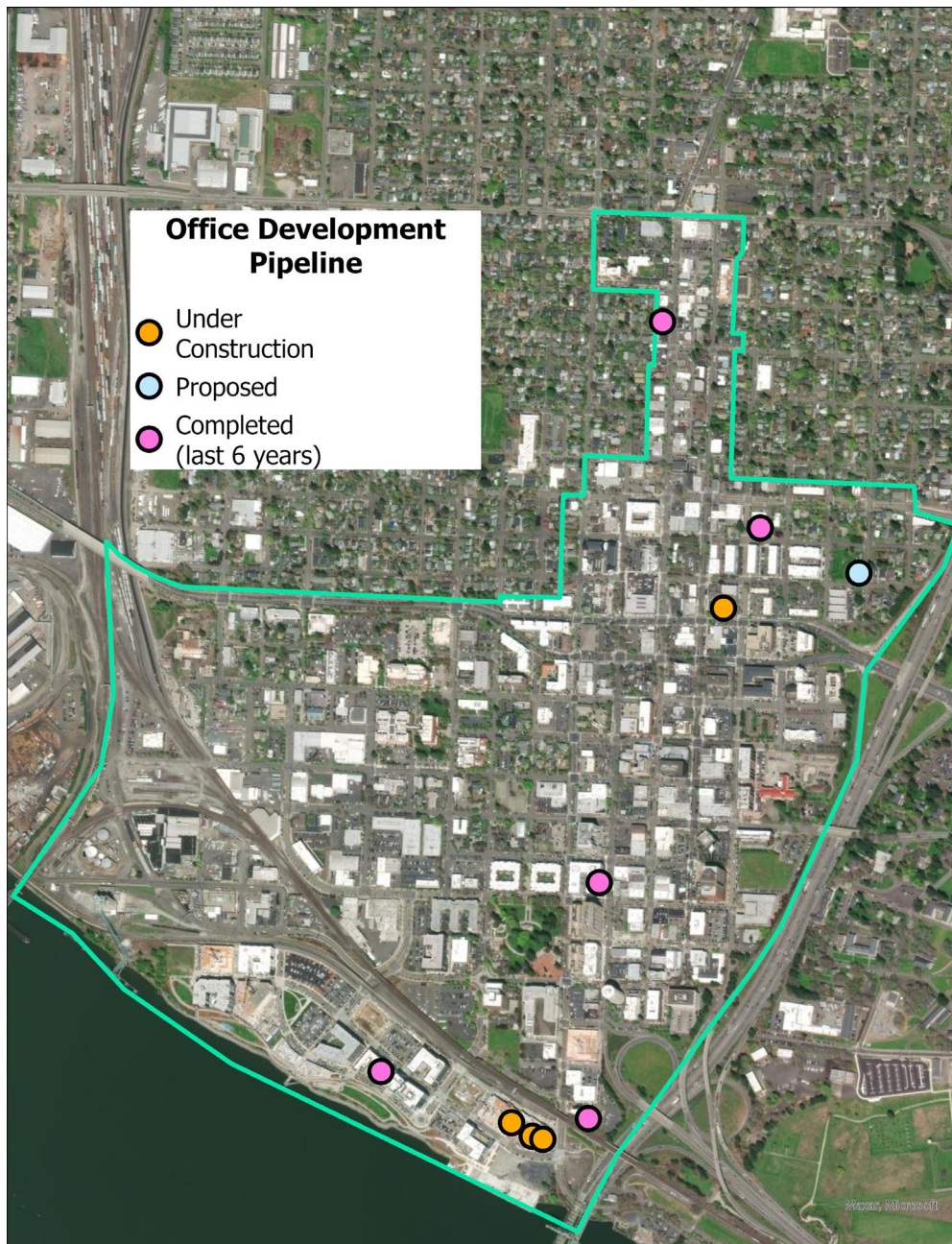
(a) This number reflects the proposed office square feet for block 1 which is currently considering a conversion to Residential.

Source: CoStar; BAE 2024.

Office Development Pipeline

The Office development pipeline consists of about 300,000 square feet currently under construction. Most of the square feet that is considered under construction is the Terminal One office building at the Vancouver Waterfront, which completed at the end of 2024. Aside from the completion of the Terminal One building, there have been five office developments that have been completed in the last five years and one office development that is proposed.

Figure 7: Office Development Pipeline, Q1 2024



Sources: City of Vancouver; BAE, 2024.

Industrial Market Overview

Since 2014 the downtown industrial market has experienced negative absorption from the redevelopment of new multifamily and commercial buildings along the Waterfront and through other redevelopment efforts in downtown. However, regionally, the last decade represented an era of rapid industrial expansion, indicating that downtown Vancouver may not present an attractive setting for industrial development. Despite the loss in industrial space in downtown, which would generally indicate softening demand, the downtown vacancy rate is almost zero.

Table 14: Industrial Market Summary, Q1 2024

Description	Downtown Vancouver	City of Vancouver	Portland-Vancouver-Hillsboro MSA
Inventory (SF) Q1 2024	595,292	15,273,580	256,594,369
<i>Inventory (% of City)</i>	3.9%		
<i>Inventory (% of MSA)</i>	0.2%		
Occupied Stock (sf)	590,552	14,674,781	244,253,448
Vacant Stock (sf)	4,740	495,742	11,592,246
Vacancy Rate	0.8%	3.2%	4.5%
Avg. Asking Rents			
Avg. Asking Rent (psf), Q1 2014	n.a.	\$0.65	\$0.51
Avg. Asking Rent (psf), Q1 2024	n.a.	\$0.94	\$1.00
<i>% Change Q1 2014 - Q1 2024</i>	n.a.	44.6%	96.1%
Net Absorption			
Net Absorption (sf), Q2 2014 - Q1 2024	(16,031)	1,549,328	30,903,518
Net Absorption (sf), Q2 2023 - Q1 2024	1,859	(74,378)	(1,443,748)
New Deliveries (sf) Q2 2014 - Q1 2024	5,695	1,587,084	33,248,064
Under Construction (sf), Q1 2024	0	0	2,815,049

Source: CoStar; BAE 2024.

Current Development Feasibility Challenges

The pace of new construction in Downtown Vancouver and the broader region has slowed significantly due to mounting development feasibility challenges. While individual project feasibility varies by site, several overarching factors contribute to this slowdown:

Rising Construction Costs Outpacing Rent Growth

Since 2014, construction costs for new multifamily projects in the Portland MSA have increased by 44 percent, according to RS Means, a private vendor of construction cost data. In contrast Downtown Vancouver rents have risen by approximately 23 percent over the same period. With construction costs nearly doubling relative to rent growth, many market-rate projects struggle to achieve financial viability. Future uncertainty surrounding foreign policy and tariffs may provide further challenges to the feasibility of new real estate development.

Higher Interest Rates Increasing Financing Costs and Required Returns

Interest rates for multifamily development loans have risen significantly over the past five years, leading to higher construction and permanent financing costs. Additionally, the rise in interest rates has been accompanied by higher cap rates and yield-on-cost requirements, making it more difficult for projects to attract capital. As a result, fewer projects are moving forward.

Modest Rent Growth Limiting New Development

While slower rent growth keeps existing housing more affordable, it also reduces the financial feasibility of new construction, given the sharp rise in development costs. Preliminary estimates by BAE suggest that downtown rents would need to increase by at least 50 percent for new development to be viable under current conditions—potentially pricing out many existing residents. While the feasibility of future development will improve as the commercial real sector moves through its natural business cycle, the City can provide support and incentives to deliver projects that align with current incomes and provide housing access for a broader range of income levels within Downtown Vancouver.

Limited Availability of Easily Developable Sites

Future growth in Downtown Vancouver will depend on redevelopment rather than vacant land, as most easily developable sites are already built out. Redevelopment will require overcoming several challenges including:

- Multiple parcel ownership –assemblage challenges
- Potential displacement of existing residents and businesses
- Environmental/pre-existing hazardous materials challenges

City-led actions can help facilitate redevelopment by addressing these barriers as discussed at the end of the report in the “Strategies and Recommendations” section.

Lengthy Approval and Entitlement Processes Contribute to Higher Project Costs

Prolonged approval and entitlement processes increase project costs and risk, further discouraging development or requiring higher rental rates in order to support project feasibility. Streamlining permit approvals and improving entitlement navigation would reduce development costs and signal that Vancouver is committed to supporting projects aligned with its goals. The City has already implemented a project ombudsman/manager to help expedite permitting for public-private partnership developments where the City is involved in the development process, which could be further expanded to private development proposals.

While the following sections outline the potential redevelopment opportunities within Downtown Vancouver, the final section proposed strategies and recommendations to help support future redevelopment efforts throughout the subarea. This includes recommendations to support near-term projects that likely face feasibility challenges given the current market conditions, as well as longer-term strategies for the City to support and benefit from redevelopment efforts as market conditions improve.

REDEVELOPMENT OPPORTUNITIES AREAS

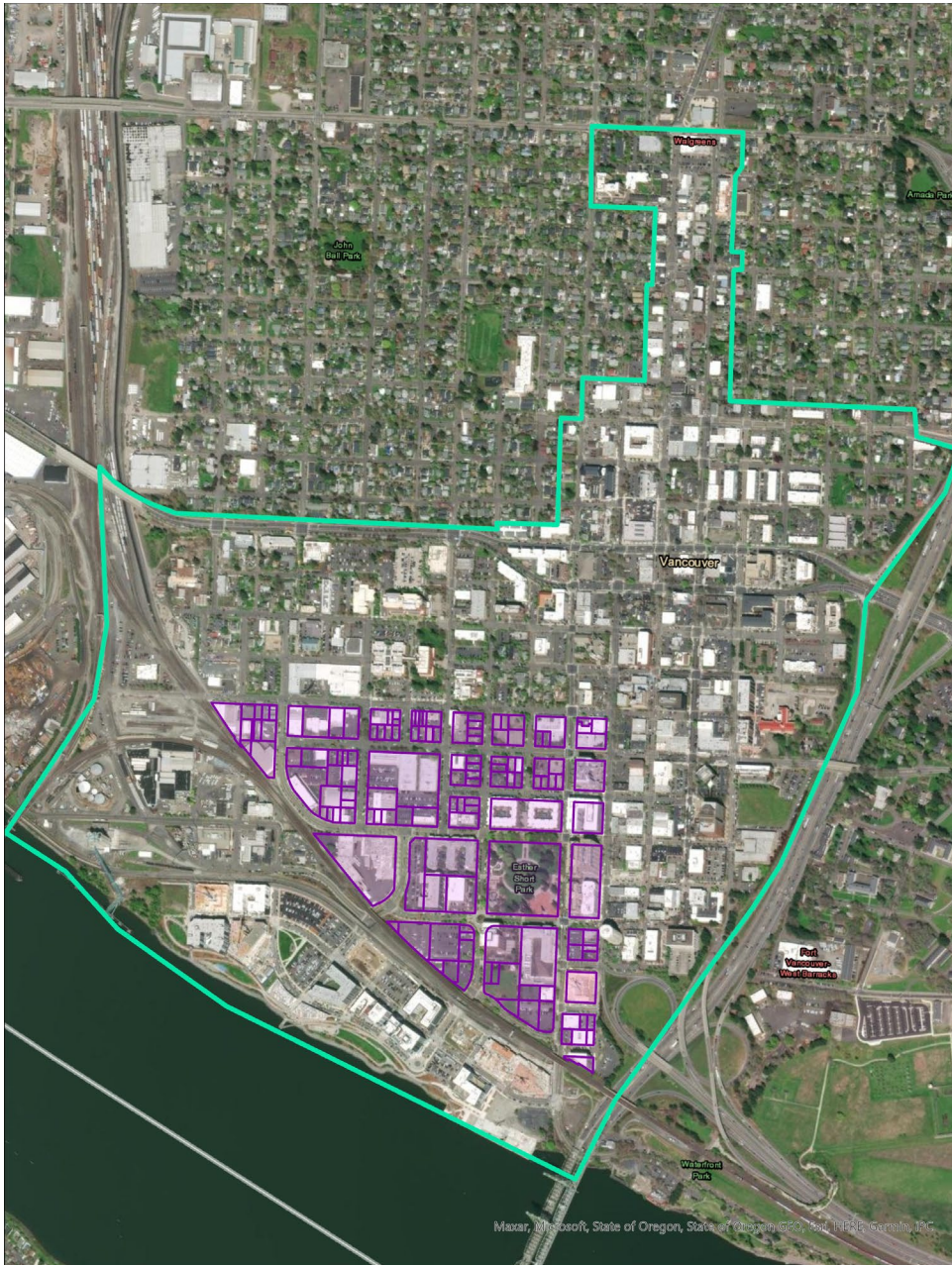
Methodology

Based on the above market analysis, and more detailed analysis of the location of typical land uses, development intensities, and development typologies, the following analysis breaks the Downtown Vancouver area into six distinct Redevelopment Opportunity Area (ROAs). BAE reviewed the market conditions within each ROA to determine the potential land uses that would be likely to deliver in each ROA. Using a parcel database, BAE also compiled a list of vacant and underutilized parcels within each ROA. Using this database, BAE estimates the potential capacity of each ROA to support future development assuming a range of development intensities, ranging from medium-density to high-density development.

While the study analyzes conditions in six ROAs, the future development capacity excludes the Waterfront ROA and the West Industrial ROA. The Waterfront ROA has some remaining development capacity but these sites are part of the broader Waterfront Master Plan and will be developed when market conditions support development. Conversely, the West Industrial ROA likely represents a longer-term redevelopment area which needs significant infrastructure and remediation investment in order to unlock future development. As such, this analysis does not estimate the buildout capacity within this area.

Esther Short Park

Redevelopment Opportunity Area



26

Description

- Primarily a residential area centered around Esther Short Park with a mix of complimentary retail, industrial and office uses

Market Overview

- 862 Residential Units
 - 186 Units Under Construction
- 188,233 Sq. Ft. of Retail
- 991,798 Sq. Ft. of Office

Yield Capacity

- Total ROA Acres: 49.2
- Vacant/Underutilized Acres: 30.5 Acres (62% of total area)
- Residential Potential
 - Medium Density Buildout: 1,800 Units
 - High Density Buildout: 4,900 Units



Esther Short Park Opportunity Area

Esther Short Park Multifamily Market Overview

Multifamily vacancy rates in the Esther Short Park subarea are lower than both the entire Downtown Vancouver area and the city as a whole, with a vacancy rate of 4.4 percent. Downtown Vancouver, as shown below in Table 15, has a vacancy rate of 6.6 percent while the Citywide vacancy rate is 7.7 percent. Since 2014, rent growth in the Esther Short Park subarea outpaced Downtown, while the Citywide rent growth just slightly above the growth in the Esther Short Park subarea. While the City has had more growth in rent, the Esther Short Park subarea has the highest rent of the three regions at \$1,915 per unit. With low vacancies and high rents, the Esther Short Park area represents an area in high demand, and potentially likely to support continued development potential. In fact, the subareas currently has 186 units under construction, represented by the Adera apartments at 411 Columbia Street, located to the east of the convention center. This project represents nearly 30 percent of all multifamily projects currently under construction, showing a slight overconcentration of new units in the Esther Short area, given this area only account for 23 percent of existing downtown units. With significant redevelopment opportunity sites, as discussed below, this area seems well positioned to support continued development of multifamily units to accommodate growth in downtown.

Table 15: Esther Short Park Multifamily Summary, Q1 2024

Description	Esther Short Park	Downtown Vancouver	City of Vancouver
Inventory (Units) Q1 2024	862	3,757	32,555
Inventory (% of Downtown)	22.9%		
Inventory (% of City)	2.6%	11.5%	
Occupied Stock (units)	824	3,468	30,367
Vacant Stock (Units)	38	289	2,138
Vacancy Rate	4.4%	7.7%	6.6%
Avg. Asking Rents			
Avg. Asking Rent (per unit), Q1 2014	\$1,311	\$1,390	\$1,153
Avg. Asking Rent (per unit), Q1 2024	\$1,915	\$1,808	\$1,706
% Change Q1 2014 - Q1 2024	31.5%	23.1%	32.4%
Net Absorption			
Net Absorption (unit), Q2 2014 - Q1 2024	486	2,348	6,852
Net Absorption (unit), Q2 2023 - Q1 2024	(9)	386	669
New Deliveries (units) Q2 2014 - Q1 2024	508	2,462	7,816
Under Construction (units), Q1 2024	186	666	1,494

Notes:

Inventory, Occupied Stock, Vacant Stock and Net Absorption in the subareas may not cumulate to Downtown Vancouver due to the date of information pulled from Costar.

Source: CoStar; BAE 2024.

Esther Short Park Retail Market Overview

In the last 10 years the Esther Short Park subarea has not received any new retail space, but retail rents have increased fairly significantly, by nearly 50 percent, which is more than double the general rental rate growth in downtown. Both the Esther Short subarea and the remainder of Downtown have similarly low vacancy rates at 0.5 percent and 1.0 percent respectively, indicating that any new retail businesses seeking to locate in Downtown Vancouver may face challenges locating spaces.

Table 16: Esther Short Park Retail Market Summary, Q1 2024

Description	Esther Short Park	Downtown Vancouver	City of Vancouver
Inventory (SF) Q1 2024	188,233	1,112,832	11,179,120
<i>Inventory (% of Downtown)</i>	<i>16.9%</i>		
<i>Inventory (% of City)</i>	<i>1.7%</i>	<i>10.0%</i>	
Occupied Stock (sf)	186,410	1,107,799	10,751,113
Vacant Stock (sf)	1,823	5,033	379,389
Vacancy Rate	1.0%	0.5%	3.4%
Avg. Asking Rents			
Avg. Asking Rent (psf), Q1 2014	\$1.42	\$1.46	\$1.45
Avg. Asking Rent (psf), Q1 2024	\$2.08	\$1.79	\$2.06
<i>% Change Q1 2014 - Q1 2024</i>	<i>46.5%</i>	<i>22.6%</i>	<i>42.1%</i>
Net Absorption			
Net Absorption (sf), Q2 2014 - Q1 2024	14,523	122,535	511,357
Net Absorption (sf), Q2 2023 - Q1 2024	(1,823)	(1,823)	44,871
New Deliveries (sf) Q2 2014 - Q1 2024	0	101,902	295,518
Under Construction (sf), Q1 2024	0	0	55,235

Notes:

Inventory, Occupied Stock, Vacant Stock and Net Absorption in the subareas may not cumulate to Downtown Vancouver due to the date of information pulled from CoStar.

Multifamily apartments with ground floor retail may not be included in this table

Source: CoStar; BAE 2024.

Esther Short Park Office Market Overview

With a third of the total Downtown office inventory, office rents in the Esther Short Park subarea have historically been higher than the broader downtown area and City as a whole. As seen below in Table 17, office rents in the Esther Short Park subarea have experienced more growth (48.9 percent) than downtown (40.5 percent) and the city (46.0 percent). Office rents in the Esther Short Park subarea are at \$2.62 per square foot. Downtown is the next highest at \$2.29 per square foot and the City is slightly lower at \$2.19 per square foot. Like the waterfront subarea, the Esther Short Park subarea has also experienced positive absorption from Q2 2023 to Q1 2024 with 21,000 square feet of newly leased office space.

Table 17: Esther Short Park Office Market Summary, Q1 2024

Description	Esther Short Park	Downtown Vancouver	City of Vancouver
Inventory (SF) Q1 2024	991,798	3,025,593	9,909,637
<i>Inventory (% of Downtown)</i>	<i>32.8%</i>		
<i>Inventory (% of City)</i>	<i>10.0%</i>	<i>30.5%</i>	
Occupied Stock (sf)	933,005	2,859,490	9,267,844
Vacant Stock (sf)	58,793	160,377	623,629
Vacancy Rate	5.9%	5.3%	6.3%
# of buildings	35	202	640
Avg. Asking Rents			
Avg. Asking Rent (psf), Q1 2014	\$1.76	\$1.63	\$1.50
Avg. Asking Rent (psf), Q1 2024	\$2.62	\$2.29	\$2.19
% Change Q1 2014 - Q1 2024	48.9%	40.5%	46.0%
Net Absorption			
Net Absorption (sf), Q2 2014 - Q1 2024	174,737	437,982	910,966
Net Absorption (sf), Q2 2023 - Q1 2024	21,523	(324)	(20,871)
New Deliveries (sf) Q2 2014 - Q1 2024	181,407	357,182	877,159
Under Construction (sf), Q1 2024 (a)	0	531,000	531,000

Notes:

Inventory, Occupied Stock and Vacant Stock in the subareas may not cumulate to Downtown Vancouver due to the date of information pulled from Costar.

(a) 360,000 square feet is Terminal one, and the remaining has turned to residential.

Source: CoStar; BAE 2024.

Esther Short Park Industrial Market Overview

As shown in Table 18, the Esther Short Park subarea contains a significant share of the downtown industrial inventory, at nearly 44 percent. However, the total square footage is still relatively limited, at just 260,000 square feet. All the industrial space in Esther Short Park is occupied, yielding a zero vacancy rate. There have been no new deliveries Q2 2014, and no industrial buildings are currently under construction. Although the Esther Short Park subarea has a large percentage of industrial square feet of Downtown, as a percentage of the city, Industrial space only occupies 1.7 percent of the total industrial square feet. As seen below, a significant number of the existing industrial buildings in the Esther Short Park area are considered underutilized. However, the City should be sensitive about displacing industrial businesses and associated jobs, given broader economic development goals within downtown.

Table 18: Esther Short Park Industrial Market Summary, Q1 2024

Description	Esther Short Park	Downtown Vancouver	City of Vancouver
Inventory (SF) Q1 2024	260,095	595,292	15,273,580
<i>Inventory (% of Downtown)</i>	<i>43.7%</i>		
<i>Inventory (% of City)</i>	<i>1.7%</i>	<i>3.9%</i>	
Occupied Stock (sf)	260,095	590,552	14,674,781
Vacant Stock (sf)	0	4,740	495,742
Vacancy Rate	0	0.8%	3.2%
Net Absorption			
Net Absorption (sf), Q2 2014 - Q1 2024	(8,100)	(16,031)	1,549,328
Net Absorption (sf), Q2 2023 - Q1 2024	0	1,859	(74,378)
New Deliveries (sf) Q2 2014 - Q1 2024	0	5,695	1,587,084
Under Construction (sf), Q1 2024	0	0	0

Notes:

Inventory, Occupied Stock, Vacant Stock, and New Deliveries in the subareas may not cumulate to Downtown Vancouver due to the date of information pulled from Costar.

Source: CoStar; BAE 2024.

Esther Short Park Yield Capacity

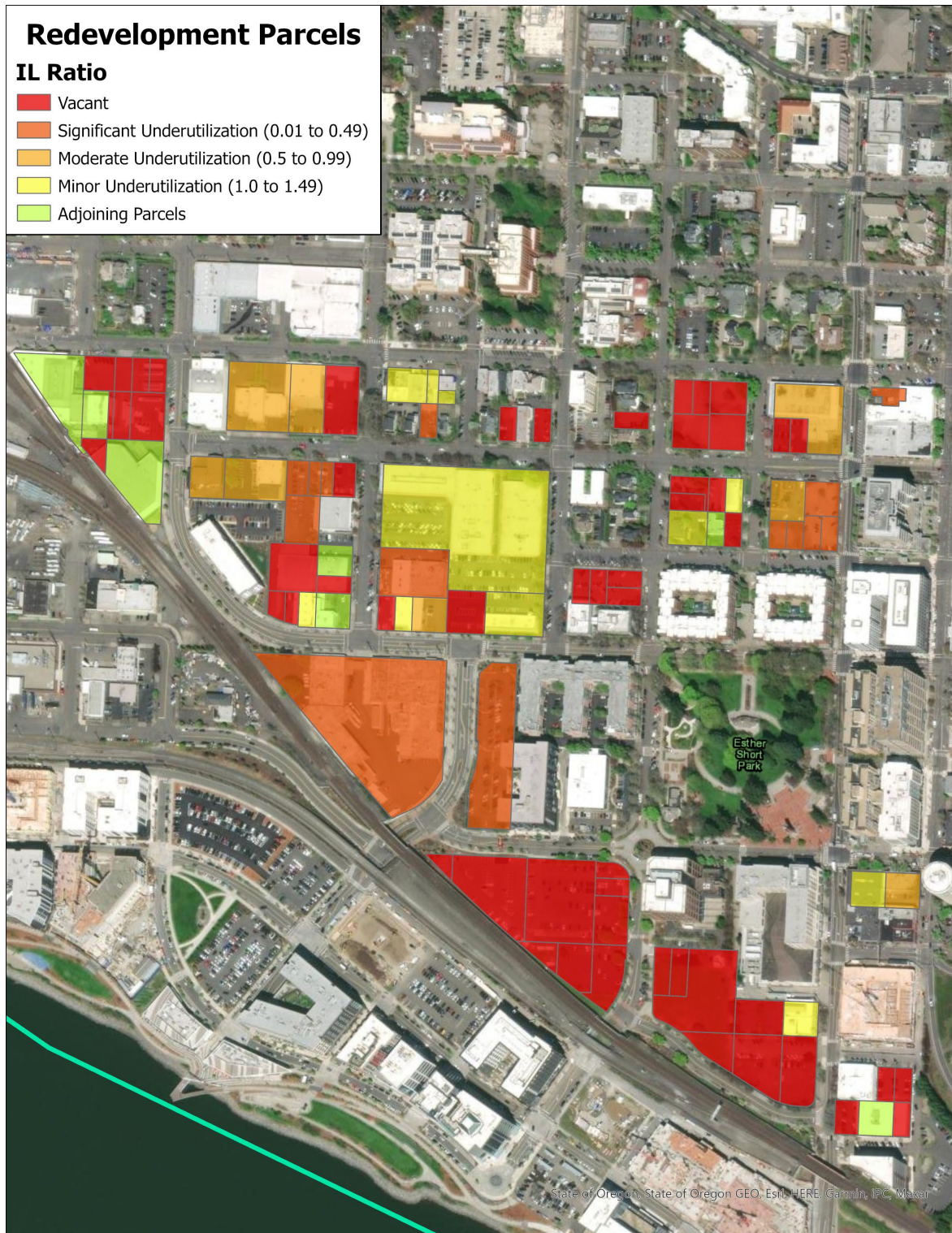
As seen below in Table 5 and Figure 1, the Esther Short Park subarea has a total of 30.5 acres of parcels with redevelopment potential. The bulk of these sites are larger than a traditional City block, with nearly 79 percent of the sites with redevelopment potential amounting to more than an acre. In terms of buildout potential, this area has the capacity to accommodate between 1,800 and 4,900 units, depending on the density of buildout. Included in the residential development it is expected that most projects would provide ground floor retail in both scenarios. Should the future redevelopment in the Esther Short Park area occur at medium densities (i.e., surface parking, three- to four-stories, etc.) the development capacity is roughly 1,800 units. These types of densities are often cheaper to deliver, though also face some challenges in attracting investment capital due to the reduced project size. If the downtown sites deliver at higher densities, similar to some of the newer high-density buildings in downtown, the sites can be expected to accommodate closer to 5,000 housing units, indicating how important density will be in achieving housing growth targets in downtown. In addition to residential development, this area also has capacity to accommodate future job growth, including office and light industrial developments. This includes an expected 530,000 square feet of office space, and nearly 70,000 square feet of light industrial space.

Table 19: Esther Short Park Yield Capacity

Site Size	Medium Density Scenario			High Density Scenario		
	# of Sites	Total SF	Acres	# of Sites	Total SF	Acres
Less than 7,500 (1/8 Block)	10	46,912	1.1	10	46,912	1.1
7,500 to 11,000 (1/4 Block)	2	20,180	0.5	2	20,180	0.5
11,000 to 21,000 (1/2 Block)	2	32,000	0.7	2	32,000	0.7
21,000 to 43,500 (Full Block)	5	188,938	4.3	5	188,938	4.3
<u>Greater than 43,500</u>	<u>8</u>	<u>1,040,576</u>	<u>23.9</u>	<u>8</u>	<u>1,040,576</u>	<u>23.9</u>
Total, All Sites	27	1,328,606	30.5	27	1,328,606	30.5
Development Potential						
Residential	70%			70%		
Office	20%			20%		
Light Industrial	<u>10%</u>			<u>10%</u>		
Total	100%			100%		
Residential Yield Capacity						
Site Size	Acres	DU/Acre	Total Units	Acres	DU/Acre	Total Units
1/8 Block	0.8	58	44	0.8	174	131
1/4 Block	0.3	58	19	0.3	131	42
1/2 Block	0.5	131	67	0.5	305	157
Full Block	3.0	131	397	3.0	267	810
<u>Bigger than 1 Acre</u>	<u>16.7</u>	<u>76</u>	<u>1,271</u>	<u>16.7</u>	<u>227</u>	<u>3,792</u>
Total, All Sites	21.4	84	1,797	21.4	231	4,933
Office Yield Capacity						
	Acres	FAR	Total SF	Acres	FAR	Total SF
Total, All Sites	6.1	2.0	531,442	6.1	2.0	531,442
Light Industrial Yield Capacity						
	Acres	FAR	Total SF	Acres	FAR	Total SF
Total, All Sites	3.1	0.5	66,430	3.1	0.5	66,430

Sources: City of Vancouver; SERA Architects; BAE, 2025.

Figure 8: Esther Short Park Parcels with Redevelopment Potential



Sources: City of Vancouver; Data Axle; BAE, 2024.

Esther Short Park Redevelopment Recommendations

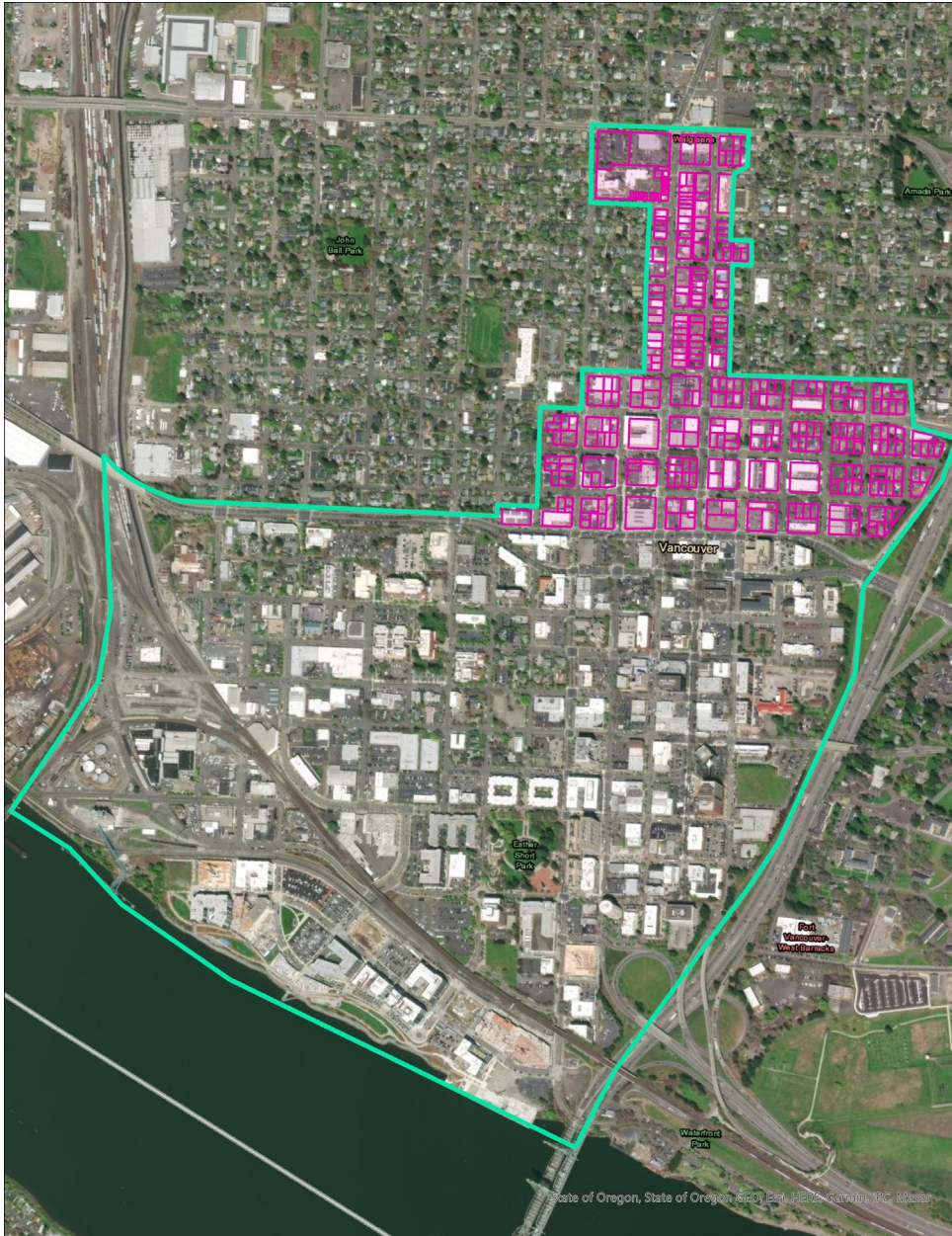
As discussed above, the Esther Short Park ROA has a significant inventory of sites with redevelopment potential, however the large majority of sites are larger than a traditional city block and will require unique building configurations to maximize the potential of the sites. For these sites, especially those with multiple parcel owners, the City can spur development by collaborating with existing parcel owners to identify a redevelopment plan and the types of investment that may be needed to support future redevelopment (i.e., new transportation infrastructure, etc.). While not highlighted above, a significant share of the sites with redevelopment potential are owned by the City or other public sector agencies. This opens up an opportunity to spur development through public-private partnerships. Lastly, the City should invest in various forms of infrastructure that will spur redevelopment of underutilized sites. Of particular note are W. 11th Street and Daniels Street. Located on the northern boundary of the ROA, W. 11th Street connects downtown to the Amtrak Station to the west and generally contains a significant amount of development capacity. Improvements to this street, similar to those along other major corridors in downtown, would spur redevelopment of parcels along W. 11th by improving access to the sites, reducing the required infrastructure costs of the developer, and generally signaling to the development community that the City is investing in this corridor. Secondly, Daniels Street cuts through multiple full-block redevelopment sites, including more sites to the north of the Esther Short ROA. This street currently dead-ends into a pedestrian-only path one block north of Esther Short Park. Improvements to this street could be done in conjunction with development as to reduce overall development costs on future development, or prior to any development projects break ground as to signal that area is ready for new development projects.

In summary, the unique opportunities for the City to support redevelopment in the Esther Short ROA include:

- **Leveraging City-owned sites for redevelopment**
- **Collaborating with other public agencies to unlock development on publicly-owned sites**
- **Collaborating with owners of multi-parcel development sites on cohesive redevelopment potential**
- **Investing in Bike/Pedestrian/Streetscape Improvements**
 - **W. 11th Street**
 - **Daniels Street**
- **Investing in wayfinding to connect waterfront to core downtown**

Uptown

Redevelopment Opportunity Area



34

Description

- The northern end of downtown and Main Street. Uptown is a mix of retail and dining. Besides the waterfront Uptown has experienced the most significant concentration of new multifamily and mixed-use development projects.

Market Overview

- 909 Residential Units
- 280,305 Sq. Ft. of Retail
- 415,320 Sq. Ft. of Office

Yield Capacity

- Total Acres: 52.4
- Vacant/Underutilized Acres: 27.2
- Residential Potential
 - Medium Density Buildout: 2,480 Units
 - High Density Buildout: 5,340 Units



Uptown Opportunity Area

Uptown Multifamily Market Overview

Uptown has a similar total number of multifamily units as the Esther Short Park subarea, and the waterfront subarea with 909 units. From Q2 2014, 66.0 percent of the multifamily units were developed in the uptown subarea. Despite the new development in the Uptown subarea, rental rates are lower at \$1,626 per unit than the average asking rates in Downtown and the City. A reason for the rental rates being lower in the Uptown subarea may be because of the higher vacancy rate of 8.0 percent. Which is slightly higher than the Downtown multifamily vacancy rate of 7.7 percent and much higher than the City at 6.6 percent. The 50 units under construction in Q1 2024 are at The Hudson West, located at 2409 Broadway Street, east of Main Street.

Table 20: Uptown Multifamily Market Summary, Q1 2024

Description	Uptown	Downtown Vancouver	City of Vancouver
Inventory (Units) Q1 2024	909	3,757	32,555
Inventory (% of Downtown)	24.2%		
Inventory (% of City)	2.8%	11.5%	
Occupied Stock (units)	836	3,468	30,367
Vacant Stock (Units)	73	289	2,138
Vacancy Rate	8.0%	7.7%	6.6%
Avg. Asking Rents			
Avg. Asking Rent (per unit), Q1 2014	\$1,307	\$1,390	\$1,153
Avg. Asking Rent (per unit), Q1 2024	\$1,626	\$1,808	\$1,706
% Change Q1 2014 - Q1 2024	19.6%	23.1%	32.4%
Net Absorption			
Net Absorption (unit), Q2 2014 - Q1 2024	547	2,348	6,852
Net Absorption (unit), Q2 2023 - Q1 2024	23	386	669
New Deliveries (units) Q2 2014 - Q1 2024	609	2,462	7,816
Under Construction (units), Q1 2024	50	666	1,494

Notes:

Inventory, Occupied Stock, Vacant Stock and Net Absorption in the subareas may not cumulate to Downtown Vancouver due to the date of information pulled from Costar.

Source: CoStar; BAE 2024.

Uptown Retail Market Overview

According to Table 21, the 280,305 square feet of retail in uptown is 100 percent occupied with no changes to absorption from Q2 2023 to Q1 2024. The retail inventory in Uptown is 25.2 percent of all the retail in Downtown. There are also no new deliveries or units under construction as shown below in Table 21.

Table 21: Uptown Retail Market Summary, Q1 2024

Description	Uptown	Downtown Vancouver	City of Vancouver
Inventory (SF) Q1 2024	280,305	1,112,832	11,179,120
<i>Inventory (% of Downtown)</i>	25.2%		
<i>Inventory (% of City)</i>	2.5%	10.0%	
Occupied Stock (sf)	280,305	1,107,799	10,751,113
Vacant Stock (sf)	0	5,033	379,389
Vacancy Rate	0.0%	0.5%	3.4%
Net Absorption			
Net Absorption (sf), Q2 2014 - Q1 2024	(12,421)	122,535	511,357
Net Absorption (sf), Q2 2023 - Q1 2024	0	(1,823)	44,871
New Deliveries (sf) Q2 2014 - Q1 2024	0	101,902	295,518
Under Construction (sf), Q1 2024	0	0	55,235

Notes:

Inventory, Occupied Stock, Vacant Stock and Net Absorption in the subareas may not cumulate to Downtown Vancouver due to the date of information pulled from CoStar. Multifamily apartments with ground floor retail may not be included in this table.

Source: CoStar; BAE 2024.

Uptown Office Market Overview

Thirteen percent of office space in Downtown is located in the Uptown subarea. The office market in uptown is much smaller compared to other subareas in Downtown. Office space in Uptown consists of old single-family homes turned into office space and a few new office buildings. Shown below in Table 22, rents in uptown are only \$1.67 per square foot which is about 60 cents less than Downtown at \$2.29 per square foot, which has the highest compared to the three areas.

Table 22: Uptown Office Market Summary, Q1 2024

Description	Uptown	Downtown Vancouver	City of Vancouver
Inventory (SF) Q1 2024	415,320	3,025,593	9,909,637
<i>Inventory (% of Downtown)</i>	13.7%		
<i>Inventory (% of City)</i>	4.2%	30.5%	
Occupied Stock (sf)	407,918	2,859,490	9,267,844
Vacant Stock (sf)	7,402	160,377	623,629
Vacancy Rate	1.8%	5.3%	6.3%
# of buildings	90	202	640
Avg. Asking Rents			
Avg. Asking Rent (psf), Q1 2014	\$1.26	\$1.63	\$1.50
Avg. Asking Rent (psf), Q1 2024	\$1.67	\$2.29	\$2.19
<i>% Change Q1 2014 - Q1 2024</i>	32.5%	40.5%	46.0%
Net Absorption			
Net Absorption (sf), Q2 2014 - Q1 2024	(450)	437,982	910,966
Net Absorption (sf), Q2 2023 - Q1 2024	(13,413)	(324)	(20,871)
New Deliveries (sf) Q2 2014 - Q1 2024	0	357,182	877,159
Under Construction (sf), Q1 2024 (a)	0	531,000	531,000

Notes:

Inventory, Occupied Stock and Vacant Stock in the subareas may not cumulate to Downtown Vancouver due to the date of information pulled from CoStar.

(a) 360,000 square feet is Terminal one, and the remaining has turned to residential.

Source: CoStar; BAE 2024.

Uptown Industrial Market Overview

Table 23 shows that the only industrial building in the Uptown subarea is a 2,400 square foot building. The small geography of Uptown and residential focus does not allow for industrial space in the subarea.

Table 23: Uptown Industrial Market Summary, Q1 2024

Description	Uptown	Downtown Vancouver	City of Vancouver
Inventory (SF) Q1 2024	2,400	595,292	15,273,580
<i>Inventory (% of Downtown)</i>	<i>0.4%</i>		
<i>Inventory (% of City)</i>	<i>0.0%</i>	<i>3.9%</i>	
Occupied Stock (sf)	2,400	590,552	14,674,781
Vacant Stock (sf)	0	4,740	495,742
Vacancy Rate	0	0.8%	3.2%
Net Absorption			
Net Absorption (sf), Q2 2014 - Q1 2024	0	(16,031)	1,549,328
Net Absorption (sf), Q2 2023 - Q1 2024	0	1,859	(74,378)
New Deliveries (sf) Q2 2014 - Q1 2024	0	5,695	1,587,084
Under Construction (sf), Q1 2024	0	0	0

Notes:

Inventory, Occupied Stock, Vacant Stock, and New Deliveries in the subareas may not cumulate to Downtown Vancouver due to the date of information pulled from Costar.

Source: CoStar; BAE 2024.

Uptown Yield Capacity

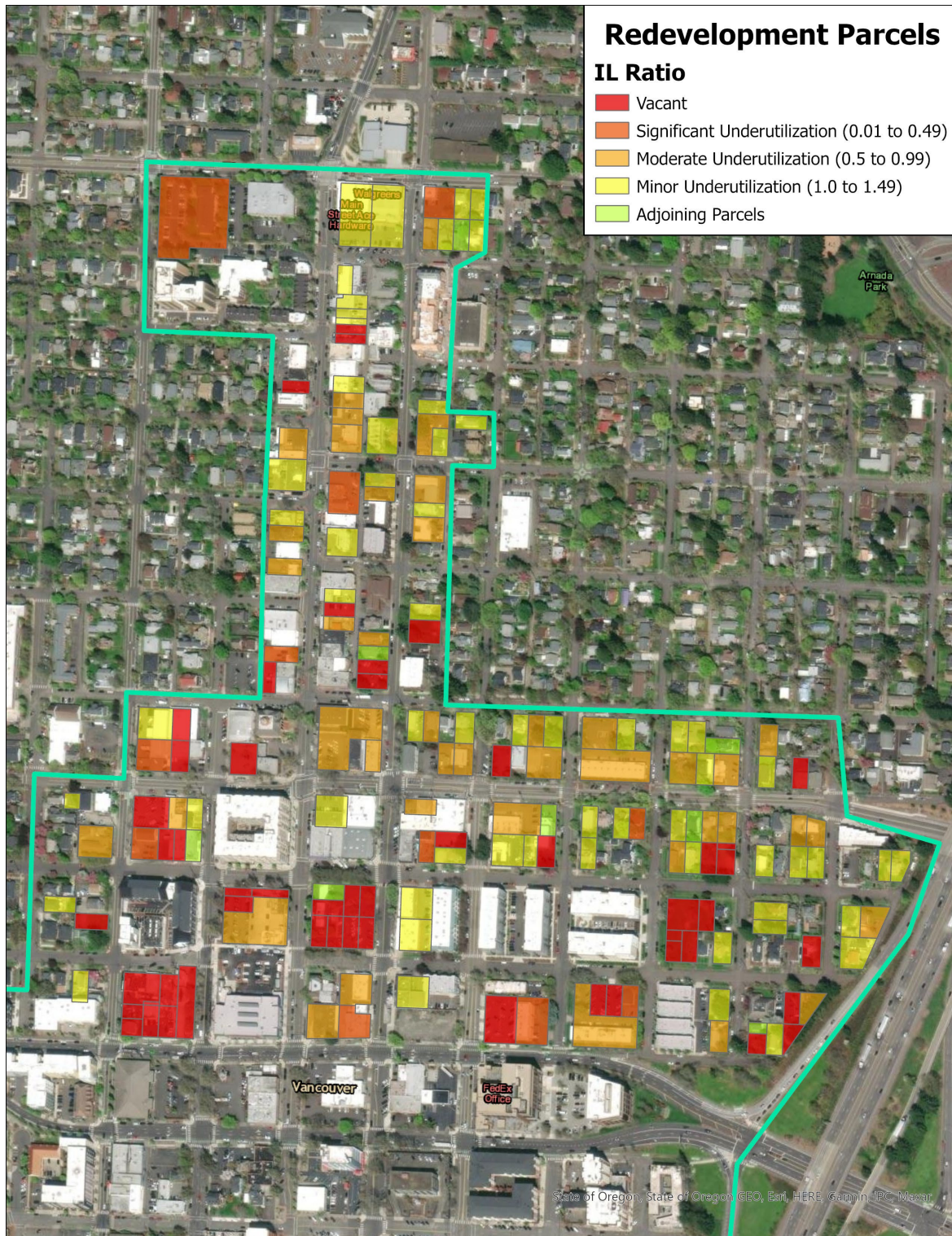
As seen below in Table 24, the Uptown Subarea has a total of 27.2 acres of land with potential for redevelopment. Contrary to the Esther Short Park subarea, full block parcels account for a large share of the development potential, with roughly 39 percent of the potential development area. In the medium density scenario, the Uptown subarea would be able to accommodate roughly 2,479 units, primarily in four-story buildings with surface parking. In the high-density scenario, the Uptown subarea could accommodate nearly 5,340 new housing units. Based on market conditions and the site characteristics in Uptown, BAE assumes 90 percent of future development will be multifamily residential, with the remaining 10 percent reserved for office uses. At a floor-area-ratio of 2.0, the acreage targeted for office development could accommodate roughly 230,000 square feet of total office space.

Table 24: Uptown Yield Capacity

Site Size	Medium Density Scenario			High Density Scenario		
	# of Sites	Total SF	Acres	# of Sites	Total SF	Acres
Less than 7,500 (1/8 Block)	42	209,141	4.8	42	209,141	4.8
7,500 to 11,000 (1/4 Block)	13	122,858	2.8	13	122,858	2.8
11,000 to 21,000 (1/2 Block)	12	188,634	4.3	12	188,634	4.3
21,000 to 43,500 (Full Block)	14	465,040	10.7	14	465,040	10.7
<u>Greater than 43,500</u>	<u>4</u>	<u>201,222</u>	<u>4.6</u>	<u>4</u>	<u>201,222</u>	<u>4.6</u>
Total, All Sites	85	1,186,895	27.2	85	1,186,895	27.2
Development Potential						
Residential	90%			90%		
Office	10%			10%		
Light Industrial	<u>0%</u>			<u>0%</u>		
Total	100%			100%		
Residential Yield Capacity						
Site Size	Acres	DU/Acre	Total Units	Acres	DU/Acre	Total Units
1/8 Block	4.3	58	251	4.3	105	452
1/4 Block	2.5	58	147	2.5	75	191
1/2 Block	3.9	131	509	3.9	305	1,188
Full Block	9.6	131	1,256	9.6	267	2,564
<u>Bigger than 1 Acre</u>	<u>4.2</u>	<u>76</u>	<u>316</u>	<u>4.2</u>	<u>227</u>	<u>943</u>
Total, All Sites	24.5	101	2,479	24.5	218	5,338
Office Yield Capacity						
	Acres	FAR	Total SF	Acres	FAR	Total SF
Total, All Sites	2.7	2.0	237,379	2.7	2.0	237,379
Light Industrial Yield Capacity						
	Acres	FAR	Total SF	Acres	FAR	Total SF
Total, All Sites	0.0	0.5	0	0.0	0.5	0

Sources: City of Vancouver; SERA Architects; BAE, 2024.

Figure 9: Uptown Parcels with Redevelopment Potential



Sources: City of Vancouver; Data Axle; BAE, 2024.

Uptown Redevelopment Recommendations

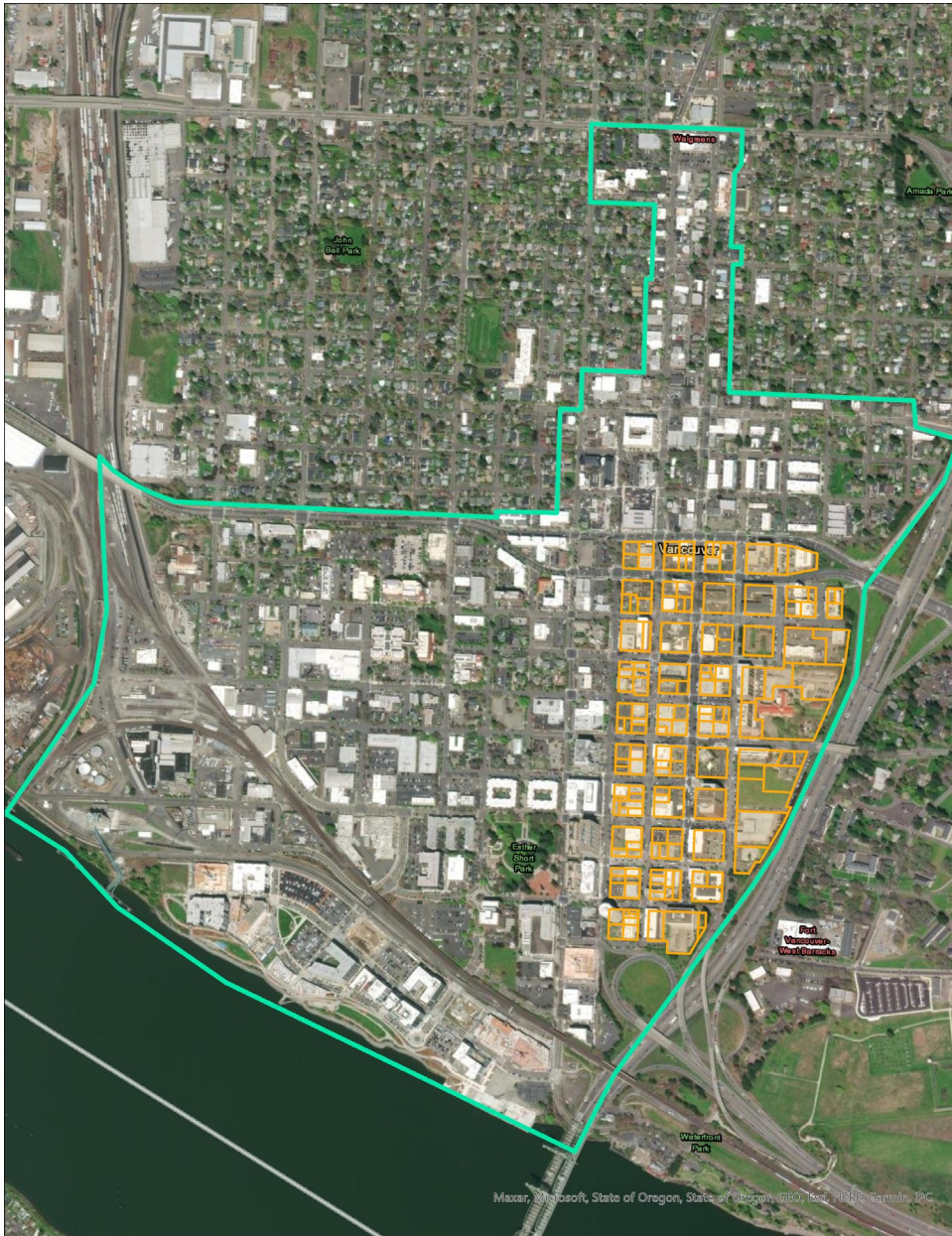
With a significant amount of the Uptown development capacity located on full block development opportunities, the City has an opportunity to capture significant density given the ideal layout of these sites. However, many of the full-block opportunities include multiple parcel owners which may require some City support to facilitate a cohesive and efficient full-block or half-block redevelopment buildout. The City may also opt to acquire certain parcels or full sites in order to create more optimal development opportunities. Lastly, the Uptown area has a particular lack of access to open space, especially the sites between E. 15th Street and E. McLoughlin Boulevard. With a number of redevelopment opportunities in this area, the City can support future redevelopment by investing in a new park that would increase demand for residential and non-residential users to the Uptown neighborhood.

In summary, the unique opportunities for the City to support redevelopment in the Uptown ROA include:

- **Strategic Parcel Acquisition and Aggregation**
- **Collaborating with owners of multi-parcel development sites on cohesive redevelopment potential**
- **Investing in a New City Park**

Main Street

Redevelopment Opportunity Area



Maxar, Google, State of Oregon, State of Oregon GEO, Inc. 2019. Garmin, Inc.

Description

- Historic retail street with a strip of office buildings east of Main Street.
- Limited residential units and green space
- Recent upgrades to Main Street
- Future transportation investments

Market Overview

- 665 Residential Units
- 447,859 Sq. Ft. of Retail
- 1,224,056 Sq. Ft. of Office
 - 40% of Total Downtown Office and Retail Inventory

Yield Capacity

- Total acres: 48.7
- Underutilized Acres: 22.3
- Residential Potential
 - Medium Density Buildout: 1,800 Units
 - High Density Buildout: 4,260 Units



Main Street Opportunity Area

Main Street Multifamily Market Overview

In comparison to other subareas in Downtown the multifamily market is not as strong in the Main Street subarea. In Table 25, multifamily rents are lower than both Downtown and the City. Main Street has an average asking rent of \$1,433 in Q1 of 2024 and downtown has an average asking rent of \$1,808. The multifamily rent growth has not been as strong as other subareas, with 22.1 percent rent growth from 2014 to 2024. The Main Street subarea has a higher vacancy rate at 9.4 percent than both Downtown and the City. Downtown has the second highest vacancy rate at 7.7 percent. The city has the lowest multifamily vacancy rate than the other two regions at 6.6 percent.

Table 25: Main Street Multifamily Market Summary, Q1 2024

Description	Main Street	Downtown Vancouver	City of Vancouver
Inventory (Units) Q1 2024	665	3,757	32,555
<i>Inventory (% of Downtown)</i>	17.7%		
<i>Inventory (% of City)</i>	2.0%	11.5%	
Occupied Stock (units)	602	3,468	30,367
Vacant Stock (Units)	63	289	2,138
Vacancy Rate	9.4%	7.7%	6.6%
Avg. Asking Rents			
Avg. Asking Rent (per unit), Q1 2014	\$1,117	\$1,390	\$1,153
Avg. Asking Rent (per unit), Q1 2024	\$1,433	\$1,808	\$1,706
<i>% Change Q1 2014 - Q1 2024</i>	22.1%	23.1%	32.4%
Net Absorption			
Net Absorption (unit), Q2 2014 - Q1 2024	272	2,348	6,852
Net Absorption (unit), Q2 2023 - Q1 2024	98	386	669
New Deliveries (units) Q2 2014 - Q1 2024	191	2,462	7,816
Under Construction (units), Q1 2024	0	666	1,494

Notes:

Inventory, Occupied Stock, Vacant Stock and Net Absorption in the subareas may not cumulate to Downtown Vancouver due to the date of information pulled from Costar.

Source: CoStar; BAE 2024.

Main Street Retail Market Overview

Even though Main Street has 40.2 percent of the Downtown retail inventory, retail rents as of Q1 2024 are lower than downtown and the City, according to Table 26. Main Street has an average retail rent of \$1.67 per square foot and Downtown has a higher average rent of \$1.79 per square foot. Lower rents may be the reason for the low vacancy in main street leading to more tenant lease renewals and less turnover.

Table 26: Main Street Retail Market Summary, Q1 2024

Description	Main Street	Downtown Vancouver	City of Vancouver
Inventory (SF) Q1 2024	447,859	1,112,832	11,179,120
<i>Inventory (% of Downtown)</i>	<i>40.2%</i>		
<i>Inventory (% of City)</i>	<i>4.0%</i>	<i>10.0%</i>	
Occupied Stock (sf)	445,470	1,107,799	10,751,113
Vacant Stock (sf)	2,389	5,033	379,389
Vacancy Rate	0.5%	0.5%	3.4%
Avg. Asking Rents			
Avg. Asking Rent (psf), Q1 2014	\$1.49	\$1.46	\$1.45
Avg. Asking Rent (psf), Q1 2024	\$1.67	\$1.79	\$2.06
<i>% Change Q1 2014 - Q1 2024</i>	<i>12.1%</i>	<i>22.6%</i>	<i>42.1%</i>
Net Absorption			
Net Absorption (sf), Q2 2014 - Q1 2024	41,112	122,535	511,357
Net Absorption (sf), Q2 2023 - Q1 2024	0	(1,823)	44,871
New Deliveries (sf) Q2 2014 - Q1 2024	18,097	101,902	295,518
Under Construction (sf), Q1 2024	0	0	55,235

Notes:

Inventory, Occupied Stock, Vacant Stock and Net Absorption in the subareas may not cumulate to Downtown Vancouver due to the date of information pulled from Costar. Multifamily apartments with ground floor retail may not be included in this table.

Source: CoStar; BAE 2024.

Main Street Office Market Overview

Main Street and the city have similar average asking office rental rates of \$2.13 and \$2.19 respectively, but Downtown has a higher average asking rent of \$2.29 per square foot. Despite the low office rents in Main Street the area consists of 40.5 percent of the office inventory in Downtown Vancouver. The absorption for downtown was negative 324 square feet, but main street experienced 16,185 square feet of absorption loss from Q2 2023 to Q1 2024. Meaning that the Main Street subarea experienced a large amount of negative absorption but other subareas in Downtown bring the total absorption of downtown up by having positive absorption.

Table 27: Main Street Office Market Summary, Q1 2024

Description	Main Street	Downtown Vancouver	City of Vancouver
Inventory (SF) Q1 2024	1,224,056	3,025,593	9,909,637
Inventory (% of Downtown)	40.5%		
Inventory (% of City)	12.4%	30.5%	
Occupied Stock (sf)	1,127,396	2,859,490	9,267,844
Vacant Stock (sf)	90,934	160,377	623,629
Vacancy Rate	7.4%	5.3%	6.3%
# of buildings	48	202	640
Avg. Asking Rents			
Avg. Asking Rent (psf), Q1 2014	\$1.65	\$1.63	\$1.50
Avg. Asking Rent (psf), Q1 2024	\$2.13	\$2.29	\$2.19
% Change Q1 2014 - Q1 2024	29.1%	40.5%	46.0%
Net Absorption			
Net Absorption (sf), Q2 2014 - Q1 2024	181,760	437,982	910,966
Net Absorption (sf), Q2 2023 - Q1 2024	(16,185)	(324)	(20,871)
New Deliveries (sf) Q2 2014 - Q1 2024	100,800	357,182	877,159
Under Construction (sf), Q1 2024 (a)	0	531,000	531,000

Notes:

Inventory, Occupied Stock and Vacant Stock in the subareas may not cumulate to Downtown Vancouver due to the date of information pulled from CoStar.

(a) 360,000 square feet is Terminal one, and the remaining has turned to residential.

Source: CoStar; BAE 2024.

Main Street Industrial Market Overview

No Industrial in the Main Street Subarea

Main Street Yield Capacity

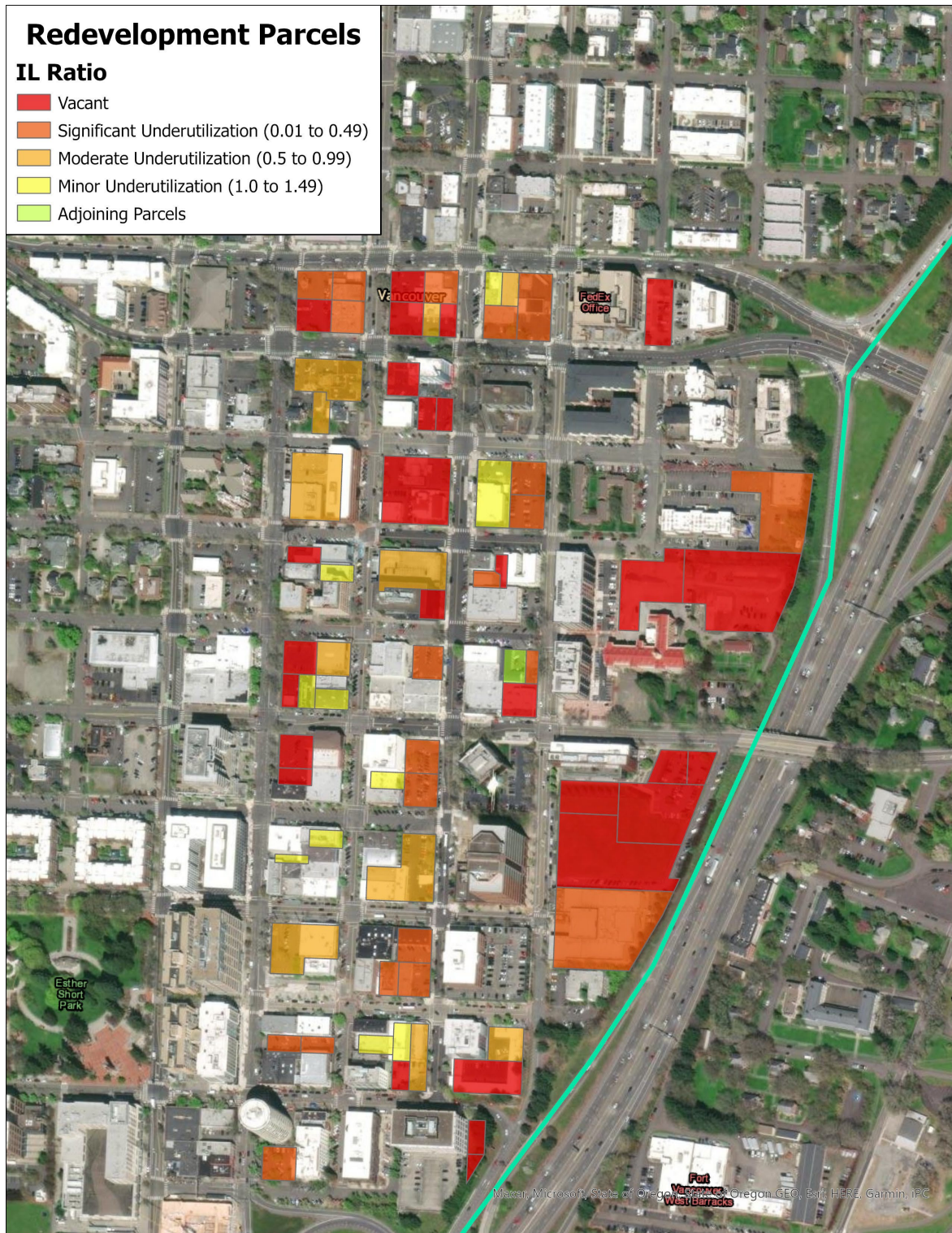
As represented below in Table 28, the Main Street subarea is primarily characterized by smaller, privately owned parcels along Main Street. However, the eastern portion of the subarea contains larger underutilized parcels that account for 42 percent of the total acreage with redevelopment potential. The largest site in the subarea is the city-owned Library Square parcels south of the City library, adjacent to the planned transit node. Residential yield in the subarea ranges from 1,700 units in the medium-density scenario to 4,300 units in the high-density scenario. Due the existing presence of office space, this part of downtown may support additional downtown office demand. Assuming roughly 20 percent of the sites accommodate office development, the subarea can accommodate roughly 390,000 square feet of office space.

Table 28: Main Street Yield Capacity

Site Size	Medium Density Scenario			High Density Scenario		
	# of Sites	Total SF	Acres	# of Sites	Total SF	Acres
Less than 7,500 (1/8 Block)	17	84,115	1.9	17	84,115	1.9
7,500 to 11,000 (1/4 Block)	6	59,376	1.4	6	59,376	1.4
11,000 to 21,000 (1/2 Block)	4	71,117	1.6	4	71,117	1.6
21,000 to 43,500 (Full Block)	13	406,843	9.3	13	406,843	9.3
<u>Greater than 43,500</u>	<u>3</u>	<u>350,159</u>	<u>8.0</u>	<u>3</u>	<u>350,159</u>	<u>8.0</u>
Total, All Sites	43	971,610	22.3	43	971,610	22.3
Development Potential						
Residential	80%			80%		
Office	20%			20%		
Light Industrial	<u>0%</u>			<u>0%</u>		
Total	100%			100%		
Residential Yield Capacity						
Site Size	Acres	DU/Acre	Total Units	Acres	DU/Acre	Total Units
1/8 Block	1.5	58	90	1.5	174	269
1/4 Block	1.1	58	63	1.1	131	143
1/2 Block	1.3	131	171	1.3	305	398
Full Block	7.5	131	976	7.5	267	1,994
<u>Bigger than 1 Acre</u>	<u>6.4</u>	<u>76</u>	<u>489</u>	<u>6.4</u>	<u>227</u>	<u>1,458</u>
Total, All Sites	17.8	100	1,789	17.8	239	4,262
Office Yield Capacity						
	Acres	FAR	Total SF	Acres	FAR	Total SF
Total, All Sites	4.5	2.0	388,644	4.5	2.0	388,644
Light Industrial Yield Capacity						
	Acres	FAR	Total SF	Acres	FAR	Total SF
Total, All Sites	0.0	0.5	0	0.0	0.5	0

Sources: City of Vancouver; SERA Architects; BAE, 2024.

Figure 10: Main Street ROA Parcels with Redevelopment Potential



Sources: City of Vancouver; SERA Architects; BAE, 2024.

Main Street Redevelopment Recommendations

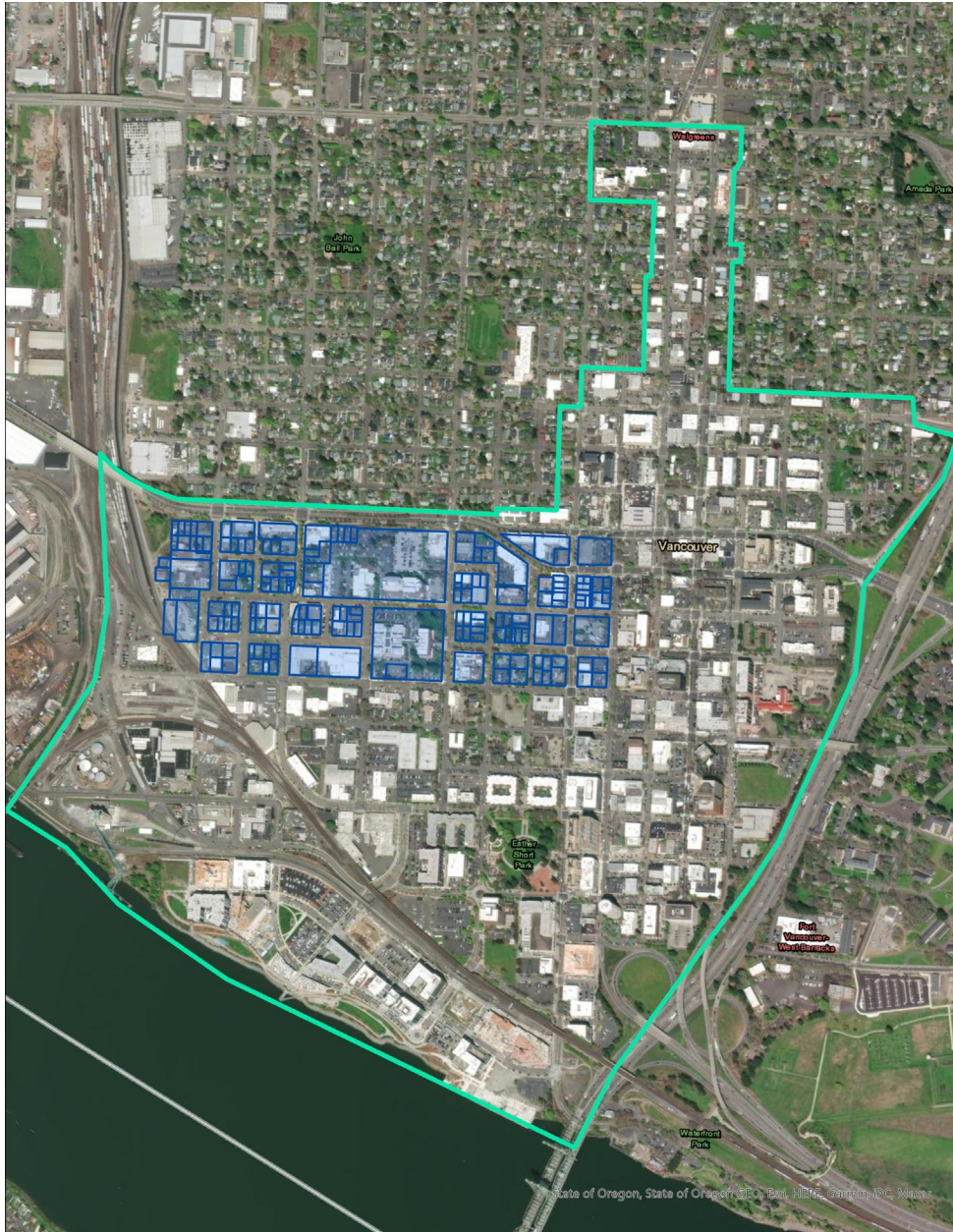
While the southern portion of the Main Street subarea contains limited redevelopment potential, the north and east portion of the subarea contains larger underutilized sites. Given the City owns the large development site south the library, this represents a unique opportunity to leverage existing City-owned land to facilitate development and catalyze growth in this subarea. The subarea also contains several full-block redevelopment sites that could represent potential sites for City strategic acquisition, especially given the ongoing improvements along Main Street. While some of these large parcels have one single owner with limited required demolition, others present more complicated development scenarios with multiple owners and a range of existing improvements. To unlock these development opportunities, the City should consider facilitating communication between property owners to identify a potential cohesive redevelopment effort.

In summary, the unique opportunities for the City to support redevelopment in the Main Street ROA include:

- **Leveraging City-Owned Land**
- **Acquire and Aggregate Strategic Parcels**
- **Collaborating with owners of multi-parcel development sites on cohesive redevelopment potential**

County Center

Redevelopment Opportunity Area



Description

- Clark County office focused area with light industrial, nonprofit groups and subsidized housing. Linger single family homes ready for redevelopment.

Market Overview

- 427 Residential Units
- 53,801 Sq. Ft. of Retail
- 347,748 Sq. Ft. of Office
- 126,262 Sq. Ft. of Industrial

Yield Capacity

- Total Acres: 47.9
- Vacant/Underutilized Acres: 23.2
- Residential Capacity
 - Medium Density Buildout: 1,800 Units
 - High Density Buildout: 4,260 Units



County Center Opportunity Area

County Center Multifamily Market Overview

The County Center multifamily market has seen 233 deliveries from Q2 2014, and a large portion of those units have been affordable subsidized housing. The multifamily rents in Table 29 for the county center are low compared to both downtown and the city because of the concentration of public and subsidized housing in the County Center subarea. As seen in Table 29, the average asking multifamily rental rate for the County Center subarea is \$1,008 per unit. The vacancy rate in the county center is 2.0 percent, which is considerably lower than the rest of downtown (7.7 percent) and the city (6.6 percent).

Table 29: County Center Multifamily Market Summary, Q1 2024

Description	County Center	Downtown Vancouver	City of Vancouver
Inventory (Units) Q1 2024	427	3,757	32,555
Inventory (% of Downtown)	11.4%		
Inventory (% of City)	1.3%	11.5%	
Occupied Stock (units)	418	3,468	30,367
Vacant Stock (Units)	9	289	2,138
Vacancy Rate	2.0%	7.7%	6.6%
Avg. Asking Rents			
Avg. Asking Rent (per unit), Q1 2014	\$724	\$1,390	\$1,153
Avg. Asking Rent (per unit), Q1 2024	\$1,008	\$1,808	\$1,706
% Change Q1 2014 - Q1 2024	28.2%	23.1%	32.4%
Net Absorption			
Net Absorption (unit), Q2 2014 - Q1 2024	233	2,348	6,852
Net Absorption (unit), Q2 2023 - Q1 2024	(2)	386	669
New Deliveries (units) Q2 2014 - Q1 2024	233	2,462	7,816
Under Construction (units), Q1 2024	0	666	1,494

Notes:

Inventory, Occupied Stock, Vacant Stock and Net Absorption in the subareas may not cumulate to Downtown Vancouver due to the date of information pulled from CoStar.

Source: CoStar; BAE 2024.

County Center Retail Market Overview

Retail in the county center only makes up 4.8 percent of the retail in Downtown Vancouver. Because of the small amount of inventory in the County Center, retail space is 100 percent occupied.

Table 30 County Center Retail Market Summary, Q1 2024

Description	County Center	Downtown Vancouver	City of Vancouver
Inventory (SF) Q1 2024	53,801	1,112,832	11,179,120
<i>Inventory (% of Downtown)</i>	<i>4.8%</i>		
<i>Inventory (% of City)</i>	<i>0.5%</i>	<i>10.0%</i>	
Occupied Stock (sf)	53,801	1,107,799	10,751,113
Vacant Stock (sf)	0	5,033	379,389
Vacancy Rate	0.0%	0.5%	3.4%
Avg. Asking Rents			
Avg. Asking Rent (psf), Q1 2014	n.a.	\$1.46	\$1.45
Avg. Asking Rent (psf), Q1 2024	n.a.	\$1.79	\$2.06
<i>% Change Q1 2014 - Q1 2024</i>	<i>n.a.</i>	<i>22.6%</i>	<i>42.1%</i>
Net Absorption			
Net Absorption (sf), Q2 2014 - Q1 2024	2,337	122,535	511,357
Net Absorption (sf), Q2 2023 - Q1 2024	0	(1,823)	44,871
New Deliveries (sf) Q2 2014 - Q1 2024	0	101,902	295,518
Under Construction (sf), Q1 2024	0	0	55,235

Notes:

Inventory, Occupied Stock, Vacant Stock and Net Absorption in the subareas may not cumulate to Downtown Vancouver due to the date of information pulled from Costar.

Multifamily apartments with ground floor retail may not be included in this table

Source: CoStar; BAE 2024.

County Center Office Market Overview

There are no new units under construction in the County Center subarea. Q2 of 2014 was the most recent office delivery. Rental rates show that an older stock in the County Center subarea has lower office rent than Downtown and the City of Vancouver. The County Center on average has an asking rent of \$1.86 per square foot, while both the City and Downtown have significantly higher rents at \$2.19 and \$2.29 per square foot, respectively. Despite limited recent deliveries, the County Center vacancy rate is low at 0.9 percent and has experienced 7,751 square feet of positive absorption over the last year. By contrast, both the city and downtown have higher vacancy rates and have negative absorption.

Table 31 County Center Office Market Summary, Q1 2024

Description	County Center	Downtown Vancouver	City of Vancouver
Inventory (SF) Q1 2024	347,748	3,025,593	9,909,637
Inventory (% of Downtown)	11.5%		
Inventory (% of City)	3.5%	30.5%	
Occupied Stock (sf)	344,500	2,859,490	9,267,844
Vacant Stock (sf)	3,248	160,377	623,629
Vacancy Rate	0.9%	5.3%	6.3%
# of buildings	33	202	640
Avg. Asking Rents			
Avg. Asking Rent (psf), Q1 2014	\$1.40	\$1.63	\$1.50
Avg. Asking Rent (psf), Q1 2024	\$1.86	\$2.29	\$2.19
% Change Q1 2014 - Q1 2024	32.9%	40.5%	46.0%
Net Absorption			
Net Absorption (sf), Q2 2014 - Q1 2024	6,756	437,982	910,966
Net Absorption (sf), Q2 2023 - Q1 2024	7,751	(324)	(20,871)
New Deliveries (sf) Q2 2014 - Q1 2024	0	357,182	877,159
Under Construction (sf), Q1 2024 (a)	0	531,000	531,000

Notes:

Inventory, Occupied Stock and Vacant Stock in the subareas may not cumulate to Downtown Vancouver due to the date of information pulled from Costar.

(a) 360,000 square feet is Terminal one, and the remaining has turned to residential.

Source: CoStar; BAE 2024.

County Center Industrial Market Overview

Besides the Esther Short Park subarea, the county center has the largest square feet of Industrial stock in Downtown Vancouver. The Industrial inventory in the County Center consists of 21.2 percent of Downtown and has 126,262 square feet of industrial space. From Q2 2014, there have been no new deliveries, or changes in absorption. According to Table 32, there are no vacancies in industrial space in the County Center.

Table 32: County Center Industrial Market Summary, Q1 2024

Description	County Center	Downtown Vancouver	City of Vancouver
Inventory (SF) Q1 2024	126,262	595,292	15,273,580
<i>Inventory (% of Downtown)</i>	<i>21.2%</i>		
<i>Inventory (% of City)</i>	<i>0.8%</i>	<i>3.9%</i>	
Occupied Stock (sf)	126,262	590,552	14,674,781
Vacant Stock (sf)	0	4,740	495,742
Vacancy Rate	0	0.8%	3.2%
Net Absorption			
Net Absorption (sf), Q2 2014 - Q1 2024	0	(16,031)	1,549,328
Net Absorption (sf), Q2 2023 - Q1 2024	0	1,859	(74,378)
New Deliveries (sf) Q2 2014 - Q1 2024	0	5,695	1,587,084
Under Construction (sf), Q1 2024	0	0	0

Notes:

Inventory, Occupied Stock, Vacant Stock, and New Deliveries in the subareas may not cumulate to Downtown Vancouver due to the date of information pulled from Costar.

Source: CoStar; BAE 2024.

County Center Yield Capacity

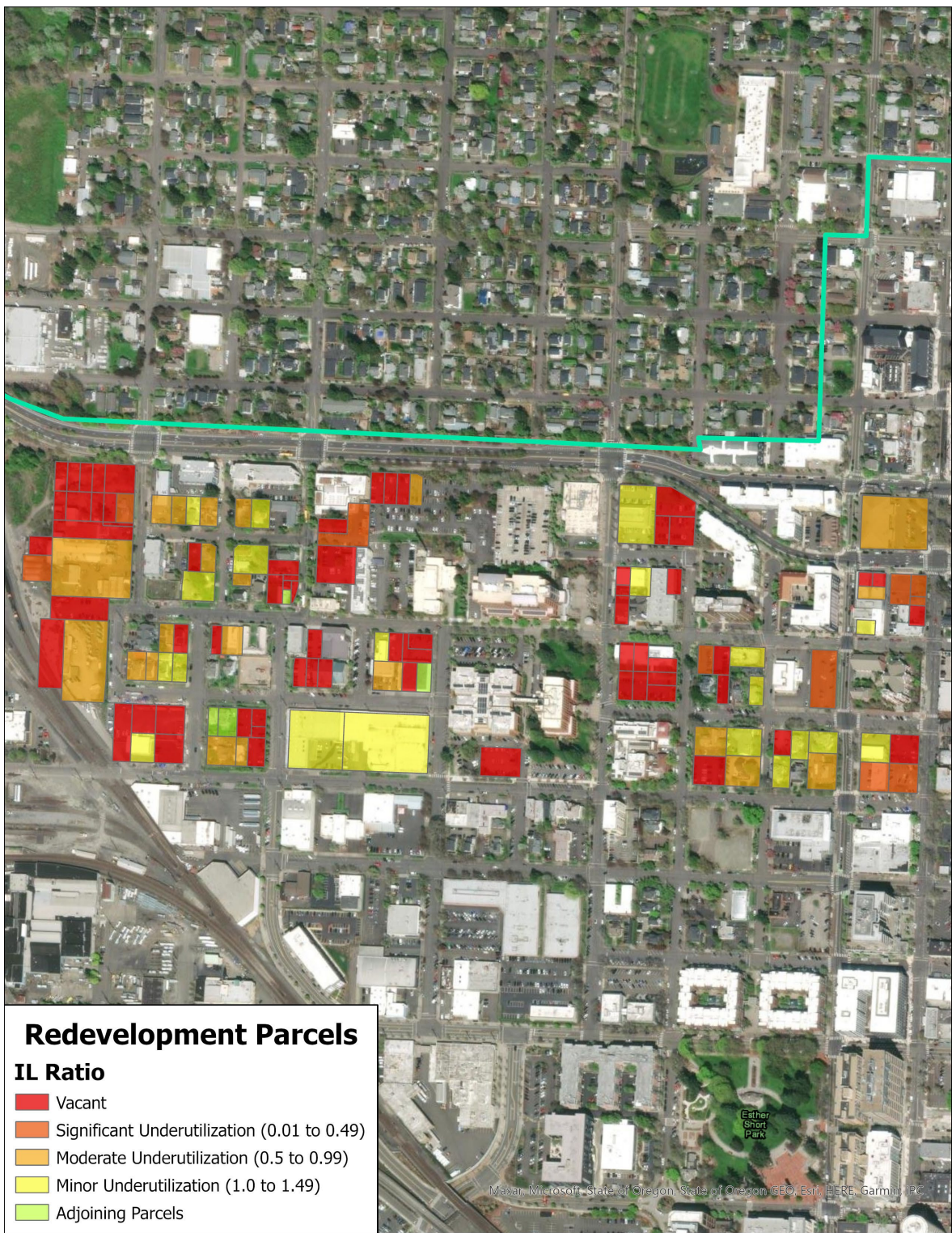
Table 33 below shows that the largest inventory of vacant and underutilized sites are large sites, at greater than an acre. Of the 23.2 acres with redevelopment potential, ten of those sites are larger than an acre. Collectively, these sites are expected to accommodate between 1,611 and 3,853 new residential units, depending on the density of the expected buildout. With an existing concentration of office space, largely to support Clark County, and light industrial uses, BAE assumes 20 percent of the sites with redevelopment potential will deliver office uses, which would support roughly 405,000 square feet of office space. In terms of new light industrial, BAE assumes ten percent of the land accommodates industrial uses at a relative low FAR, resulting in 50,500 square feet of industrial or maker space.

Table 33: County Center Yield Capacity

Site Size	Medium Density Scenario			High Density Scenario		
	# of Sites	Total SF	Acres	# of Sites	Total SF	Acres
Less than 7,500 (1/8 Block)	19	88,009	2.0	19	88,009	2.0
7,500 to 11,000 (1/4 Block)	2	20,247	0.5	2	20,247	0.5
11,000 to 21,000 (1/2 Block)	10	158,340	3.6	10	158,340	3.6
21,000 to 43,500 (Full Block)	10	308,502	7.1	10	308,502	7.1
<u>Greater than 43,500</u>	<u>5</u>	<u>433,991</u>	<u>10.0</u>	<u>5</u>	<u>433,991</u>	<u>10.0</u>
Total, All Sites	46	1,009,089	23.2	46	1,009,089	23.2
Development Potential						
Residential	70%			70%		
Office	20%			20%		
Light Industrial	<u>10%</u>			<u>10%</u>		
Total	100%			100%		
Residential Yield Capacity						
Site Size	Acres	DU/Acre	Total Units	Acres	DU/Acre	Total Units
1/8 Block	1.4	58	82	1.4	105	148
1/4 Block	0.3	58	19	0.3	75	24
1/2 Block	2.5	131	333	2.5	305	776
Full Block	5.0	131	648	5.0	267	1,323
<u>Bigger than 1 Acre</u>	<u>7.0</u>	<u>76</u>	<u>530</u>	<u>7.0</u>	<u>227</u>	<u>1,582</u>
Total, All Sites	16.2	99	1,611	16.2	238	3,853
Office Yield Capacity						
	Acres	FAR	Total SF	Acres	FAR	Total SF
Total, All Sites	4.6	2.0	403,636	4.6	2.0	403,636
Light Industrial Yield Capacity						
	Acres	FAR	Total SF	Acres	FAR	Total SF
Total, All Sites	2.3	0.5	50,454	2.3	0.5	50,454

Sources: City of Vancouver; SERA Architects; BAE, 2024.

Figure 11: County Center Parcels with Redevelopment Potential



Sources: City of Vancouver; Data Axle; BAE, 2024.

County Center Redevelopment Recommendations

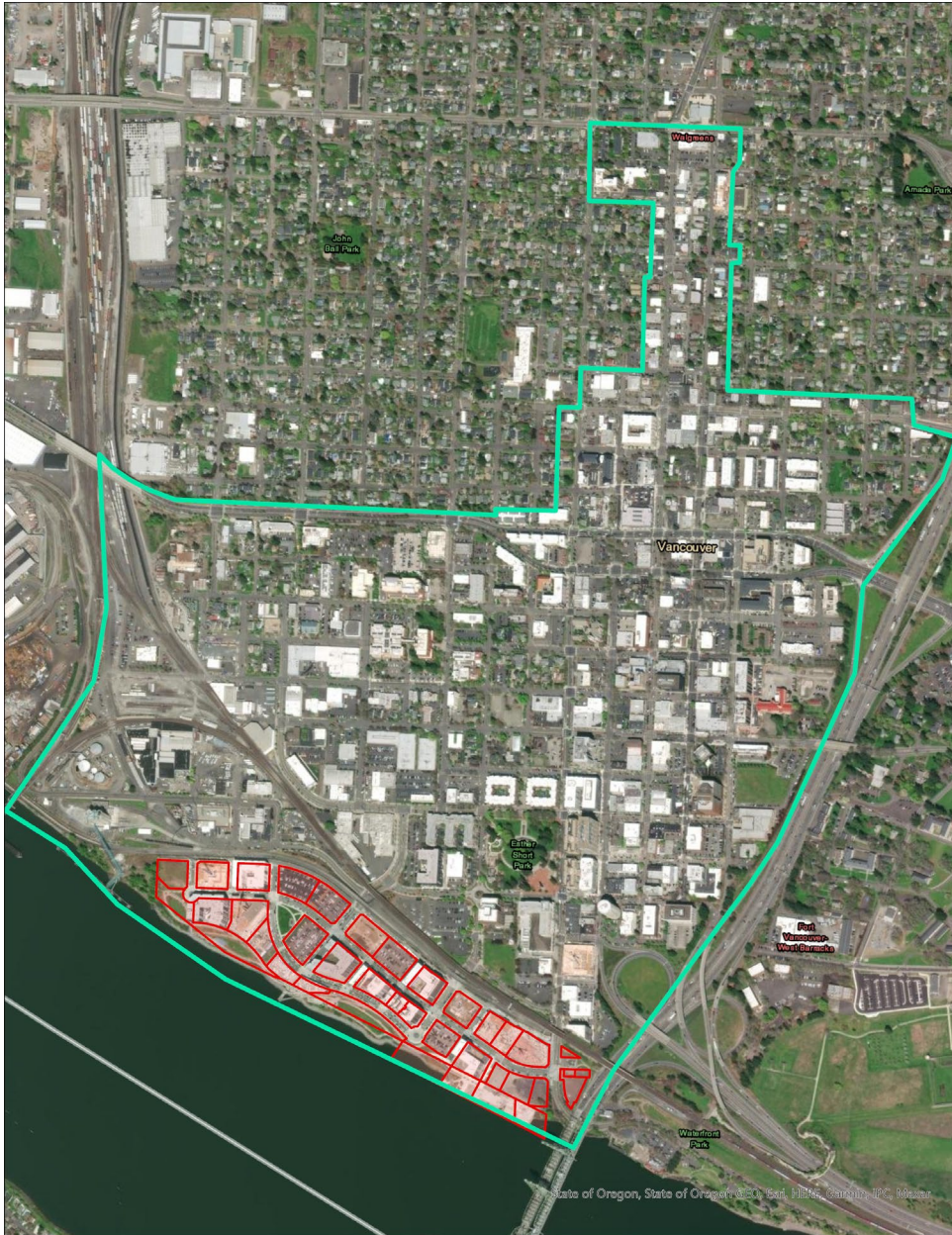
While the City has limited resources on the County Center subarea, the City should coordinate with the County and other governmental agencies to identify potential surplus sites that could support future growth. In addition, the County Center subarea contains a large number of complicated sites with multiple owners. Similar to other challenging redevelopment sites, the City should facilitate coordination between the property owners to determine a cohesive redevelopment plan. Lastly, intensification of development in this area will drive the need for improved infrastructure. At the southern border of the study area, the City should invest in upgrades to 11th Street to improve bike and pedestrian connectivity and streetscape improvements to improve the overall pedestrian connectivity to amenities in downtown.

In summary, the unique opportunities for the City to support redevelopment in the County Center ROA include:

- **Leveraging publicly-owned sites for redevelopment**
- **Collaborating with owners of multi-parcel development sites on cohesive redevelopment potential**
- **Investing in Bike/Pedestrian/Streetscape Improvements**
 - **W. 11th Street**

Vancouver Waterfront

Redevelopment Opportunity Area



57

Description

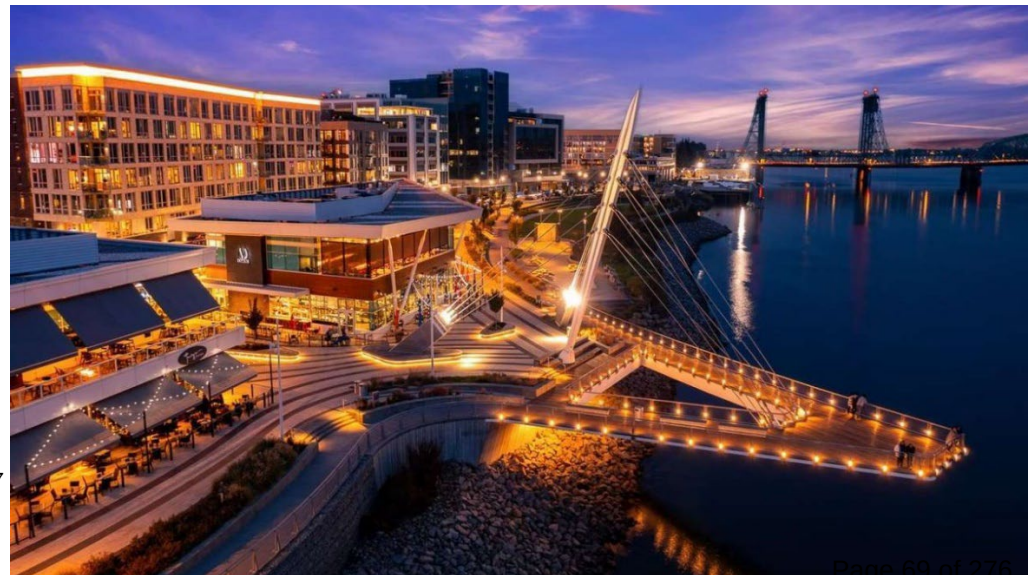
- A new master plan development with heavy focus on residential and dining. new office space recently completed for ZoomInfo.

Market Overview

- 921 Residential Units
 - 430 Units Under Construction
- 83,805 Sq. Ft. of Retail
- 80,000 Sq. Ft. of Office
 - 360,000 Sq. Ft. Under Construction

Yield Capacity

- Total Acres: 40
- Vacant/Underutilized Sites: 10 Acres
- Sites are planned for future development



Waterfront Opportunity Area

Waterfront Multifamily Market Overview

24.5 percent of Downtown Vancouver's multifamily inventory is in the waterfront. All of the units in the Waterfront have been completed within the last 6 years, and 430 more units are currently under construction. As shown in Table 34, average rents in the waterfront in comparison to the City of Vancouver and Downtown Vancouver are about \$500 per unit more expensive.

Table 34: Waterfront Multifamily Market Summary, Q1 2024

Description	Waterfront	Downtown Vancouver	City of Vancouver
Inventory (Units) Q1 2024	921	3,757	32,555
Inventory (% of Downtown)	24.5%		
Inventory (% of City)	2.8%	11.5%	
Occupied Stock (units)	814	3,468	30,367
Vacant Stock (Units)	107	289	2,138
Vacancy Rate	11.6%	7.7%	6.6%
Avg. Asking Rents			
Avg. Asking Rent (per unit), Q1 2014	n.a.	\$1,390	\$1,153
Avg. Asking Rent (per unit), Q1 2024	\$2,304	\$1,808	\$1,706
% Change Q1 2014 - Q1 2024	n.a.	23.1%	32.4%
Net Absorption			
Net Absorption (unit), Q2 2014 - Q1 2024	815	2,348	6,852
Net Absorption (unit), Q2 2023 - Q1 2024	278	386	669
New Deliveries (units) Q2 2014 - Q1 2024	921	2,462	7,816
Under Construction (units), Q1 2024	430	666	1,494

Notes:

Inventory, Occupied Stock, Vacant Stock and Net Absorption in the subareas may not cumulate to Downtown Vancouver due to the date of information pulled from Costar.

Source: CoStar; BAE 2024.

Waterfront Retail Market Overview

The recently developed waterfront has only 7.5 percent of the retail of Downtown Vancouver. When considering the stock of retail that Downtown has, the waterfront is considerably smaller. Similar to the residential units in the Waterfront, all of the retail has been completed since the year 2018. Represented in Table 35, CoStar indicates there is currently no retail square footage under construction in Downtown, which may not capture ground-floor retail within mixed-use developments, but over 50,000 square feet is currently under construction in the City.

Table 35: Waterfront Retail Market Summary, Q1 2024

Description	Waterfront	Downtown Vancouver	City of Vancouver
Inventory (SF) Q1 2024	83,805	1,112,832	11,179,120
<i>Inventory (% of Downtown)</i>	<i>7.5%</i>		
<i>Inventory (% of City)</i>	<i>0.7%</i>	<i>10.0%</i>	
Occupied Stock (sf)	82,984	1,107,799	10,751,113
Vacant Stock (sf)	821	5,033	379,389
Vacancy Rate	1.0%	0.5%	3.4%
Avg. Asking Rents			
Avg. Asking Rent (psf), Q1 2014	n.a.	\$1.46	\$1.45
Avg. Asking Rent (psf), Q1 2024	n.a.	\$1.79	\$2.06
<i>% Change Q1 2014 - Q1 2024</i>	<i>n.a.</i>	<i>22.6%</i>	<i>42.1%</i>
Net Absorption			
Net Absorption (sf), Q2 2014 - Q1 2024	82,984	122,535	511,357
Net Absorption (sf), Q2 2023 - Q1 2024	0	(1,823)	44,871
New Deliveries (sf) Q2 2014 - Q1 2024	83,805	101,902	295,518
Under Construction (sf), Q1 2024	0	0	55,235

Notes:

Inventory, Occupied Stock, Vacant Stock and Net Absorption in the subareas may not cumulate to Downtown Vancouver due to the date of information pulled from Costar.

Multifamily apartments with ground floor retail may not be included in this table

Source: CoStar; BAE 2024.

Waterfront Office Market Overview

The office market has suffered since the global pandemic. However, the Waterfront is showing great occupancy with zero vacancies, according to CoStar data shown Table 36. With the new construction of ZoomInfo's new headquarters, the waterfront will have a total of about 430,000 square feet. of office space. The waterfront continues the trend of flight to quality in the office market.

Table 36: Waterfront Office Market Summary, Q1 2024

Description	Waterfront	Downtown Vancouver	City of Vancouver
Inventory (SF) Q1 2024	79,975	3,025,593	9,909,637
<i>Inventory (% of Downtown)</i>	2.6%		
<i>Inventory (% of City)</i>	0.8%	30.5%	
Occupied Stock (sf)	79,975	2,859,490	9,267,844
Vacant Stock (sf)	0	160,377	623,629
Vacancy Rate	0.0%	5.3%	6.3%
# of buildings	2	202	640
Avg. Asking Rents			
Avg. Asking Rent (psf), Q1 2014	\$2.75	\$1.63	\$1.50
Avg. Asking Rent (psf), Q1 2024	\$3.25	\$2.29	\$2.19
<i>% Change Q1 2014 - Q1 2024</i>	18.2%	40.5%	46.0%
Net Absorption			
Net Absorption (sf), Q2 2014 - Q1 2024	75,179	437,982	910,966
Net Absorption (sf), Q2 2023 - Q1 2024	0	(324)	(20,871)
New Deliveries (sf) Q2 2014 - Q1 2024	74,975	357,182	877,159
Under Construction (sf), Q1 2024 (a)	531,000	531,000	531,000

Notes:

Inventory, Occupied Stock and Vacant Stock in the subareas may not cumulate to Downtown Vancouver due to the date of information pulled from Costar.

(a) 360,000 square feet is Terminal one, and the remaining has turned to residential.

Source: CoStar; BAE 2024.

Waterfront Industrial Market Overview

There is no industrial in the waterfront subarea.

Waterfront Redevelopment Summary

While the Waterfront area has vacant and underutilized sites, these sites are part of the planned buildout of the waterfront area. As such, this analysis does not estimate the future buildout of these sites.

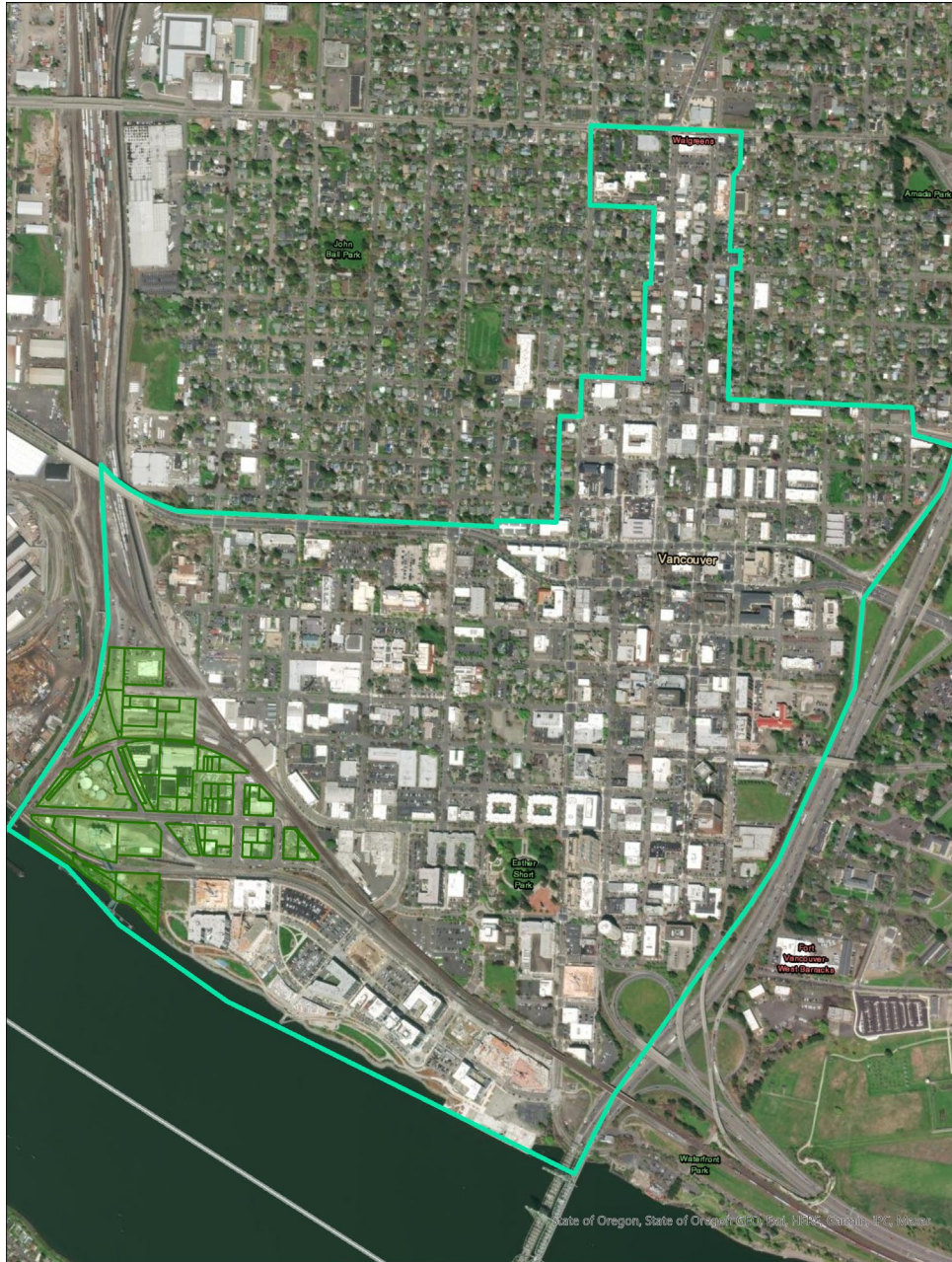
Figure 12: Waterfront Parcels with Redevelopment Potential



Sources: City of Vancouver; Data Axle; BAE, 2024.

West Industrial

Redevelopment Opportunity Area



Description

- Heavy Industrial area in the southwestern corner of Downtown. The main stakeholders in this area are Albina Fuel Company, Lafarge North America and BNSF Railroad.

Market Overview

- 153,417 Sq. Ft. of Industrial
 - 25% of the Industrial in Downtown

Underutilized Sites

- Total Acres: 27.9
- Vacant/Underutilized Sites: 16.9 Acres
- Long-term development will require significant planning and infrastructure upgrades.



West Industrial Opportunity Area

The west industrial subarea does not have any inventory in multifamily units, office, or retail. This subarea is represented in this report because of the proximity to downtown and likelihood of long-term redevelopment potential. These parcels are particularly challenging due to the intersection of railroads and the current industrial uses that occupy the subarea. No short-term development is expected, but similar to the waterfront subarea, the west industrial area may turn over eventually.

West Industrial Industrial Market Overview

The west industrial market is occupied by three types of industry, cement, fuel, and railroad freight. These Industries require long-term stability and Table 37 reflects this in that absorption, new deliveries and square feet under construction have not changed. The west industrial subarea makes up 1.0 percent of the industrial inventory in the city and a quarter of the inventory in Downtown.

Table 37: West Industrial, Industrial Market Summary, Q1 2024

Description	West Industrial	Downtown Vancouver	City of Vancouver
Inventory (SF) Q1 2024	153,417	595,292	15,273,580
Inventory (% of Downtown)	25.8%		
Inventory (% of City)	1.0%	3.9%	
Occupied Stock (sf)	153,417	590,552	14,674,781
Vacant Stock (sf)	0	4,740	495,742
Vacancy Rate	0	0.8%	3.2%
Net Absorption			
Net Absorption (sf), Q2 2014 - Q1 2024	0	(16,031)	1,549,328
Net Absorption (sf), Q2 2023 - Q1 2024	0	1,859	(74,378)
New Deliveries (sf) Q2 2014 - Q1 2024	0	5,695	1,587,084
Under Construction (sf), Q1 2024	0	0	0

Notes:

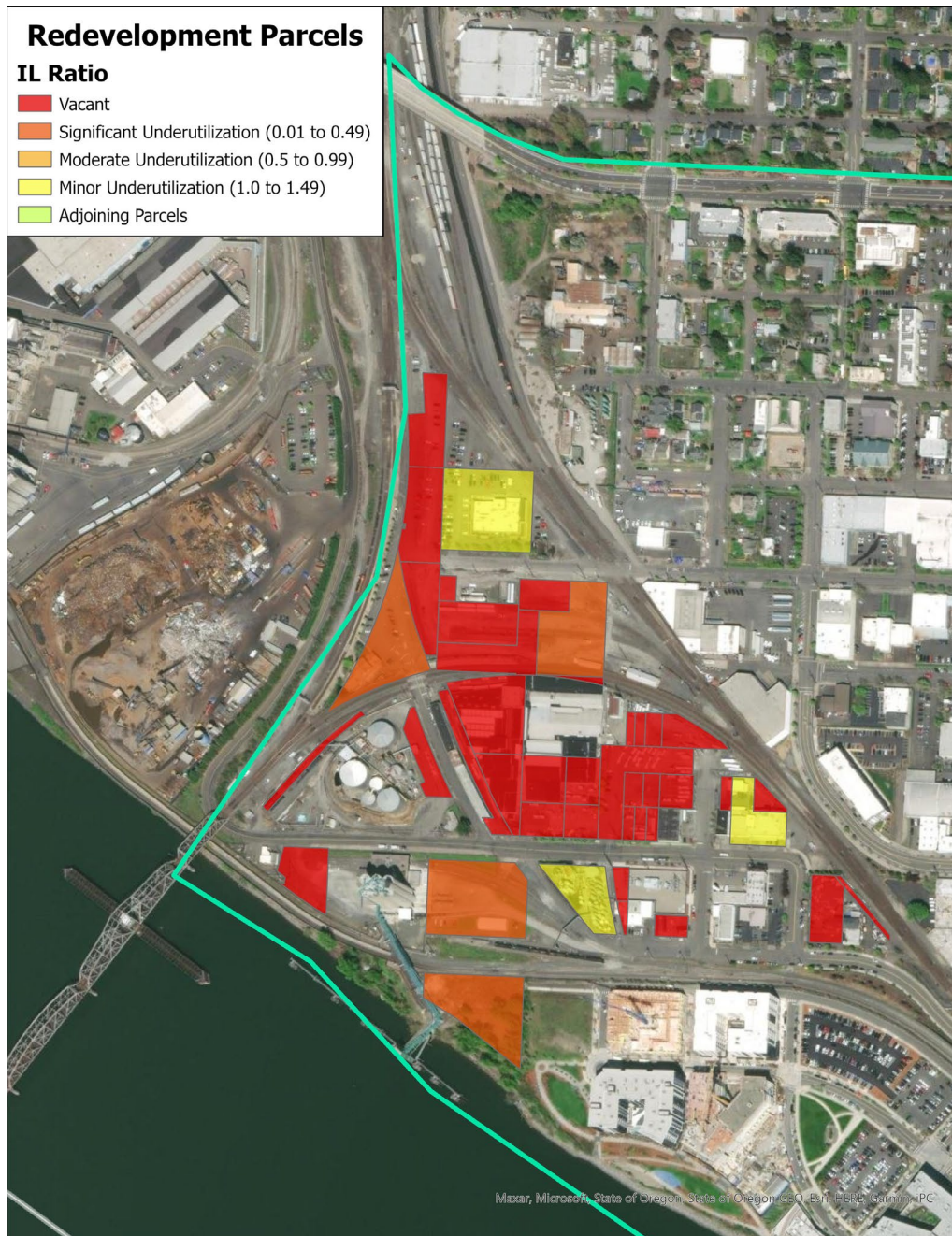
Inventory, Occupied Stock, Vacant Stock, and New Deliveries in the subareas may not cumulate to Downtown Vancouver due to the date of information pulled from Costar.

Source: CoStar; BAE 2024.

West Industrial Redevelopment Site Summary

The West Industrial subarea of downtown does have significant long-term redevelopment potential, with nearly 20 acres of vacant and underutilized land. However, the redevelopment of this area is not likely to support near-term demand given the need for significant demolition and infrastructure investment.

Figure 13: West Industrial Parcels with Redevelopment Potential



Sources: City of Vancouver; Data Axle; BAE, 2024.

Total Redevelopment Potential

In total, the analysis of vacant and underutilized sites indicates that downtown can accommodate a significant amount of residential units and non-residential square footage. The total capacity depends largely on the density of future development. Recent development in the core Downtown Vancouver area opted to build at a fairly high density, typically with seven story projects using podium parking. However, current market economics are challenging for high-density development, which could lead some developers to opt for the cheaper medium-density project types. As seen below in Table 38, from a residential capacity perspective, the medium density scenario indicates that downtown would only be able to accommodate roughly 7,680 new residential units on the current sites with redevelopment potential, at an average density of just under 100 dwelling units to the acre. However, if the City can promote policies, leverage existing resources, and target investments to encourage increased density in downtown, the existing inventory of buildable sites indicate the city could accommodate nearly 18,400 units, at an average density of 230 units per acre. If the City intends to support 10,000 new housing units in downtown, it will be critical to maximize density of new development projects in order to maximize the yield of sites in downtown.

From a non-residential development perspective, assuming between 10 and 30 percent of each subarea accommodates office or industrial uses, downtown has capacity for nearly 1.6 million square feet of office space and approximately 117,000 square feet of light industrial and maker space.

Table 38: Downtown Vancouver Yield Capacity

Site Size	Medium Density Scenario			High Density Scenario		
	<u># of Sites</u>	<u>Total SF</u>	<u>Acres</u>	<u># of Sites</u>	<u>Total SF</u>	<u>Acres</u>
Less than 7,500 (1/8 Block)	106	503,779	11.6	106	503,779	11.6
7,500 to 11,000 (1/4 Block)	27	263,172	6.0	27	263,172	6.0
11,000 to 21,000 (1/2 Block)	39	629,995	14.5	39	629,995	14.5
21,000 to 43,500 (Full Block)	57	1,836,342	42.2	57	1,836,342	42.2
<u>Greater than 43,500</u>	<u>27</u>	<u>2,434,600</u>	<u>55.9</u>	<u>27</u>	<u>2,434,600</u>	<u>55.9</u>
Total, All Sites	256	5,667,888	130.1	256	5,667,888	130.1

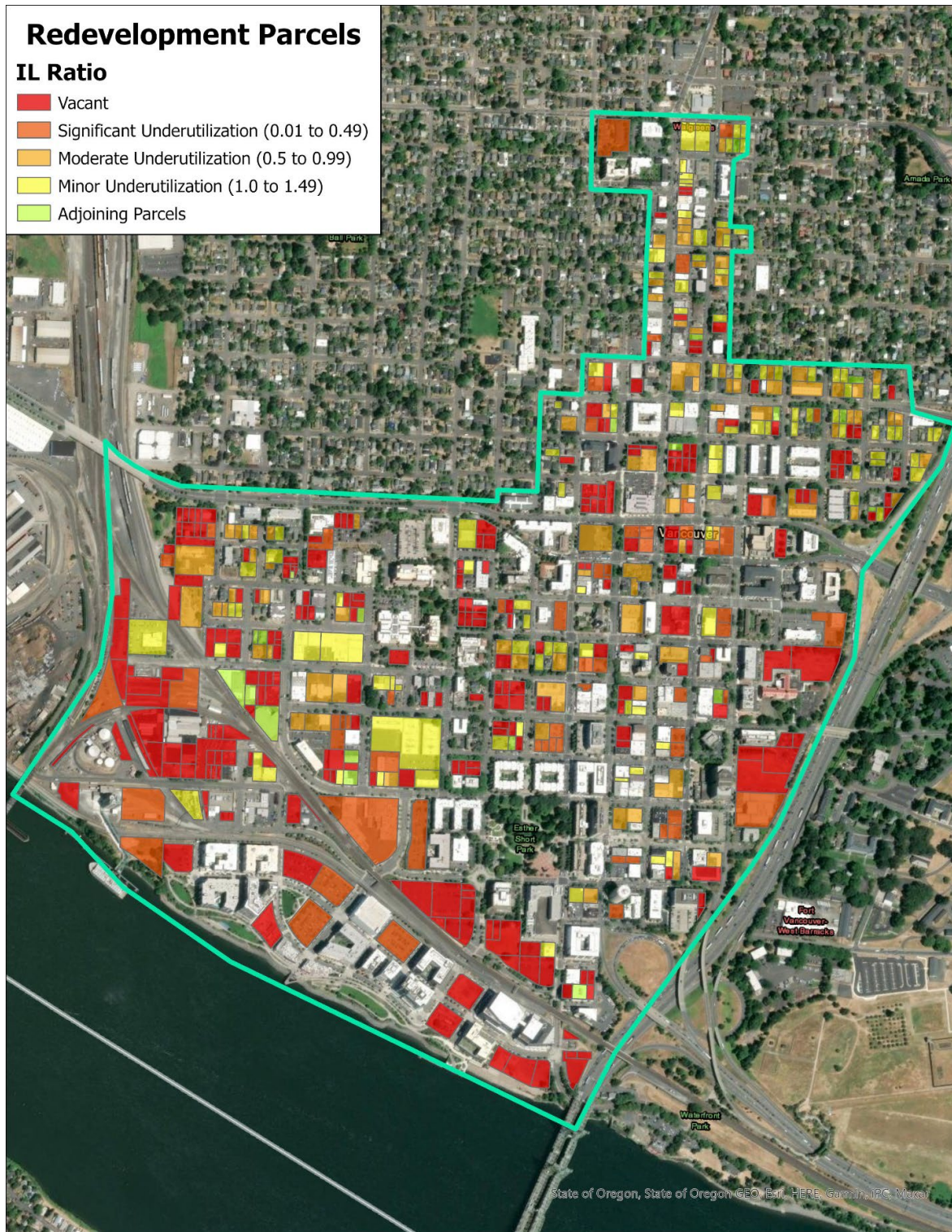
Residential Yield Capacity						
Site Size	<u>Acres</u>	<u>DU/Acre</u>	<u>Total Units</u>	<u>Acres</u>	<u>DU/Acre</u>	<u>Total Units</u>
1/8 Block	8.0	58	467	8.0	124	1,000
1/4 Block	4.3	60	248	4.3	94	400
1/2 Block	8.3	131	1,080	8.3	305	2,519
Full Block	25.1	131	3,277	25.1	267	6,690
<u>Bigger than 1 Acre</u>	<u>34.3</u>	<u>76</u>	<u>2,606</u>	<u>34.3</u>	<u>227</u>	<u>7,775</u>
Total, All Sites	79.9	96	7,677	79.9	230	18,385

Office Yield Capacity						
	<u>Acres</u>	<u>FAR</u>	<u>Total SF</u>	<u>Acres</u>	<u>FAR</u>	<u>Total SF</u>
Total, All Sites	17.9	2.0	1,561,101	17.9	2.0	1,561,101

Light Industrial Yield Capacity						
	<u>Acres</u>	<u>FAR</u>	<u>Total SF</u>	<u>Acres</u>	<u>FAR</u>	<u>Total SF</u>
Total, All Sites	5.4	0.5	116,885	5.4	0.5	116,885

Sources: City of Vancouver; SERA Architects; BAE, 2024.

Figure 14: Downtown Vancouver Parcels with Redevelopment Potential



Sources: City of Vancouver; Data Axle; BAE, 2024.

STRATEGIC SITE ASSESSMENT

While the above analysis presented all sites with varying degrees of redevelopment potential, the following section identifies 20 strategic sites that serve as unique opportunities to support future development, capitalize on recent public and private investments, and catalyze additional development throughout downtown. These sites include a range of publicly and privately-owned parcels, site acreages, and level of existing improvements. For each site, BAE analyzed the unique characteristics of the site and market conditions to identify the potential for redevelopment of the site. Supported by SERA Architects, the analysis then identifies the potential capacity for future development in terms of residential units or non-residential square footage. Given current market conditions and the uncertainty around office demand, the majority of these sites are oriented for residential uses, though these buildout estimates and projected land uses may change as market conditions adjust.

As seen in Figure 15 below, the strategic sites represent unique opportunities throughout downtown, ranging from infill sites in Uptown to large publicly-owned sites near Esther Short Park and the Vancouver Waterfront. In total, these sites amount to nearly 32 acres of land or nearly one-quarter of the existing vacant and underutilized sites throughout downtown. Similar to the above analysis, the capacity of each site includes a moderate-density buildout and a high-density buildout. Generally, the moderate-density buildout assumes a four-story building with surface parking, while the high-density buildout assumes a seven-story building with podium parking. For typical downtown sites, SERA Architects presented standard density assumptions when projecting the buildout of each site. For unique sites, SERA conducted site-specific capacity testing to determine the range of buildout potential for each site. In total, these strategic sites could reasonably accommodate between 3,800 and 6,500 housing units if all sites deliver as multifamily residential. With the inclusion of non-residential space on specific sites that present commercial development opportunities, these sites may accommodate between 3,330 and 5,500 housing units with 500,000 square feet of potential office space.

Figure 15: Strategic Sites Map



Note: The site to the south of the new Downtown Vancouver Library is not included in analysis but is considered a strategic parcel for the city that is currently being analyzed for development by the City as part of the IBR process.
Sources: City of Vancouver; SERA Architects; BAE, 2025.

Strategic Parcel #1

Main and 22nd Street

Description

- 3 parcels
- 0.43 Acres
- Address: 2201 – 2213 Main Street

Current Uses

- South Parcel: Gas Station and Convenience Store
- Middle Parcel: Small Retail - Vacant or Locksmith
- North Parcel: Small Retail - Kindred Home Goods

Opportunities

- Central Location in Uptown subarea
- Located Next to Thriving Restaurants
- Comparable Apartment Development Nearby

Challenges

- Gas Station Environmental Challenges
- Existing Building Character
- Small and Narrow Site Size

Yield Capacity

- Residential Unit Capacity:
 - Medium Density: 65 Units
 - High Density: 120 Units

Catalytic Potential

Underutilized parcel in Uptown Subarea with opportunity to spur additional development along Main Street and prove the ability to redevelop sites in Uptown



Strategic Parcel #2

1911 Broadway Street

Description

- 1 parcel
- 0.17
- Address: 1911 Broadway Street

Current Uses

- Vacant Developable Land

Opportunities

- Quick Development with Vacant Parcel
- New Residential Development Type

Challenges

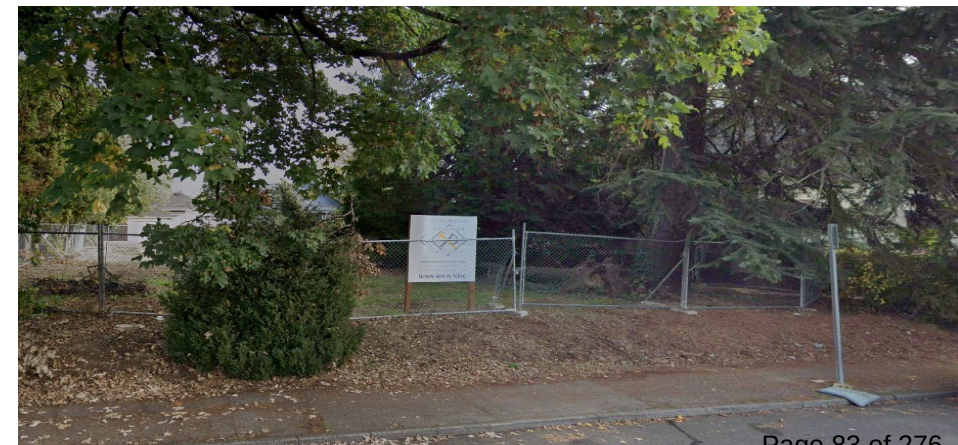
- Single Lot
- Between Single Family Homes

Yield Capacity

- Residential Unit Capacity:
 - Medium Density: 18 Units
 - High Density: 30 Units

Catalytic Potential

Small-scale residential site with opportunity to catalyze additional higher-density development in traditional single-neighborhood



Strategic Parcel #3

Main and 16th Street

Description

- 4 parcels
- 0.86 Acres
- Address: 1604 Main Street

Current Uses

- Vacant Office
- Parking Lot
- Bike Clark County Store

Opportunities

- Across from New Seasons
- Introduce Green Space
- Under One Ownership

Challenges

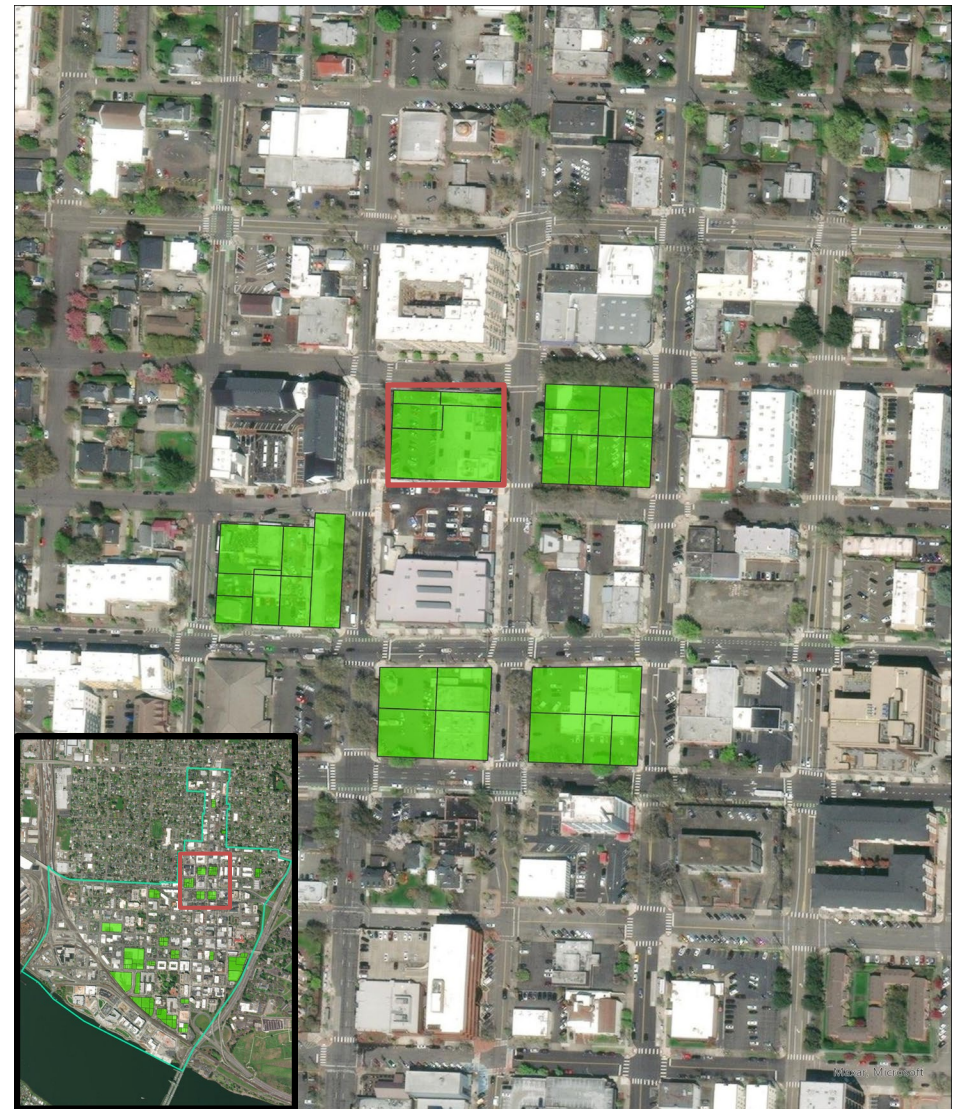
- Existing Building
- Displacement Possibilities

Yield Capacity

- Residential Unit Capacity:
 - Medium Density: 131 Units
 - High Density: 203 Units

Catalytic Potential

Large development surrounded by significant concentration of future development potential. Coupled with neighboring grocery store, this particular site could present an opportunity for a future park to support continued growth in the Uptown neighborhood. This would come at a loss of any development capacity on this site, but would serve as a neighborhood amenity that would increase demand for housing in surrounding sites and support future development feasibility.



Strategic Parcel #4

1607 Main Street

Description

- 8 parcels
- 0.92 Acres
- Address: 1607 Main Street

Current Uses

- US Bank Building and Parking

Opportunities

- Located next to Strategic Parcels
- Relocate US Bank to Better Location
- Similar Apartment Development Nearby

Challenges

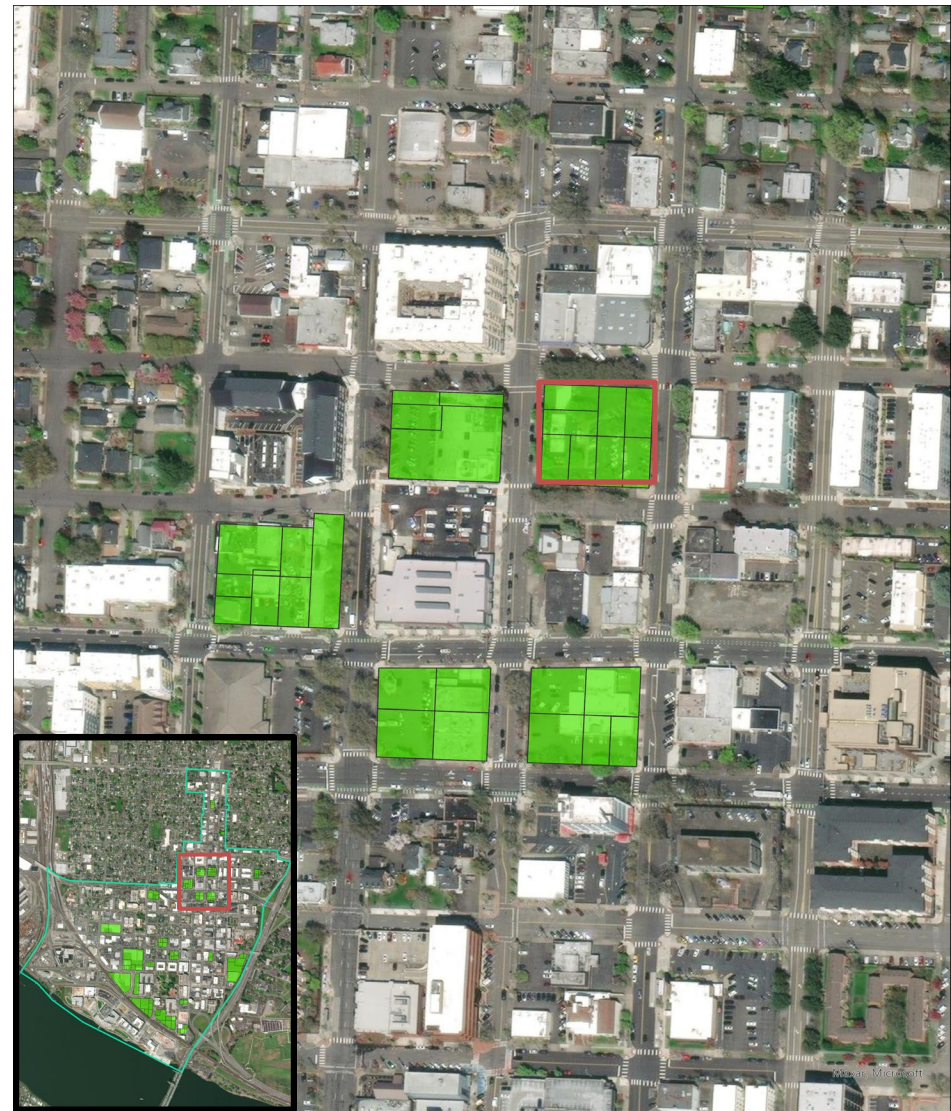
- Existing Structure
- Large National Owner

Yield Capacity

- Residential Unit Capacity:
 - Medium Density: 140 Units
 - High Density: 218 Units

Catalytic Potential

Large development site in concentration of future development potential. Owned by a bank that could relocate into ground floor of new development or other ground floor space. Development of this site would further catalyze development of surrounding full-block development sites.



Strategic Parcel #5

1500 Washington Street

Description

- 8 parcels
- 1.11 Acres
- Address: 1500 Washington Street

Current Uses

- General Repair and Service Garage
- SFR Converted to Office

Opportunities

- Single Owner
- Prime Location
- Full Block

Challenges

- Environmental Concerns with Existing Use
- Existing Structure Demolition

Yield Capacity

- Residential Unit Capacity:
 - Medium Density: 169 Units
 - High Density: 263 Units

Catalytic Potential

Large development site in concentration of future development potential. Single-owner. Development of this site would further catalyze development of surrounding full-block development sites in the Uptown neighborhood.



Strategic Parcel #6

E and 16th Street

Description

- 5 parcels
- 0.57 Acres
- Address: 508 E 16th Street

Current Uses

- Vacant Developable Land

Opportunities

- Half of Lot is Vacant
- Located Across Street from New Apartment
- No Existing Structures

Challenges

- Gas Station Environmental Challenges
- Existing Building Character
- Small and Narrow Site Size

Yield Capacity

- Residential Unit Capacity:
 - Medium Density: 88 Units
 - High Density: 163 Units

Catalytic Potential

Transition site between higher-density and traditional single-family zones. Vacant lot with opportunity to deliver medium density housing that provides proof of concept for development opportunities in proximity to single-family neighborhoods.



Strategic Parcel #7

Franklin and 14th Street

Description

- 4 parcels
- 0.91 Acres
- Address: 1409 Franklin Street

Current Uses

- Office Leasing Class C
- Residential Parking Lot

Opportunities

- Partially owned by Vancouver Housing Authority, opportunity for partnership
- Small Existing Structure Footprint
- Proximity to County Center

Challenges

- Multiple Parcel Owners
- Displacing Existing Office Use
- Currently Parking for Apartment
- Minor Elevation and Grade Challenges

Yield Capacity

- Residential Unit Capacity:
 - Medium Density: 139 Units
 - High Density: 216 Units
- Office Potential:
 - 95,000 Square Feet

Catalytic Potential

Opportunity to capitalize on site that is partially publicly-owned and continue redevelopment of sites along Mill Plain Boulevard. Development would add density to the County Center subarea that would catalyze redevelopment of underutilized sites in the northwest portion of downtown.



Strategic Parcel #8

Main and E Mill Plain Blvd

Description

- 4 parcels
- 0.79 Acres
- Address: 1414 Main Street

Current Uses

- Northeast Parcel: Brewery and Restaurant
- Southeast Parcel: Retail
- West Parcels: Adjoining Parking Lot

Opportunities

- Single Owner
- Proximity to Other Strategic Parcels
- Modest Existing Improvements (Half Block of Parking)

Challenges

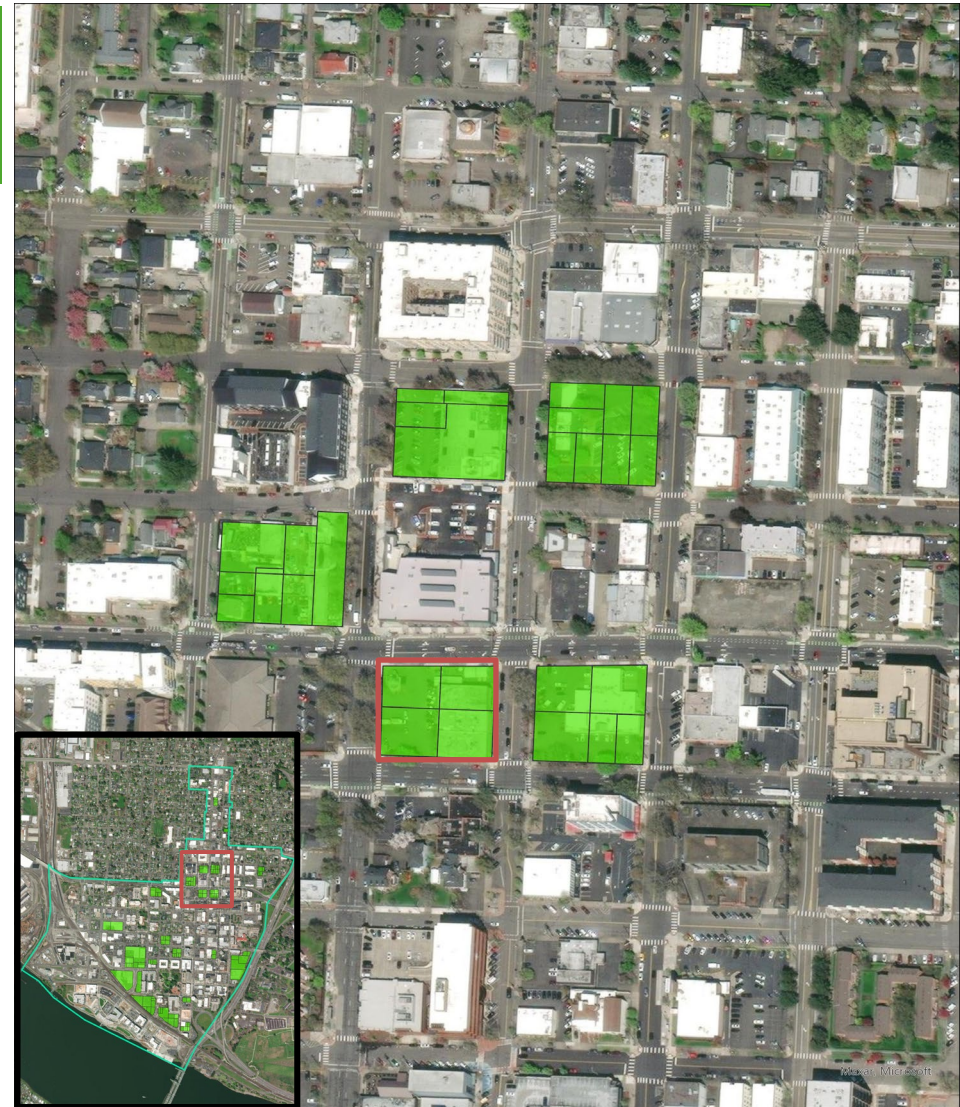
- Existing Structure Character
- Displacement Possibilities
- Located on high-traffic street

Yield Capacity

- Residential Unit Capacity:
 - Medium Density: 121 Units
 - High Density: 188 Units

Catalytic Potential

Large development site in concentration of future development potential. Single-owner. Centrally located and can act as the transition between Main Street Neighborhood and Uptown with unique opportunity to catalyze development in between E. Mill Plain and E. 15th Street.



Strategic Parcel #9

Main and E Mill Plain Boulevard

Description

- 5 parcels
- 0.90 Acres
- Address: 5524 E Mill Plain Boulevard

Current Uses

- North Parcels: Auto Repair Shop
- South Parcels: Office Space

Opportunities

- Proximity to Underutilized Parcels
- Located Near Amenities
- Comparable Apartment Developments Nearby

Challenges

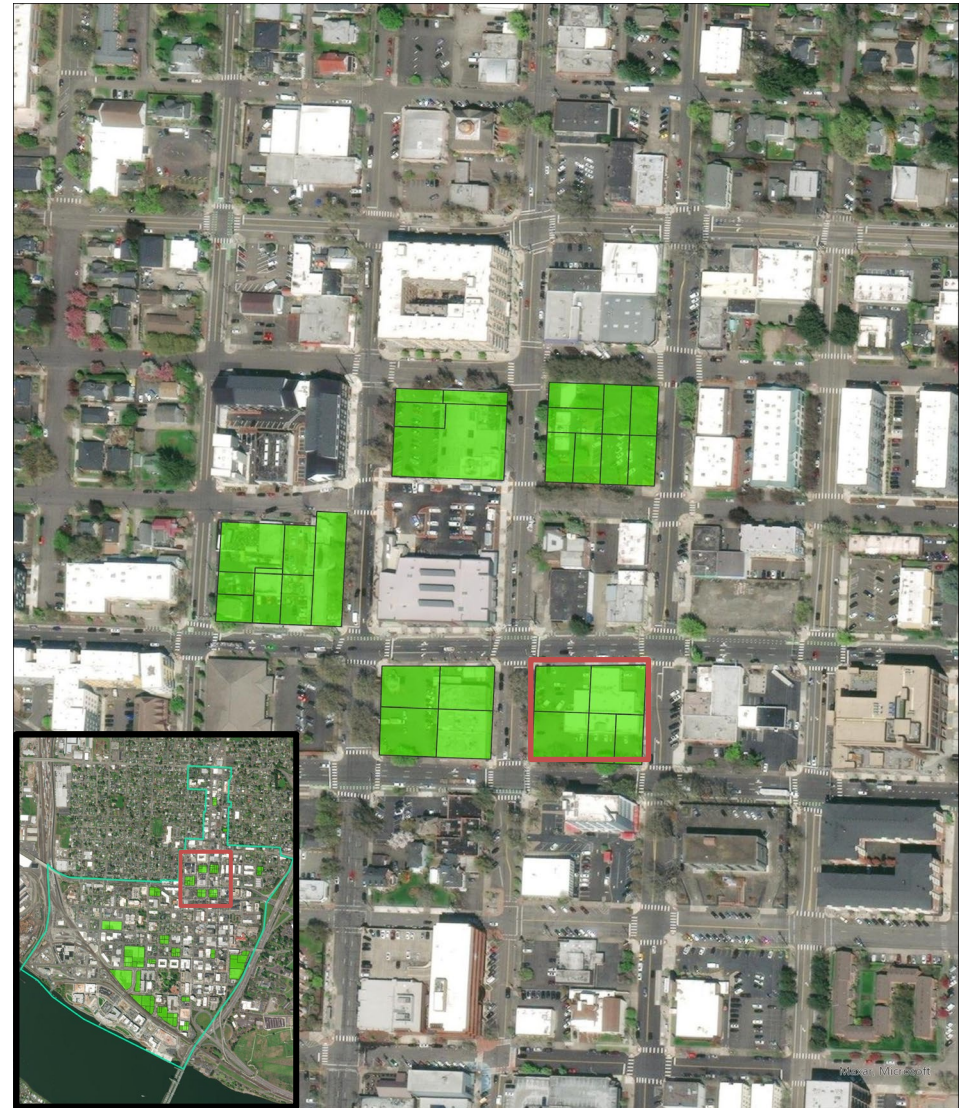
- Displacement Possibilities
- Located on high-traffic street
- Environmental Concerns with Existing Auto Repair Shop

Yield Capacity

- Residential Unit Capacity:
 - Medium Density: 137 Units
 - High Density: 213 Units

Catalytic Potential

Large development site in concentration of future development potential. Centrally located and can act as the transition between Main Street Neighborhood and Uptown with unique opportunity to catalyze development in between E. Mill Plain and E. 15th Street.



Strategic Parcel #10

Jefferson and 11th Street

Description

- 2 parcels
- 2.2 Acres
- Address: 910 W 11th Street

Current Uses

- Storage Warehouse

Opportunities

- West Parcel Owned by County
- Large Development Area

Challenges

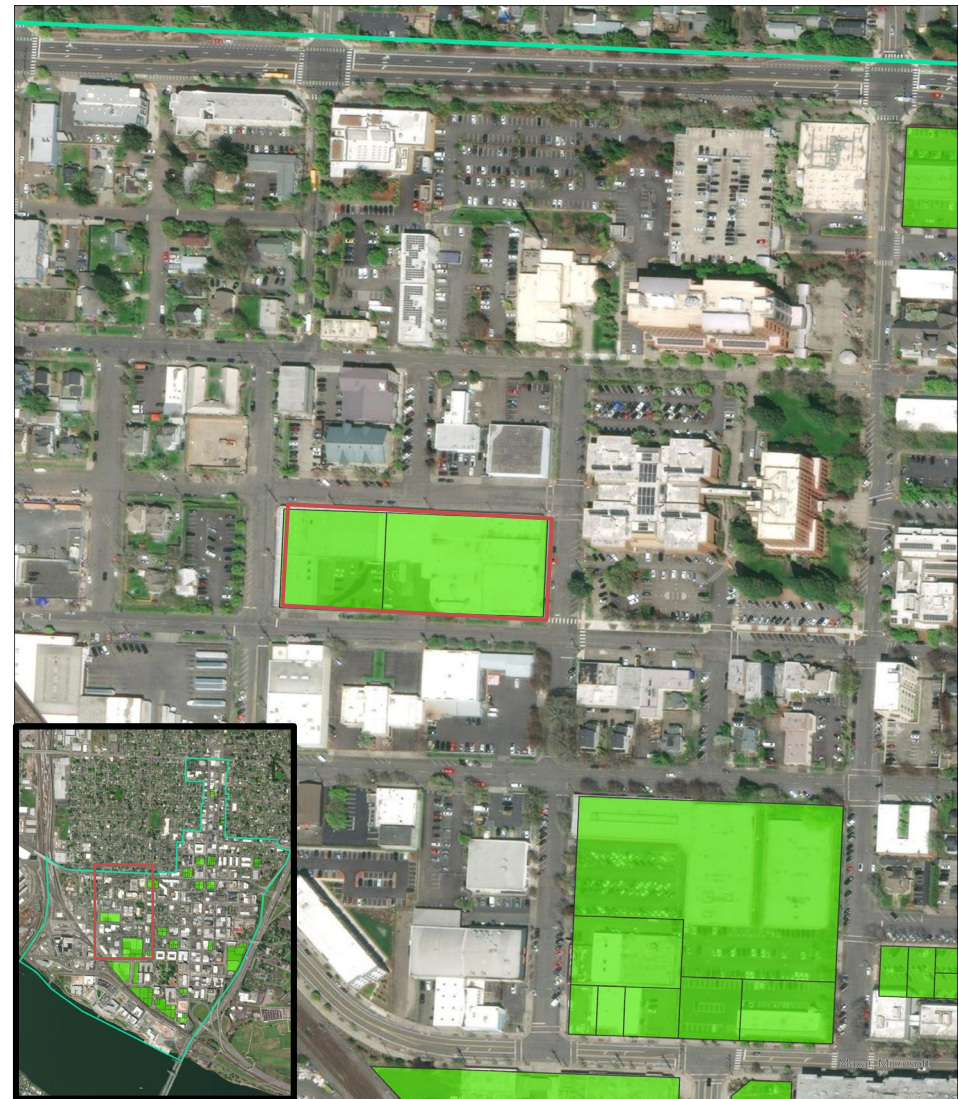
- Large Existing Structures
- Infrastructure Requirements

Yield Capacity

- Residential Unit Capacity:
 - Medium Density: 216 Units
 - High Density: 441 Units
- Development Capacity (Mixed Office/Residential):
 - Residential: 108-221 Units
 - Office Space: 115,000 Square Feet

Catalytic Potential

Large development site that could capture future residential or commercial demand in downtown. Development of site could catalyze additional development projects in the County Center subarea while still capitalizing on proximity to downtown amenities.



Strategic Parcel #11

Daniels and Evergreen Blvd

Description

- 5 Parcels
- 0.96 Acres
- Address: 400 W Evergreen Blvd

Current Uses

- Vacant
- Temporary Homeless Pod Shelter Site

Opportunities

- Single-Owner
- No Permanent Structures
- Proximity to Esther Short Park

Challenges

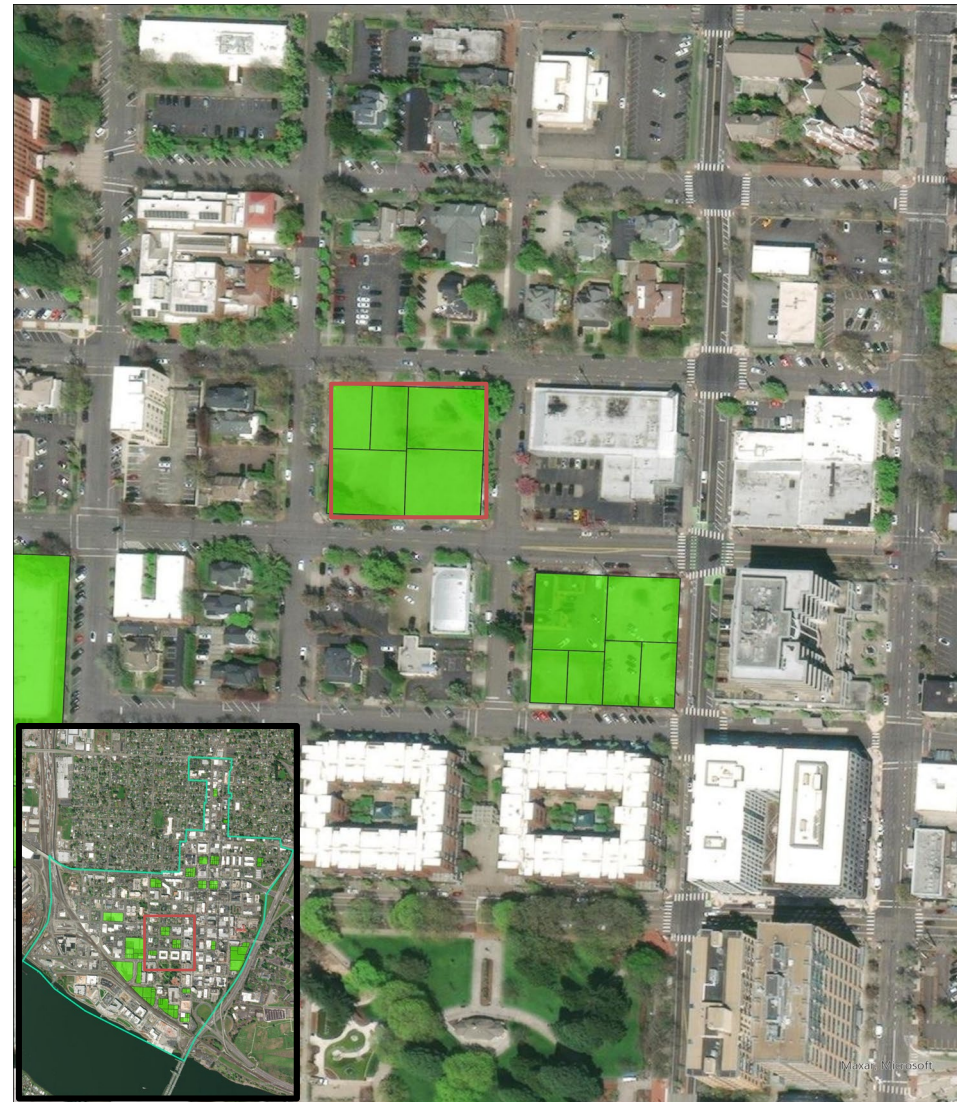
- Displacing current use
- Need to improve connectivity to downtown amenities (i.e., park, retail nodes, etc.)

Yield Capacity

- Residential Unit Capacity:
 - Medium Density: 147 Units
 - High Density: 228 Units

Catalytic Potential

Development would capitalize on proximity to Esther Short Park. Opportunity to catalyze development of adjacent underutilized sites and transition between development surrounding Esther Short Park and additional development potential to the north of the park. Potential to pair with infrastructure upgrades needed to further catalyze development north of Esther Short Park



Strategic Parcel #12

Daniels and 9th Street

Description

- 6 parcels
- 0.92 Acres
- Address: 310 W 9th Street

Current Uses

- Northeast Parcel: Office Leasing Class B
- Paid and Adjoining Parking

Opportunities

- Small Existing Structure Footprint
- Proximity to Esther Short Park
- Continuation of Esther Short Pedestrian Walkway

Challenges

- Multiple Owners
- Existing building designated Historical by Clark County

Yield Capacity

- Residential Unit Capacity:
 - Medium Density: 140 Units
 - High Density: 218 Units

Catalytic Potential

Development would capitalize on proximity to Esther Short Park. Opportunity to catalyze development of adjacent underutilized sites and transition between development surrounding Esther Short Park and additional development potential to the north of the park. Potential to pair with infrastructure upgrades needed to further catalyze development north of Esther Short Park



Strategic Parcel #13

Evergreen and Broadway

Description

- 2 parcels
- 0.46 Acres
- Address: Evergreen and Broadway

Current Uses

- Paid Parking Lot

Opportunities

- City-Owned
- No Existing Structures

Challenges

- Replacement Parking

Yield Capacity

- Residential Unit Capacity:
 - Medium Density: 70 Units
 - High Density: 130 Units

Catalytic Potential

Development would capitalize on proximity to future transit node and planned development of site to the south of the Library. Given the site is City-owned, development could prove opportunity for half-block sites within downtown, which could catalyze redevelopment of existing nearby surface parking lots.



Strategic Parcel #14

Library Square and Regal Theater

Description

- 1 parcel
- 1.60 Acres
- Address: C street and 8th Street

Current Uses

- Regal Theater with Small Ground-Floor Retail

Opportunities

- Planned Transit Node
- Neighboring City-Owned Parcel with Development Potential

Challenges

- Existing Movie Theater
- Displacement of Restaurant (Nom Nom)
- Coordination with future development to the north

Yield Capacity

- Residential Unit Capacity:
 - Medium Density: 121 Units
 - High Density: 168 Units

Catalytic Potential

Development would capitalize on proximity to future transit node and planned development of the City-owned site immediately to the north. Development on this site could leverage existing surplus of off-street parking garages through shared parking agreements and catalyze future development to incorporate shared parking agreements into their development plan.



Strategic Parcel #15

Harney and 8th Street

Description

- 7 parcels
- 5.31 Acres
- Address: Harney and 8th Street

Current Uses

- Light Manufacturing
- Office Leasing Class B
- Surface Parking

Opportunities

- Largest Developable Area in Downtown
- Proximity to Recent Development and Downtown Amenities

Challenges

- Infrastructure Upgrades
- Required Demolition
- Multiple Parcel Owners

Yield Capacity

- Residential Unit Capacity (All Residential)
 - Medium Density: 520 Units
 - High Density: 1,062 Units
- Mixed Use Capacity (25% Office/75% Residential):
 - Residential: 390-797 Units
 - Office Space: 140,000 Square Feet

Catalytic Potential

As the largest contiguous development site in Downtown Vancouver, development of this site could capture a large portion of future demand, including residential and non-residential uses. Due to the site size and multiple parcel owners, the City can catalyze development by coordinating with the existing owners. Development on this site would further catalyze development of the underutilized parcels in the northwest of Downtown Vancouver.



Strategic Parcel #16

500 W 8th Street

Description

- 4 parcels
- 0.47 Acres
- Address: 500 W 8th Street

Current Uses

- Adjoining Office Parking

Opportunities

- No Existing Structures
- Owned by Clark County
- Proximity to Esther Short Park

Challenges

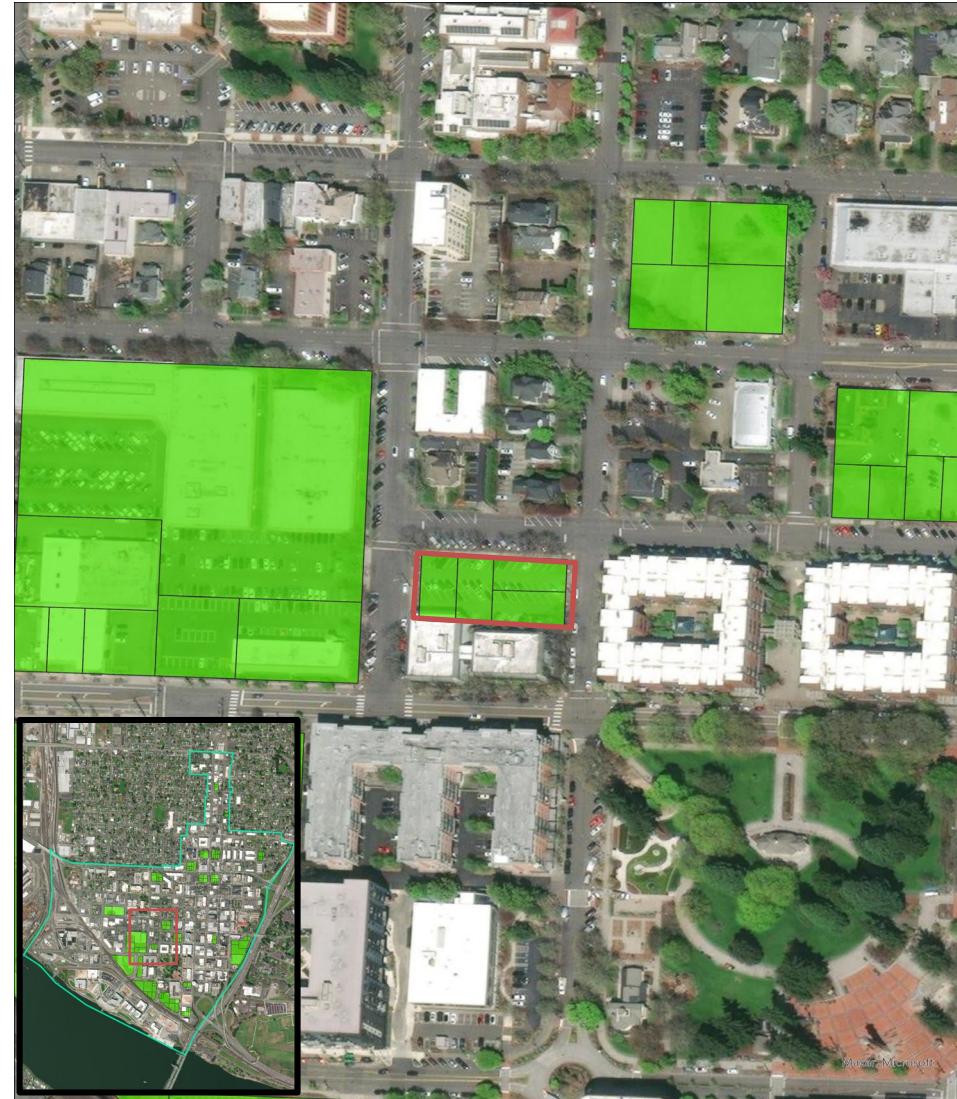
- Replacement Parking for office

Yield Capacity

- Residential Unit Capacity:
 - Medium Density: 71 Units
 - High Density: 132 Units

Catalytic Potential

This County-owned site serves as an opportunity for the City to initiate conversations with the County over future development opportunities on County land. Located at the corner of Esther Short park, and adjacent to other high-density development, this site has the opportunity to leverage proximity to downtown amenities to further densify development in the core downtown area. Development on this site could catalyze additional City-County development opportunities while also catalyzing additional development to the north of Esther Short park.



Strategic Parcel #17

701 W 8th Street

Description

- 1 parcel
- 4.81 Acres
- Address: 701 W 8th Street

Current Uses

- Light Industrial and Office
- The Columbian Main Office

Opportunities

- Previous Partnership with Owner
- Large Development Area
- Proximity to Waterfront Gateway and Waterfront Area

Challenges

- Necessary Infrastructure Upgrades
- Narrow Eastern Parcel
- Displacement of Current Business

Yield Capacity

- Residential Unit Capacity:
 - Medium Density: 653 Units
 - High Density: 717 Units

Catalytic Potential

As one of the largest parcels in downtown, this site would leverage the proximity to Vancouver's waterfront area, and the future Waterfront Gateway. Similar to other sites, development on this site would catalyze a second wave of development centered around Esther Short park. In addition, development on this site would catalyze development to the northwest of downtown which has a significant amount of underutilized sites.



Strategic Parcel #18

Washington and 6th Street

Description

- 2 parcels
- 0.46 Acres
- Address: 209 W 6th Street and 514 Washington Street

Current Uses

- Framing Store
- Plaid Pantry
- Salon

Opportunities

- Proximity to Esther Short Park
- Narrow Site

Challenges

- Existing Structure Character
- Business Displacement

Yield Capacity

- Residential Unit Capacity:
 - Medium Density: 71 Units
 - High Density: 131 Units

Catalytic Potential

Underutilized site with close proximity to downtown amenities. Development on this site could catalyze additional redevelopment of sites with existing businesses and serve as an opportunity to strategically relocate existing businesses in order to facilitate redevelopment efforts.



Strategic Parcel #19

Waterfront Gateway

Description

- 17 parcels
- 7.34 Acres
- Address: Esther Street and Phil Arnold Way

Current Uses

- Parking Lots and Vacant Land

Current Proposals

- Affordable Housing, Market-Rate Housing, Plaza, and Convention Center Extension

Opportunities

- Large Developable Area
- City-Owned
- Close Proximity to Waterfront and Esther Short Park

Challenges

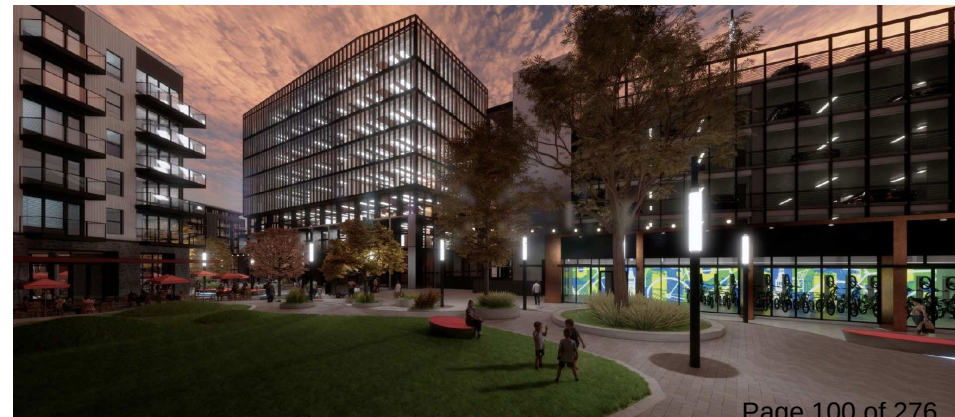
- Balancing Financial Feasibility and Community Needs

Yield Capacity

- Residential Unit Capacity (All Residential)
 - Medium Density: 720 Units
 - High Density: 1,469 Units
- Mixed-Use Development Capacity (20% Office/80% Residential):
 - Residential: 576-1,176 Units
 - Office Space: 150,000 Square Feet

Catalytic Potential

Bound by two connections between the Vancouver Waterfront and the remainder of Downtown Vancouver, development of this site will facilitate improved connectivity between the two areas. Development on these sites will also catalyze development on other underutilized buildings along the railroad tracks and throughout downtown. Given the property is City-owned, the City could also explore supporting innovative housing solutions to further support innovative approaches to housing development/



Strategic Parcel #20

Columbia and 3rd Street

Description

- 5 Parcels
- 0.74 Acres
- Address: 210 W 3rd Street

Current Uses

- Office Leasing Class B
- Adjoining Building Parking

Opportunities

- Proximity to Waterfront
- Proximity to Recent Multifamily Development

Challenges

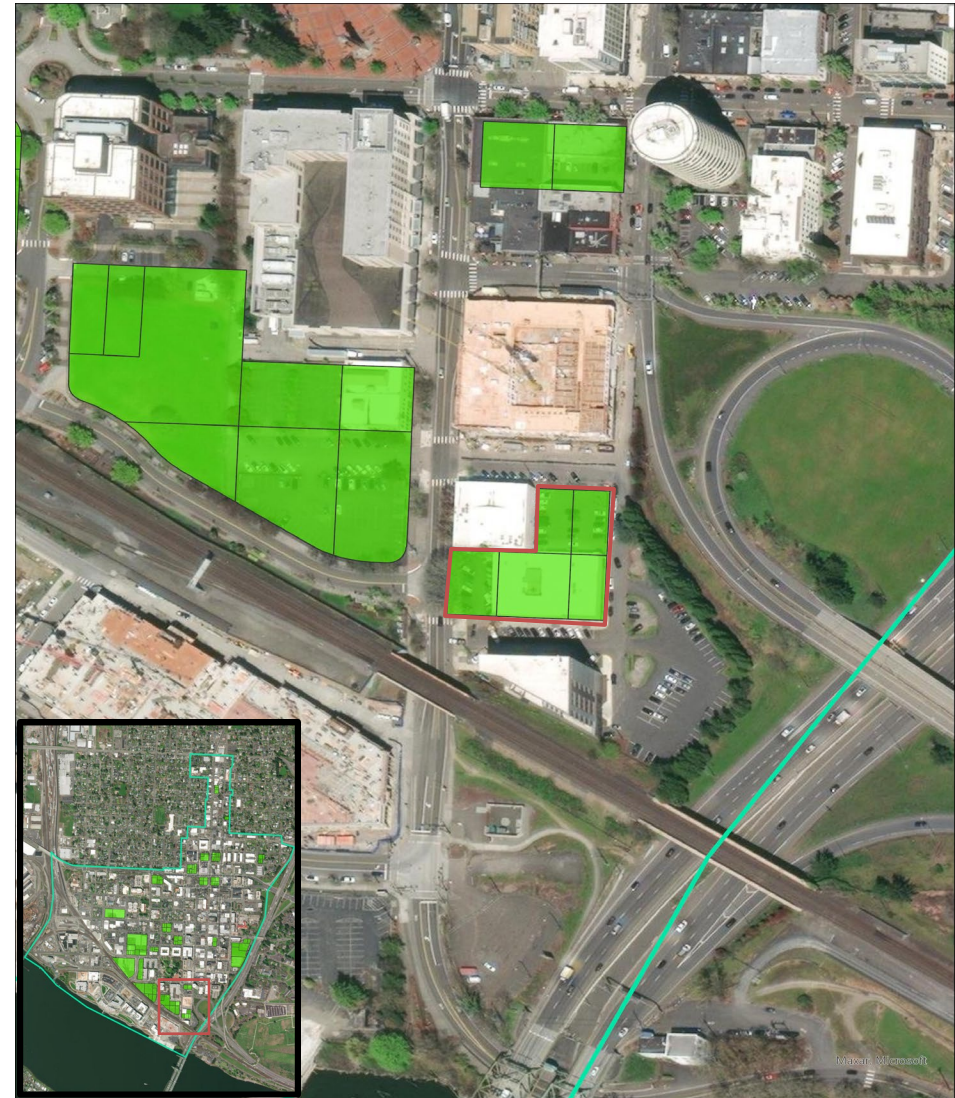
- Existing Structures
- Neighboring Historical Building
- Business Displacement

Yield Capacity

- Residential Unit Capacity:
 - Medium Density: 112 Units
 - High Density: 175 Units

Catalytic Potential

Development on this site would leverage the waterfront development and potential future waterfront transit node to further densify the connection between waterfront and the rest of downtown. Similar to other smaller sites, development of this site can catalyze redevelopment of smaller sites throughout Downtown, which represent a significant portion of development potential.



STRATEGIES AND RECOMMENDATIONS

The following section identifies specific strategies and recommendations for the City to support redevelopment efforts in the Downtown Vancouver area. The recommendations are broken down into five categories, including: (1) Land Use Policies, (2) City Process, (3) Financial Incentives, (4) Direct and Indirect City Investment, and (5) Methods for Raising City Capital. While all of these potential strategies are intended to support redevelopment efforts in downtown, the section concludes by identifying the potential near-term strategies that will be most impactful, given current market and economic conditions.

Local Land Use Policies

The City of Vancouver has authority over what can be built on sites throughout the City. Through the ongoing comprehensive planning process, the City should seek to unlock development potential in downtown by reducing any major land use impediments that negatively impact project feasibility. As noted in the Real Estate Market Conditions section above, adding costs to a development project through land use policy either results in infeasible projects, or projects that must increase rents to a level that is unaffordable relative to the existing inventory of units in Downtown and the City of Vancouver.

This section highlights numerous policies that will be addressed as part of the ongoing Comprehensive Plan Update. Currently, the land use constraints within Downtown are fairly limited, with only minor requirements on future development. However, this section aims to highlight the importance of each land use policy to ensure the City understands how each factors into the feasibility of future development within Downtown.

Density and Height Limits

Density and height limits restrict the potential size of a future development project. As noted above, Downtown Vancouver does not have minimum or maximum density requirements, but does have maximum height restrictions that are fairly reasonable relative to typical development heights within the general Downtown Vancouver area. In the bulk of the areas with future redevelopment potential, maximum building heights typically allow buildings of at least 100 feet. The majority of the Uptown Redevelopment Opportunity Area, however, has a maximum height of 50 to 75 feet which would restrict certain high-density development. In addition to the City height limits, due to the proximity of the Pearson Field Airport, the Federal Air Administration (FAA) must issue a determination of no hazard to air navigation on development projects in downtown Vancouver. This process adds uncertainty and risk to future development in downtown.

Implementation in Downtown Vancouver

- Explore height increases to support new development, particularly in the Uptown Redevelopment Opportunity area.

- Collaborate with FAA to pre-approve height limits for future development throughout downtown. This collaboration shall incorporate the impact of the future Interstate Bridge Replacement structure, which is likely to exceed the current bridge height and may unlock additional allowed height of downtown buildings.

Parking Requirements

Similar to height and density requirements, the City does not have stringent parking requirements for multifamily development within downtown. For traditional multifamily development, the City requires 0.75 parking spaces per unit, which is likely comparable to or below the current provision of parking within multifamily developments. However, as alternative forms of transportation arise, developments may prefer to deliver fewer parking spaces in new development projects. While the City code does allow a reduction in the minimum parking spaces provided the development includes other alternative transportation features, this requirement may have negative impacts on project feasibility in the future.

Implementation in Downtown Vancouver

- Consider revisions to parking requirements, including potential options:
 - Eliminate parking minimums to allow flexibility based on location and market demand
 - Implement parking maximums that align with expected market demand. Ensure any parking maximums do not negatively impact project feasibility by restricting the available parking spaces that align with tenant expectations and demand.
- Facilitate shared parking agreements with existing underutilized off-street parking garages
 - Require lower on-site parking ratios if projects enter into shared parking agreement with public or private parking garage

Ground Floor Retail Requirements

Due to changes in consumer behavior, overall demand for brick-and-mortar retail and commercial space has decreased over the past decade. As a result, requiring ground floor retail within mixed-use buildings can have negative impacts on project economics in locations where retail demand is weak. The City may wish to require active uses along certain corridors or key nodes, but could consider more flexible requirements outside of key commercial areas.

Implementation in Downtown Vancouver

- Concentrate required ground floor retail to specific nodes and corridors, including:
 - Fronting Esther Short Park
 - Main Street Corridor
 - Other key pedestrian nodes and corridors

- Future City plans and investments (e.g., IBR Transit pedestrian connectivity, downtown bike paths, Waterfront Gateway, etc.)
- Consider allowing greater flexibility in ground floor uses outside of key retail nodes, including:
 - Ground floor residential
 - Lobbies and amenities
 - Bicycle parking rooms

Building Design/Façade Requirements

While high-quality building designs are desirable from an urban fabric perspective, these design components can result in additional development costs, leading to further feasibility challenges. To spur development in downtown, the City could consider relaxing any major design or façade requirements or guidelines within downtown, within reason. This would lead to a small reduction in overall development costs that could help incentivize development in the near term.

Implementation in Downtown Vancouver

- Consider relaxing any major design or façade requirements or guidelines
- Consider relaxing setback or step back requirements that limit development potential

Other Requirements

Many other local requirements can add costs to the delivery of new projects. In downtown, this may include items like bike parking requirements and green building standards. While critical to achieving sustainability goals, passing these costs off to the development community often results in higher development costs. Given the current challenges in economic feasibility, increasing the cost of development through local requirements will negatively impact development in the downtown area. Similar to requirements listed above, the City could consider revising or temporarily relaxing certain standards that create development feasibility challenges in order to support development within downtown.

Implementation in Downtown Vancouver

- Review existing and future land use requirements that limit development potential, add project costs, or lengthen review timelines.

City Process

In addition to direct land use authority, the City of Vancouver can also support development by having an approval process that is transparent and does not add complexity and costs to new development projects.

Permit Streamlining

As noted in the Real Estate Market Conditions section, long and complex approval processes lead to increased development costs and risks for new development projects. To support the feasibility of redevelopment projects in downtown, the City could consider streamlining permits for projects that meet specific criteria. Similar to other efforts, this streamlining will benefit feasibility in multiple ways, including reduced financing and holding costs, but it will also signal to the development community that Vancouver is committed to supporting projects aligned with its goals, which can attract investment to the city and even reduce required returns through a perception of reduced project risk. It should be noted, however, that the City of Vancouver already has a fairly efficient approval process relative to nearby jurisdictions, but additional streamlining can further improve project feasibility and attract investment to the area.

Implementation in Downtown Vancouver

- Ensure cooperation with other departments to maintain efficient permitting process
- Consider preapproved residential plans to reduce time spent in the permitting process

Downtown Project Ombudsman/Support Staff

Another strategy to support downtown projects would be to assign an internal city staff person to help navigate a project through the entire approval process. This “ombudsman” program would help shorten the approval process and ensure that someone within City Hall is helping progress the project through approvals, rather than putting the burden fully on the private sector developer. BAE understands the City currently assigns staff to help support public-private partnership projects (e.g., Waterfront Gateway) where the City is an active partner in the project, and this type of support could be further offered to private developments that meet certain city goals.

Implementation in Downtown Vancouver

- Consider expanding the current City real estate project management program to private sector development in downtown.
 - This could come from within existing City departments; or
 - The Central City Redevelopment Authority (CCRA) could consider leveraging existing and future resources to hire staff specifically oriented toward supporting the approval process of projects in Downtown Vancouver.

Downtown Planned Action Ordinance

A Planned Action Ordinance would facilitate future development efforts by conducting an environmental analysis associated with future growth in the whole downtown area. Project-level State Environmental Policy Act (SEPA) analyses add costs and risk to any development

project, leading to more challenging economic feasibility. By conducting the analysis for all of downtown, this area-wide assessment would facilitate a more streamlined environmental analysis for individual development projects, leading to improved economics. The City approved a Planned Action Ordinance for the downtown area as part of the prior Vancouver Central City Vision (VCCV) plan in 2007, which is set to expire in 2027. While this ordinance can help facilitate additional development in the near-term, the City would benefit from creating a new Planned Action Ordinance that will assess the potential environmental impacts and associated mitigations for the future downtown growth.

Implementation in Downtown Vancouver

- Conduct a Planned Action Ordinance that includes SEPA review for future growth envisioned in Downtown Vancouver.

Facilitate Shared Parking Agreements

One of the major challenges with urban development is the space required for automotive parking. Typically, individual projects must provide adequate parking on-site to meet City requirements and market demand. While larger multifamily developments are able to accommodate these parking requirements through subterranean or podium parking garages, smaller development sites are often challenged to deliver high-density projects with sufficient parking access due to circulation inefficiencies on the small site. The City can potentially support these types of projects by facilitating shared parking agreements with existing underutilized off-street parking lots and garages within downtown. A recent study of parking utilization in the Downtown Vancouver study area found that no more than 54 percent of all off-street parking spaces in downtown are utilized throughout a normal weekday or weekend day.¹ This indicates that of the 7,687 off-street parking spaces in downtown, roughly 3,500 spaces are generally available. This identifies an opportunity for future development to leverage existing underutilized off-street parking garages through shared parking agreements, rather than necessarily accommodating all required parking on-site. In addition to working with existing off-street parking garages, the City may also consider providing a “district-level” parking garage that can more efficiently provide adequate parking for multiple new development projects. This is particularly attractive in Downtown Vancouver given the presence of the Downtown Parking Fund, which reserves parking revenue generated in downtown for future parking provision.

Implementation in Downtown Vancouver

- Collaborate with owners of underutilized off-street parking garages to identify opportunities for shared parking agreements with new residential development projects

¹ Downtown Access, Mobility, and Parking Plan, Existing Conditions Report. Walker Consultants. Published August 27, 2024. Available at: <https://www.beheardvancouver.org/downtownparking>

- Consider City-funded “district” parking garage to support the feasibility of high-density development in areas with a significant concentration of vacant and underutilized sites
 - Between E. 15th Street and E. McLoughlin Blvd.
 - North of Esther Short Park
 - Uptown Neighborhood
- Invest in pedestrian infrastructure that connects shared parking facilities to future residential developments

Coordinated Infrastructure Improvements

As the City prioritizes future infrastructure improvements, these investments should be coordinated with future development projects or targeted in areas with a significant amount of future development capacity in order to spur redevelopment of these sites.

Implementation in Downtown Vancouver

- Conduct upfront outreach to project applicants to identify potential City infrastructure investments that support new development
- Identify infrastructure investments that can catalyze development in areas with a high number of vacant and underutilized sites
 - Daniels Street bike/pedestrian infrastructure
 - 11th Street bike/pedestrian infrastructure
 - 9th Street bike/pedestrian infrastructure tied to future IBR transit node

Support Innovative Housing Types and Tenures

Based on the financial feasibility challenges of traditional market-rate development, the City should support innovations to housing types and ownership structures. This could come in the form of broader support and investment in innovative housing types, or the City could choose to leverage a City-owned site to experiment with new housing typologies and ownership structures.

Implementation in Downtown Vancouver

- Support innovative housing typologies and construction methods in future public-private partnerships, including:
 - Cross-Laminated Timber
 - Modular Housing
 - Prefabrication or panelized construction
 - District-level parking garage
- Support innovative housing tenures in future public-private partnerships, including:
 - Limited Equity Cooperatives
 - Community Land Trusts
 - Co-housing

- Middle-Density Ownership Housing
- Collaborate with local academic institutions (i.e., Clark College, Portland State University, University of Portland, Portland Community College, etc.) to support innovative housing design competitions that explore opportunities for innovative development types and tenures in Downtown Vancouver.

Financial Incentives

While reducing local land use constraints and providing a clear and reasonable project approval process is a significant step in supporting redevelopment of downtown sites, during more challenging economic conditions, projects may also require additional financial incentives to achieve financial feasibility.

Property Tax Exemptions

The City currently offers a Multifamily Housing Tax Exemption (MFTE) Program that exempts new multifamily projects from property taxes for eight or 12 years if the project includes affordable housing on-site or pay an affordable housing fee. This exemption is intended to balance the financial impact of including affordable housing on-site or the fee payment, but does not necessarily incentivize the market-rate component of the project. If the City wants to encourage more development in downtown, the City could explore additional property tax exemptions beyond those offered to multifamily development with affordable housing. This could include supporting workforce housing projects that target higher income levels relative to the current MFTE program, or extending the property tax exemption program to non-residential uses that meet certain city goals. The City should, however, seek to balance the desire for new development with the fiscal goals of supporting new development.

Implementation in Downtown Vancouver

- Consider extending property tax exemptions to additional developments that align with City goals, potentially including:
 - Green buildings
 - Deed-restricted workforce housing
 - Non-residential development

City Fee Waivers/Deferrals

The City of Vancouver charges impact fees on new development projects to cover the project impact on transportation infrastructure, parks, and schools. While these fees support critical City services, the fees do increase the cost of delivering new development projects, worsening project financial feasibility. The City does currently offer fee waivers or deferrals for specific projects, including civic uses and low-income housing, but these fee waivers or deferrals could be offered to additional development projects that meet City goals.

Implementation in Downtown Vancouver

- Consider extending fee waivers or deferrals to other project types that align with City goals, potentially including:
 - High density development
 - Green buildings
 - Innovative housing typologies/tenures
 - Large sites that provide amenities on-site (i.e., open space, public art, etc.)

Construction Sales Tax Rebate/Deferral

During new development projects, sales and use taxes are charged on all materials, leading to a higher cost of construction relative to projects that are not subject to the same taxes. The City could consider a rebate or deferral of sales tax on construction projects that meet certain City goals. For reference, the State of Washington recently allowed local jurisdictions to waive sales taxes on office-to-residential conversion projects that reserve at least ten percent of the new units for low-income residents. Depending on State legislation, the City could consider a similar policy for new development projects on underutilized land in Downtown that meet certain criteria.

Implementation in Downtown Vancouver

- Consider a construction sales tax rebate or deferral programs for projects that align with City goals, potentially including:
 - Office-to-residential conversion
 - High density development
 - Green buildings
 - Innovative housing typologies/tenures
 - Large sites that provide on-site amenities (i.e., open space, public art, etc.)

Leverage City-Owned Land

Given land purchase and ongoing holding costs often account for a modest portion of the overall cost of new construction projects, one of the most impactful financial incentives a City can provide to support new development is offering City-owned sites at discounted rates to new development projects. Similar to the ongoing Waterfront Gateway project, the City can attract development teams to build new projects on City-owned land by entering into a public-private partnership. In this partnership, the City provides the land, either at fair market value or at a discounted rate, and the developer collaborates with the City to envision a new development project. While the Waterfront Gateway site is the largest City-owned site in downtown, the City owns a variety of other sites that could present development opportunities. Several of these sites are included in the Strategic Sites assessment and will be included in a separate database of all parcels with redevelopment potential. The City should consider public-private partnership opportunities, or potential land swap opportunities to acquire other strategic parcels in downtown, on any sites that are deemed surplus to the City's future needs.

Implementation in Downtown Vancouver

- Identify all City-owned land (provided in separate parcel database as part of this study) and identify what parcels are surplus to the City's long-term land need
- Develop public land disposition strategy to identify what kind of development and when the City should seek developer partnerships.
- Major City-owned sites include:
 - Waterfront Gateway (has development agreement)
 - Library Square (~2.8-acre parcel south of Library at Evergreen and C Street)
 - Parcels behind Vancouver Convention Center
 - Half-Block Parking Lot at Broadway and Evergreen

Coordinate with Other Public and Non-Profit Landowners

In addition to City-owned land, several other public entities own underutilized land throughout Downtown Vancouver, including Clark County, Vancouver Housing Authority, the Federal Government, and religious institutions. The City should coordinate with these land owners to identify potential surplus property that may present opportunities for future development.

Implementation in Downtown Vancouver

- Identify all public- and non-profit-owned sites (provided in separate parcel database as part of this study) and identify opportunities to collaborate on methods to support future development
- Major publicly-owned sites include:
 - 500 W. 8th Street (Full block northwest of Esther Short Park)
 - 812 W. 11th Street (Underutilized Industrial Building)
 - Surface parking Lots surrounding Clark County District Court
 - W. 14th Street and Esther Street Parking Lot
 -

Direct and Indirect City Investments

In addition to providing financial incentives directly to developments, the City can also invest in supportive infrastructure and amenities that will support broader redevelopment efforts by increasing demand for residential units in downtown and eliminating infrastructure capacity barriers.

Purchase Strategic Parcels

The City could consider approaching private land owners with the intent of acquiring strategic parcels throughout the City for future development. In order to purchase parcels, the City would likely be required to pay fair market value, but this investment could unlock future development that aligns with City goals.

Implementation in Downtown Vancouver

- Review Strategic Sites inventory presented above and engage with existing land owners
- Focus potential site acquisition on sites that have unique constraints to development or present unique catalytic potential, including:
 - Large sites
 - Sites with multiple owners
 - Sites with major infrastructure needs (i.e., Mega block at Evergreen and Franklin)
 - Sites near future infrastructure investments (i.e., IBR Transit Stations, bike/pedestrian infrastructure, open space, etc.)
 - Sites with significant nearby development capacity to act as catalyst site

Direct City Investment/Gap Funding to Development Projects

To fill a financial feasibility gap, the City could also consider providing direct financial assistance, or gap funding, to projects that align with City goals. Typically, financial contributions are offered to affordable housing developments, but the City could expand these financial contributions and incentives to other types of development, including workforce housing or market-rate housing.

Implementation in Downtown Vancouver

- Consider expanding City financial contributions to projects that meet City goals
- Identify future funding sources (discussed below)
- Identify potential financing mechanisms:
 - Direct Gap Funding
 - Low-interest rate loans
 - Residual Receipts Loans

Increase Access to Open Space

One critical element of City infrastructure that has attracted high-density development in downtown is the provision of parks and open space. The most significant concentration of housing units in downtown are centered around Esther Short park. However, the northern portion of the downtown study area, primarily the Uptown Subarea, lacks sufficient access to high-quality open space. As such, the City should consider investing in open space in the Uptown neighborhood. Investment in a new park would serve as an amenity that would increase demand for housing in the Uptown neighborhood and lead to improved project feasibility. Through the Strategic Sites assessment, BAE identified a potential park location between E. Mill Plan Boulevard and E. McLoughlin Boulevard would catalyze high-density development of large development sites in the Uptown neighborhood. If this proposed area is unable to accommodate a park, BAE recommends the City identify other potential locations to invest in open space that will spur future housing development.

Implementation in Downtown Vancouver

- Identify areas with limited access to open space (i.e., Uptown neighborhood)
- Identify sites that could accommodate new park space, potentially including:
 - Area between E. Mill Plain Boulevard and E. McLoughlin Boulevard
 - Northwest portion of Downtown Vancouver

Invest in Bike and Pedestrian Infrastructure

Improving infrastructure to support alternative forms of transportation and improve pedestrian access to proximate amenities can lead to increased demand for residential units and a better downtown living environment. The City has recently invested in a range of infrastructure projects, including bike and pedestrian infrastructure along E. 15th Street and E. Mill Plain Boulevard, intersections along Columbia Street, and the ongoing Main Street Promise streetscape improvements, continuing these types of capital investments to areas with a significant amount of future development capacity can catalyze development of underutilized sites. For example, to catalyze development of sites in the western portion of the downtown area, the City should consider infrastructure upgrades along 11th Street. Not only does this street connect downtown to the Amtrak station and the Western Industrial subarea, but it would serve as a primary method of connection for future residents and employees in the western portion of the study area. Similarly, smaller strategic investments can also stimulate redevelopment efforts. For example, there are a number of vacant or underutilized sites north of Esther Short park, on the east and west of Daniels Street. Improving a stretch of Daniels Street that connects to the existing pedestrian-only path through the Heritage Place condominium project would improve access to Esther Short park and could connect further to the Waterfront Gateway pedestrian path and to the Waterfront area.

Implementation in Downtown Vancouver

- Identify infrastructure investments needed to support new development, including those included in the City's Capital Improvement Plan. Potential infrastructure investments include:
 - 11th Street bike/pedestrian infrastructure
 - Daniels bike/pedestrian infrastructure
 - 9th Street bike/pedestrian infrastructure following IBR Transit Station

City-Funded Shared Parking Infrastructure

Developing City-led shared parking infrastructure encourages dense development by reducing the need for developers to include parking on site and increases unit potential within individual project sites. This translates to reduced costs for developers and may support the development of innovative construction types that are not feasible with on-site parking (i.e., mass timber, multifamily development on small lots, etc.) Given the City has the Downtown Parking Fund, which provides ongoing revenue to support parking provision in downtown

Vancouver, the City could leverage these funds to build parking that accommodates both visitors and resident needs.

Implementation in Downtown Vancouver

- Identify opportunities for City-funded shared parking structures to accommodate future residential parking demand. Potential areas of opportunity include:
 - Centrally Located
 - Proximity to significant future development potential
 - Ability to meet visitor and resident demand

Methods for Raising City Capital

In order to provide direct financial incentives, the City needs to identify mechanisms to increase local capital. There are various methods that the City can explore, all with varying implications on downtown businesses and broader tax-receiving entities throughout the City and downtown area.

Tax Increment Financing District

Recently approved by the Washington State legislature, local jurisdictions are now eligible to set up tax increment financing (TIF) districts to fund public improvements. In order to establish a TIF district, a city must find that:

- Public improvements are expected to encourage private development that will increase assessed values in the area
- The private development would not be reasonably expected without the public investments
- The expected assessed value within the area would be less without the public investment
- The projected future development is allowed under local zoning and development standards

Downtown Vancouver meets these conditions and serves as a valuable opportunity to create a downtown TIF district. Potential public improvements that could spur development include open space, bike and pedestrian infrastructure, and internal roadway improvements for larger redevelopment sites. To capitalize on future development, a TIF district is most impactful when it is created around a large amount of redevelopment potential but prior to the development efforts in order to keep the baseline assessed values relatively low. The City could consider a full downtown TIF district, or more defined districts to fund specific infrastructure investments.

Implementation in Downtown Vancouver

- Initiate study of feasibility and revenue expectations for Downtown Tax Increment Financing District

- Identify infrastructure investment needed to support new development that can be funded through TIF revenue
 - Bike/Pedestrian Infrastructure
 - Shared Parking
 - Open Space

Business Improvement Areas

Business Improvement Areas (BIAs) are entities that collect special assessments imposed on existing businesses, residential and mixed-use buildings within a specific geography to support shared investment, management, services, and programs within the defined area. Downtown Vancouver currently has a Downtown Association that functions like a BIA but is not funded by all businesses and property owners within a specific geography, rather they rely on optional contributions from residents, businesses, and property owners. While a BIA requires a specific legislative approval, which requires that 60 percent of the businesses and property owners agree to the additional assessment, it can create a steadier flow of revenue that can be used to support a variety of infrastructure investments, either through supporting bonds or pay-as-you-go strategies.

Implementation in Downtown Vancouver

- Collaborate with existing Downtown businesses and stakeholders to discuss potential for a Business Improvement Area
- Identify potential investments from Business Improvement Area revenue

Recommended Near-Term Strategies to Support Redevelopment

Given the current challenges to development feasibility, largely driven by factors outside of the City's control, the City should prioritize certain strategies in the near-term in order to support development on certain sites, while also investing in certain strategies to pave the way for future development. These include:

Leverage Publicly-Owned Sites for Development: The City owns various parcels throughout downtown that can be used to support near-term development. The City can support the feasibility of development by offering the land at discounted rates, either through a low-cost ground lease or fee simple sale. In addition, the City can collaborate with other public agencies to identify surplus sites that could support development. These agencies primarily include Clark County and the Vancouver Housing Authority. The City would not necessarily have to purchase these sites, but rather provide resources and support for future development projects on these publicly-owned sites.

Acquire Privately-Owned Sites: The above analysis identifies a range of privately-owned sites that are currently vacant or underutilized. The City can support redevelopment of these sites through strategic acquisition. The City should target two types of sites: (1)

large catalytic sites, and (2) challenging sites with multiple owners. The larger catalytic sites offer an opportunity for the City to catalyze large-scale development through the acquisition of individual parcels. The City acquiring entire sites or portions of sites with multiple owners can support a cohesive and efficient development of these sites, rather than piecemeal development of smaller parcels which will translate into lower density developments.

Analyze Potential to Establish a Downtown TIF District: Given the significant amount of redevelopment potential in Downtown Vancouver, future development will increase the total assessed value, and associated property tax revenue in Downtown. By setting up a Tax Increment Financing District in Downtown, the City will reserve a share of this increase in property tax revenue for future infrastructure investments in Downtown. By setting up a TIF district, the City will have flexible funds to meet the infrastructure necessary to support future development and growth in downtown.

Conduct a Downtown Planned Action Ordinance: Intended to unlock future development in downtown, the City should conduct a Downtown Planned Action Ordinance to analyze the environmental impacts associated with the future planned growth. Aligning with State Environmental Policy Act (SEPA) requirements, this downtown-wide ordinance would develop a strategy to mitigate the environmental impacts of growth in downtown, rather than requiring each individual property to analyze their environmental impacts and associated mitigation measures. Allowing individual properties to “tier” off of the downtown-wide study reduces the required time and costs to conduct property-level analyses and acts as a significant incentive for future development in downtown.

APPENDIX A: DOWNTOWN SITE CAPACITY TEST FIT ANALYSIS

Vancouver Downtown Redevelopment Opportunities Analysis (Vancouver, WA)

Strategic Parcel Test Fits

10 March 2025



City of Vancouver: Chim Chune Ko
BAE: Matt Fairris
SERA: Travis Shappell

Contents

City of Vancouver
Strategic Parcel Test Fits

Sites / Locations

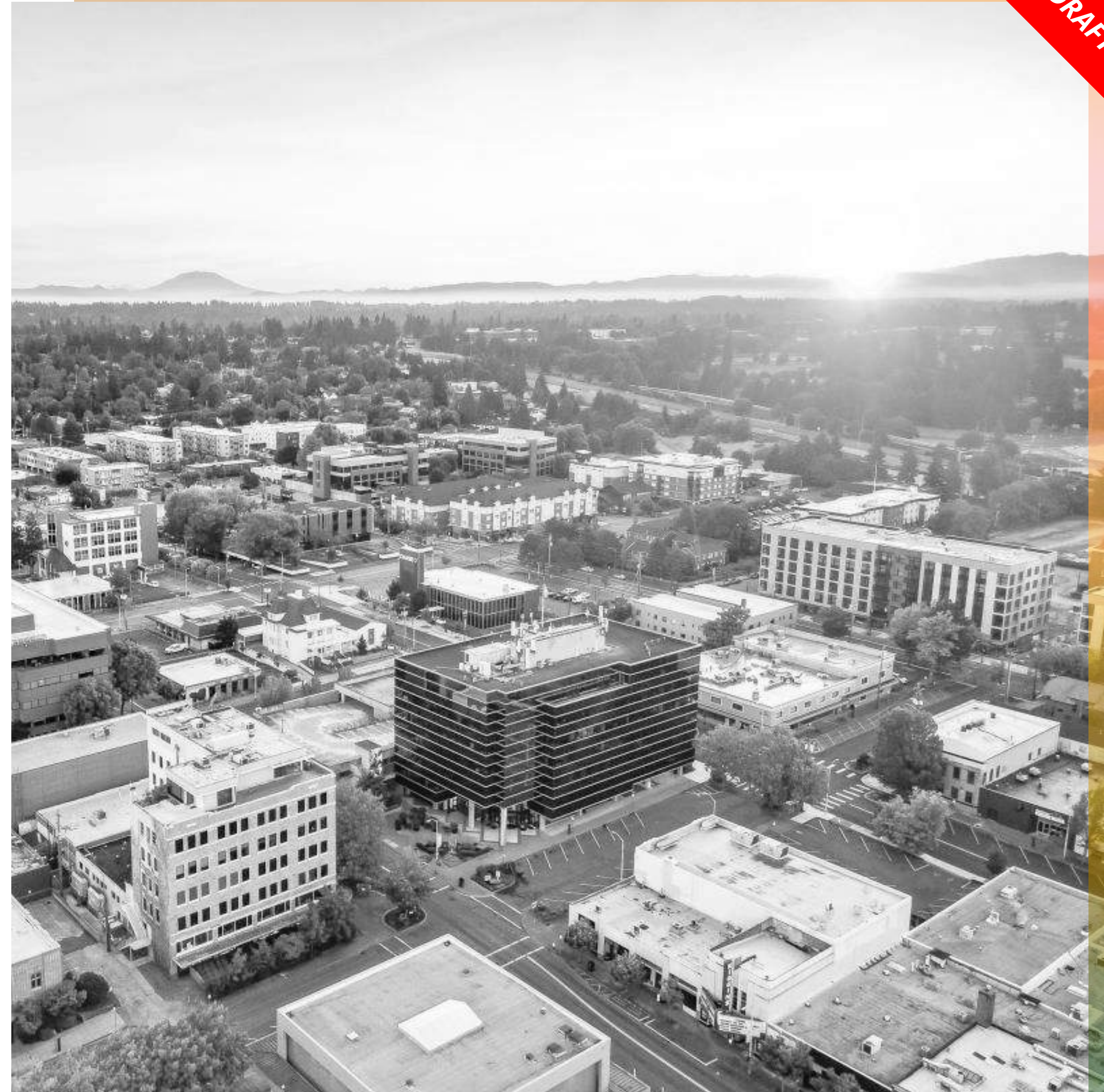
Regal Theater

Columbian

Convention Center Expansion

Generic Eighth-Block

Appendix



Regal Theater

Strategic Parcel Test Fits



Site Info	
Property Identification Number*	38840000
Address*	801 C ST, VANCOUVER, WA 98660
Zoning*	City Center (CX)
Gross Parcel Size (AC)*	1.6
Gross Parcel Size (SQFT)*	69,562
Maximum Building Height (FT)**	150-300
Floor Area Ratio (FAR)**	2:1
Parking Control**	Limited Surface Parking Area
Maximum Lot Coverage**	100%
Setbacks**	Front Yard = None Rear Yard = None Side Yard = 0'/5' Side Street = None BLDG = None
Minimum Landscape**	None
Approx. Lot Width (FT)	233
Approx. Lot Depth (FT)	341
Notes: Property Fact Sheet * Data from Clark County GIS Property Information Center ** City of Vancouver Municipal Code Title 20	

Parcel Considerations:

- Large site for significant vertical development.
- Protect from noise and pollution from highway.
- Setback at south lot line for windows.
- E 8th St alignment.
- Coordination with Library Site development.

DRAFT

Ground-level Plan

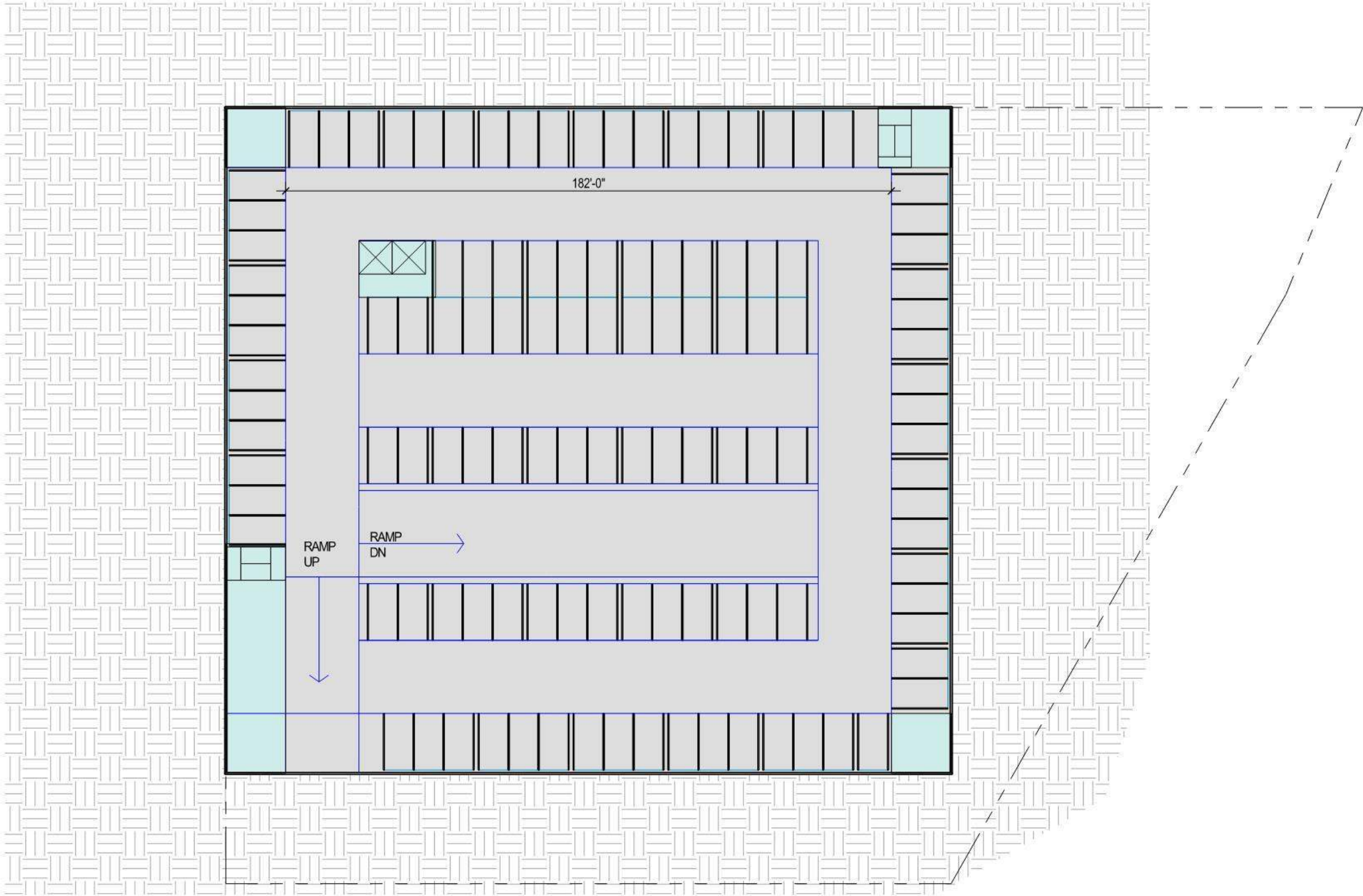


RT1: Recent Market, 5-over-2 w/ Basement

Regal Theater Test Fit

DRAFT

Basement Plan



Upper-level Typical Plan



Parking	
Total Parking (Stalls)	235
Residential Parking Ratio (Stalls per Unit)	0.88
Commercial Parking Ratio (Stalls per 1kSF)	0
Notes: - Assumes commercial parking would be served on-street. - Residential Stalls reflect the building logics of the test fit and may not align with market conditions.	

Open Space	
Private Common Outdoor Space (SQFT)	23,000
Private Common Outdoor Space per Unit (SQFT)	86.6
Enhanced Site Area (Setback/Plaza) (SQFT)	Not Considered
Notes: - Does not factor in requirements related to green roofs and/or stormwater. - Open Space may not align with market conditions.	

RT2: Recent Market, 4-Story Tuck-Under w/ Surface Parking

Regal Theater Test Fit

DRAFT

Ground-level Plan



Development Yield	
Building Type	4-Story, 4-Levels Type-V
Building Height (Stories)	4
Building Size, Total (GSF)	111,280
Building Size, Excluding Parking (GSF)	101,599
Gross Residential Area (GSF)	101,599
Residential Units	115
Average Unit Size (GSF)	696
Estimated Building Efficiency, Excluding Parking	80%
Estimated Net Rentable (NSF)	81,340
Retail / MISC Area (GSF)	0
Residential Density (DU/AC)	76
Floor Area Ratio, Total (FAR)	1.69
Notes: High-level development yield / capacity study based on a general assessment of the site. Yield does not consider other development viability factors such as circumstantial site constraints, design guidelines, private amenities / open space, and other market and jurisdictional elements that influence design, finance, and delivery.	

RT2: Recent Market, 4-Story Tuck-Under w/ Surface Parking

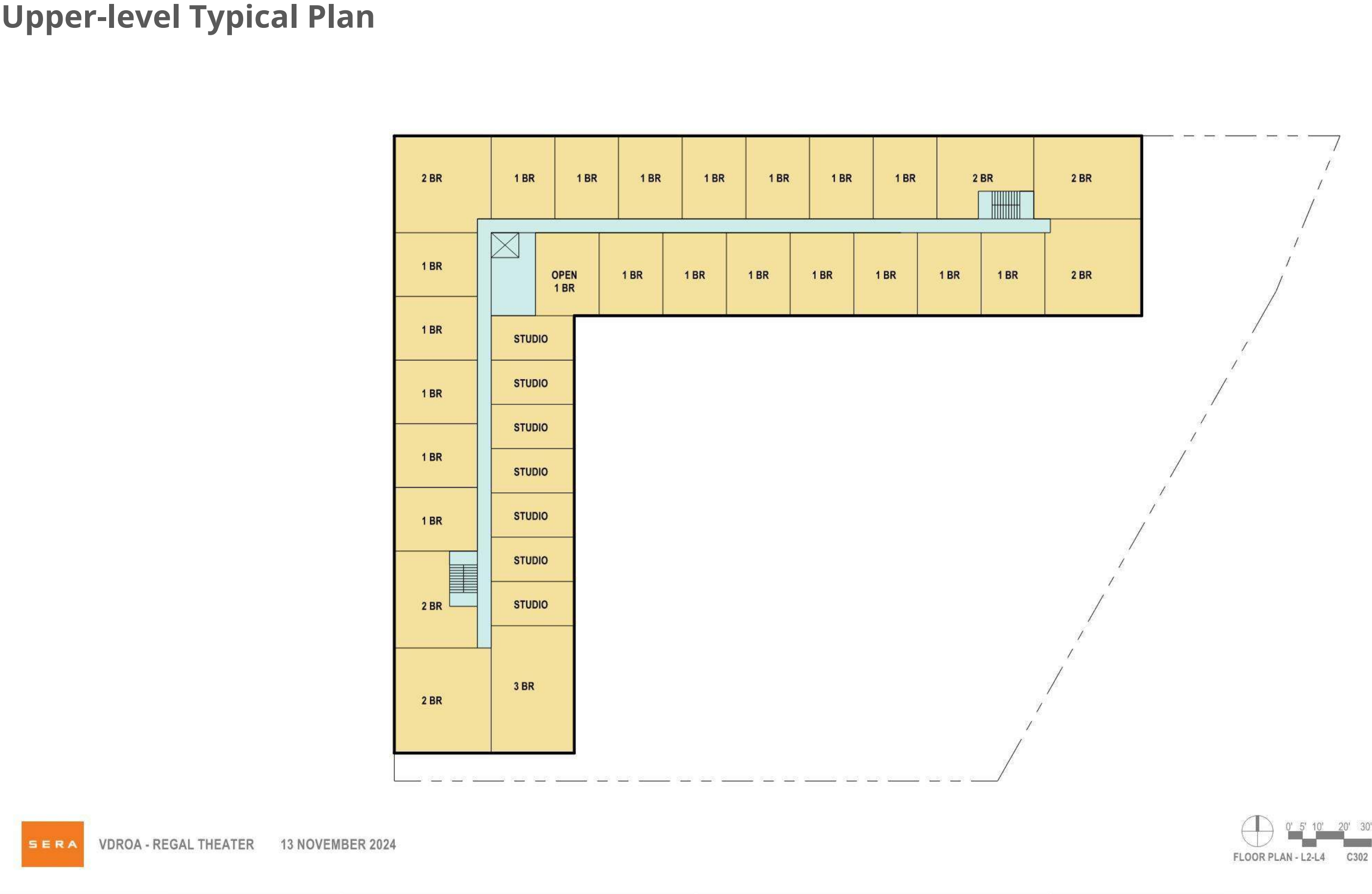
Regal Theater Test Fit

DRAFT

Basement Plan



Upper-level Typical Plan

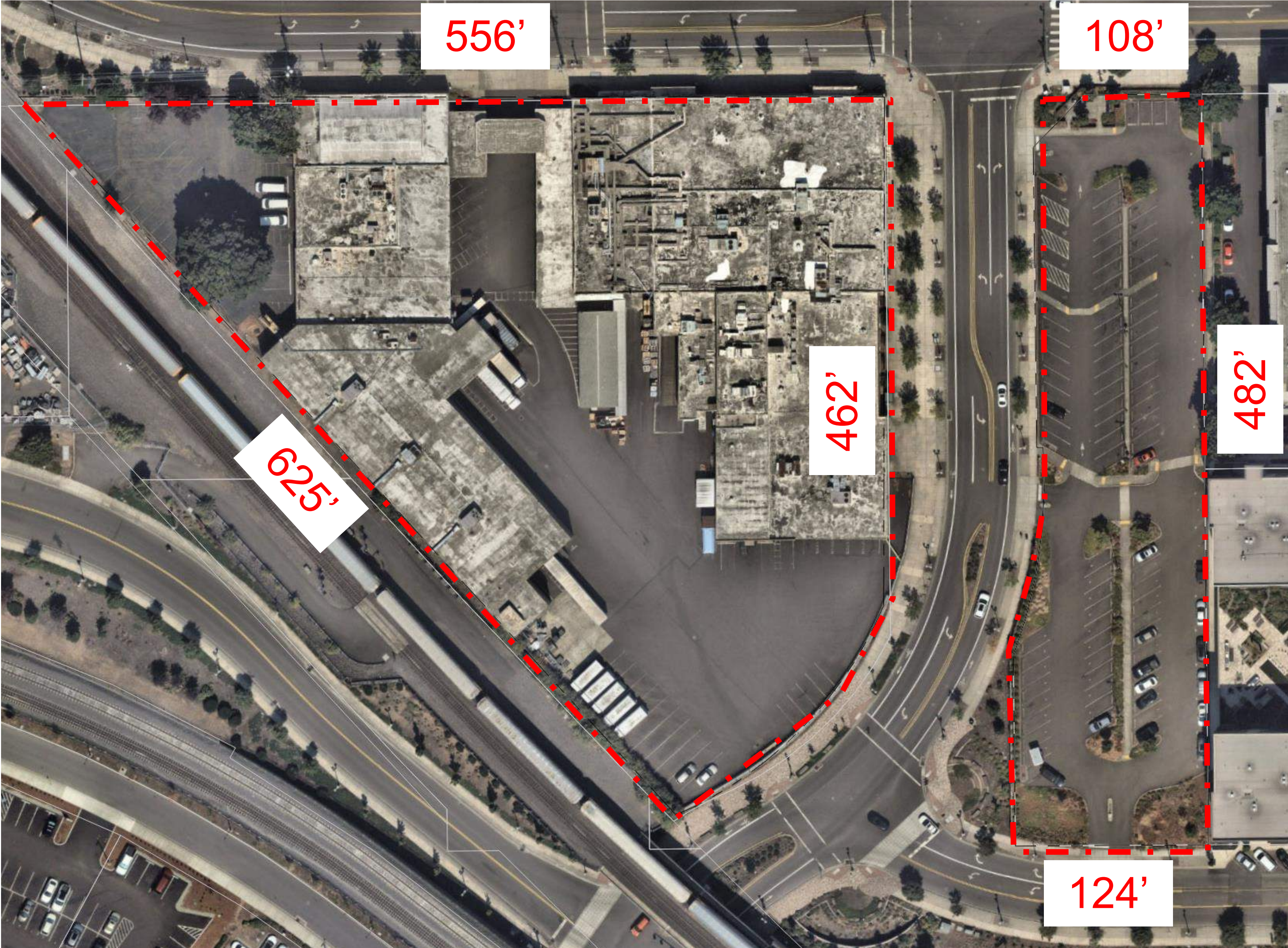


Parking	
Total Parking (Stalls)	115
Residential Parking Ratio (Stalls per Unit)	1.00
Commercial Parking Ratio (Stalls per 1kSF)	0
Notes: - Assumes commercial parking would be served on-street. - Residential Stalls reflect the building logics of the test fit and may not align with market conditions.	

Open Space	
Private Common Outdoor Space (SQFT)	12,500
Private Common Outdoor Space per Unit (SQFT)	108.6
Enhanced Site Area (Setback/Plaza) (SQFT)	Not Considered
Notes: - Does not factor in requirements related to green roofs and/or stormwater. - Open Space may not align with market conditions.	

Columbian

Strategic Parcel Test Fits



Site Info	
Property Identification Number*	986041535, 986069268, 986069269
Address*	Multiple
Zoning*	City Center (CX)
Gross Parcel Size (AC)*	4.83
Gross Parcel Size (SQFT)*	210,395
Maximum Building Height (FT)**	100-200
Floor Area Ratio (FAR)**	1:1
Parking Control**	Limited Surface Parking Area
Maximum Lot Coverage**	100%
Setbacks**	Front Yard = None Rear Yard = None Side Yard = 0'/5' Side Street = None BLDG = None
Minimum Landscape**	None
Approx. Lot Width (FT)	556 / 108
Approx. Lot Depth (FT)	462 / 482
Notes: Property Fact Sheet 1 , PFC 2 , PFC 3	
* Data from Clark County GIS Property Information Center	
** City of Vancouver Municipal Code Title 20	

Parcel Considerations:

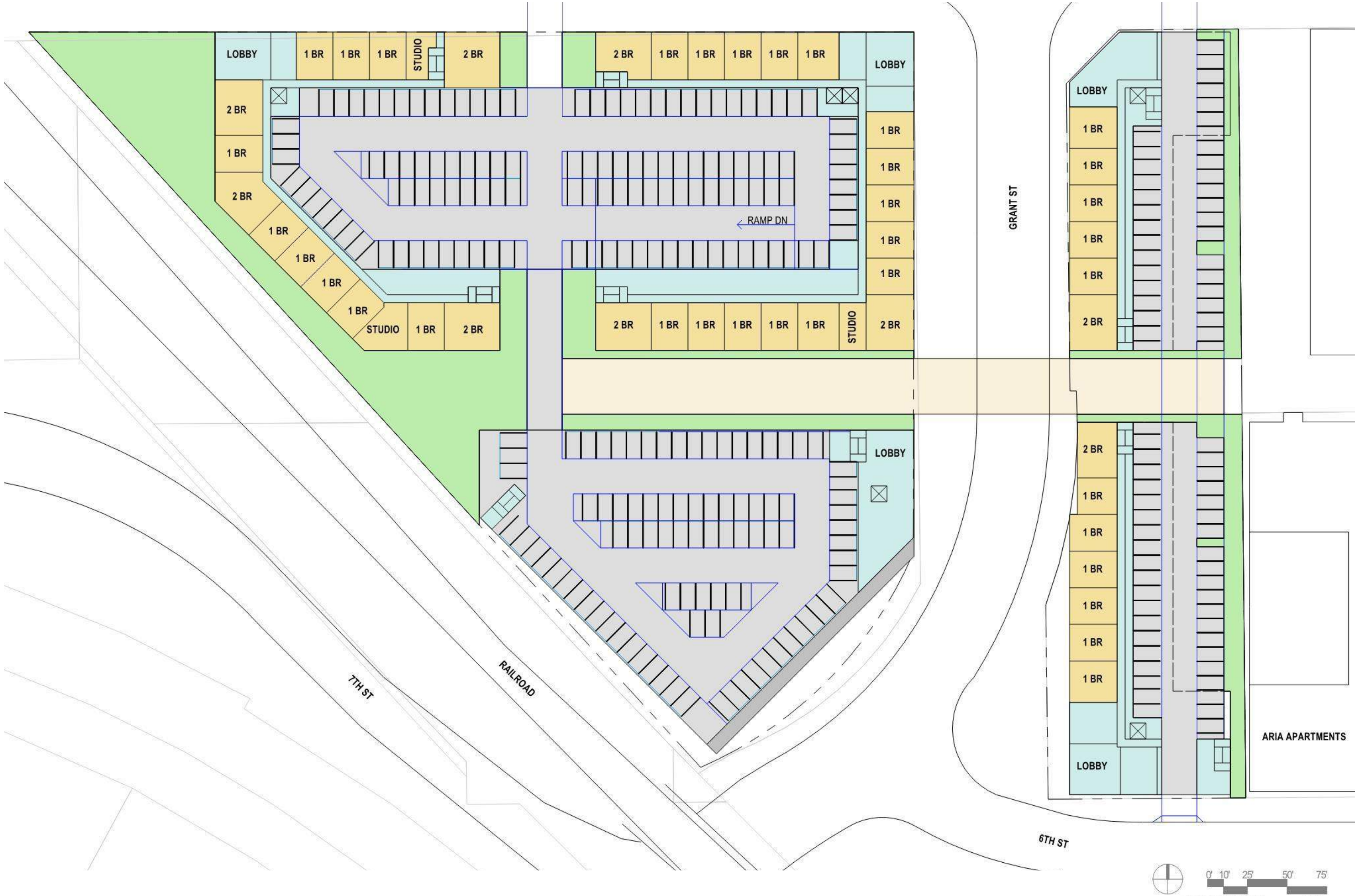
- Large site for significant vertical development, variety of building types (ie wrap) viable.
- Site divided by Grant street. Difficulty parking eastern parcels above grade. Recommend consolidating amenities / parking/ logistics between the sites.
- Midblock pedestrian linkage to Esther Short Park.
- Protect from rail line.
- Alignments with Harney St and W 6th St.

C1: Recent Market, Basement and Podium Mid-Rises

Columbian Test Fit

DRAFT

Ground-level Plan



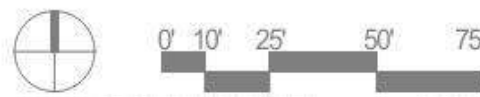
Development Yield	
Building Type	4-Story & 7-Story, Type-III over 2-Levels Type-I
Building Height (Stories)	4 & 7
Building Size, Total (GSF)	705,732
Building Size, Excluding Parking (GSF)	538,817
Gross Residential Area (GSF)	538,817
Residential Units	653
Average Unit Size (GSF)	734
Estimated Building Efficiency, Excluding Parking	80% (### To Be Verified)
Estimated Net Rentable (NSF)	479,190
Retail / MISC Area (GSF)	0
Residential Density (DU/AC)	137
Floor Area Ratio, Total (FAR)	2.6
Notes: High-level development yield / capacity study based on a general assessment of the site. Yield does not consider other development viability factors such as circumstantial site constraints, design guidelines, private amenities / open space, and other market and jurisdictional elements that influence design, finance, and delivery.	

C1: Recent Market, Basement and Podium Mid-Rises

Columbian Test Fit

DRAFT

Upper-level Typical Plan



C1: Recent Market, Basement and Podium Mid-Rises

Columbian Test Fit

DRAFT

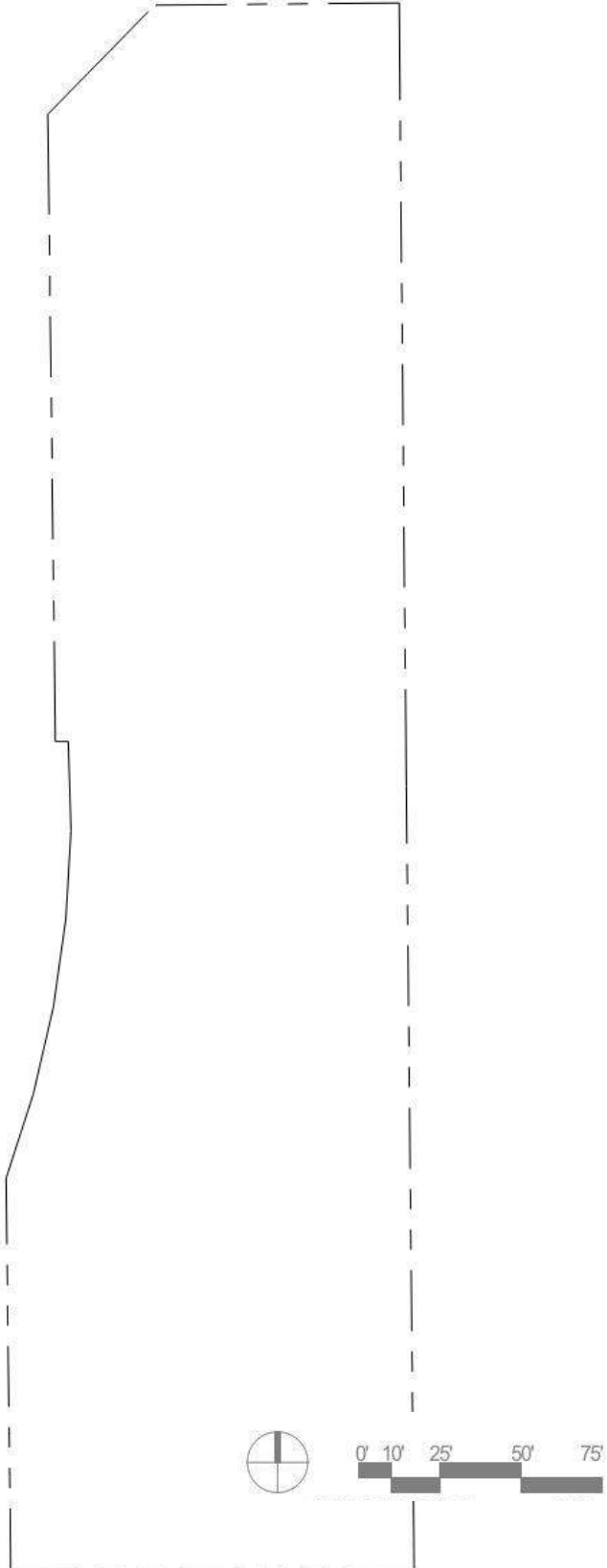
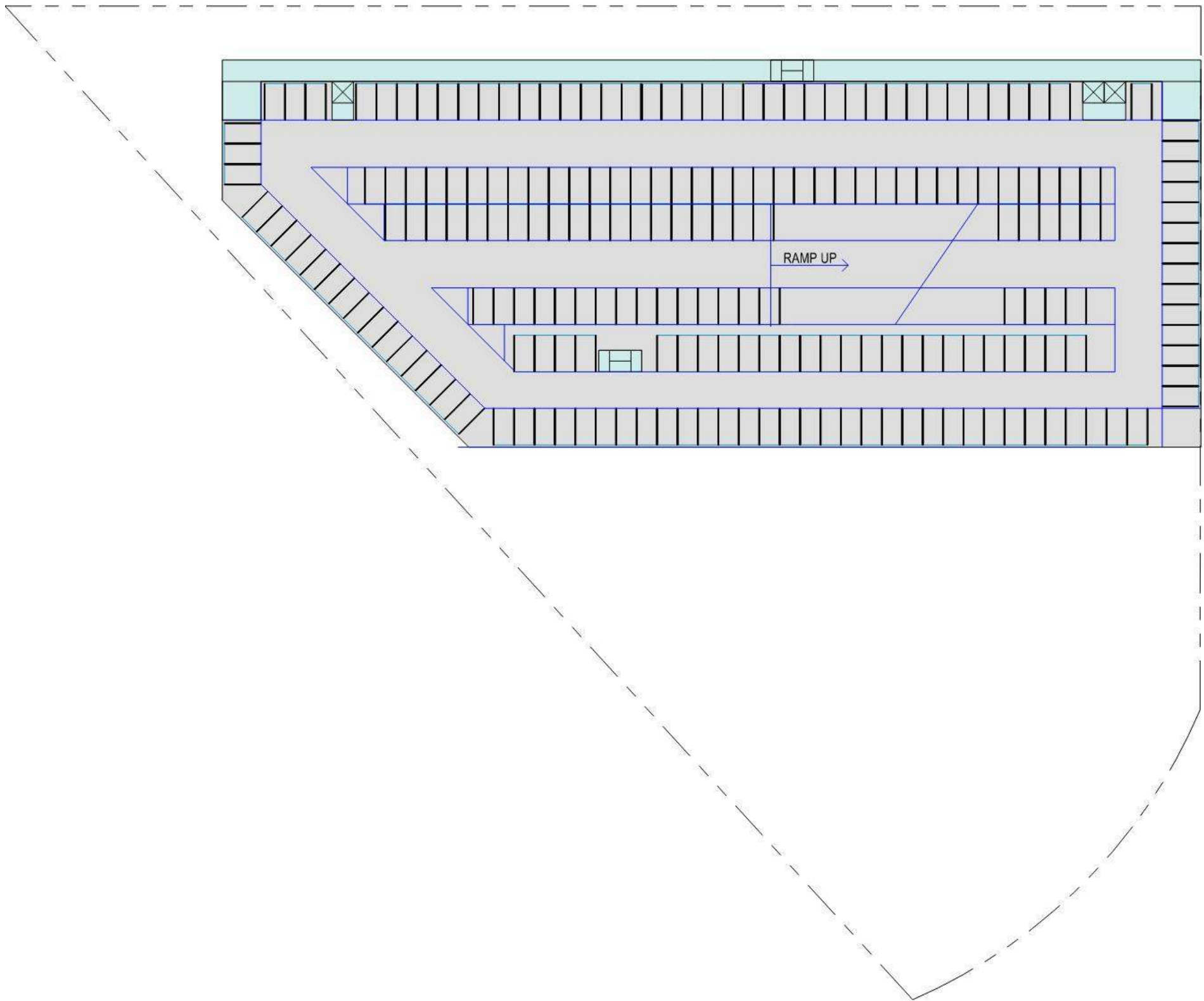
Development Yield(s)					
	Building 1 & 2	Building 3	Building 4	Building 5	All Buildings
Building Type	6-Story & 7-Story, 4-over-2 & 5-over-2	4-Story, 3-over-1	4-Story Type V	4-Story Type V	4-Story & 7-Story, Type-III over 2-Levels Type-I
Building Height (Stories)	6 & 7	4	4	4	4 & 7
Building Size, Total (GSF)	463,183	112,531	59,378	70,640	705,732
Building Size, Excluding Parking (GSF)	340,250	80,947	53,445	64,175	538,817
Gross Residential Area (GSF)	340,250	80,947	53,445	64,175	538,817
Residential Units	424	90	63	76	653
Average Unit Size (GSF)	692	732	676	659	734
Estimated Building Efficiency, Excluding Basement	84%	81%	73%	72%	88%
Estimated Net Rentable (NSF)	318,890	65,880	43,445	50,975	479,190
Retail / MISC Area (GSF)	0	0	0	0	0
Residential Density (DU/AC)	146 (Buildings 1-3)		51	61	137
Floor Area Ratio, Total (FAR)	2.76 (Buildings 1-3)		0.99	1.19	2.6
Notes: High-level development yield / capacity study based on a general assessment of the site. Yield does not consider other development viability factors such as circumstantial site constraints, design guidelines, private amenities / open space, and other market and jurisdictional elements that influence design, finance, and delivery.					

C1: Recent Market, Basement and Podium Mid-Rises

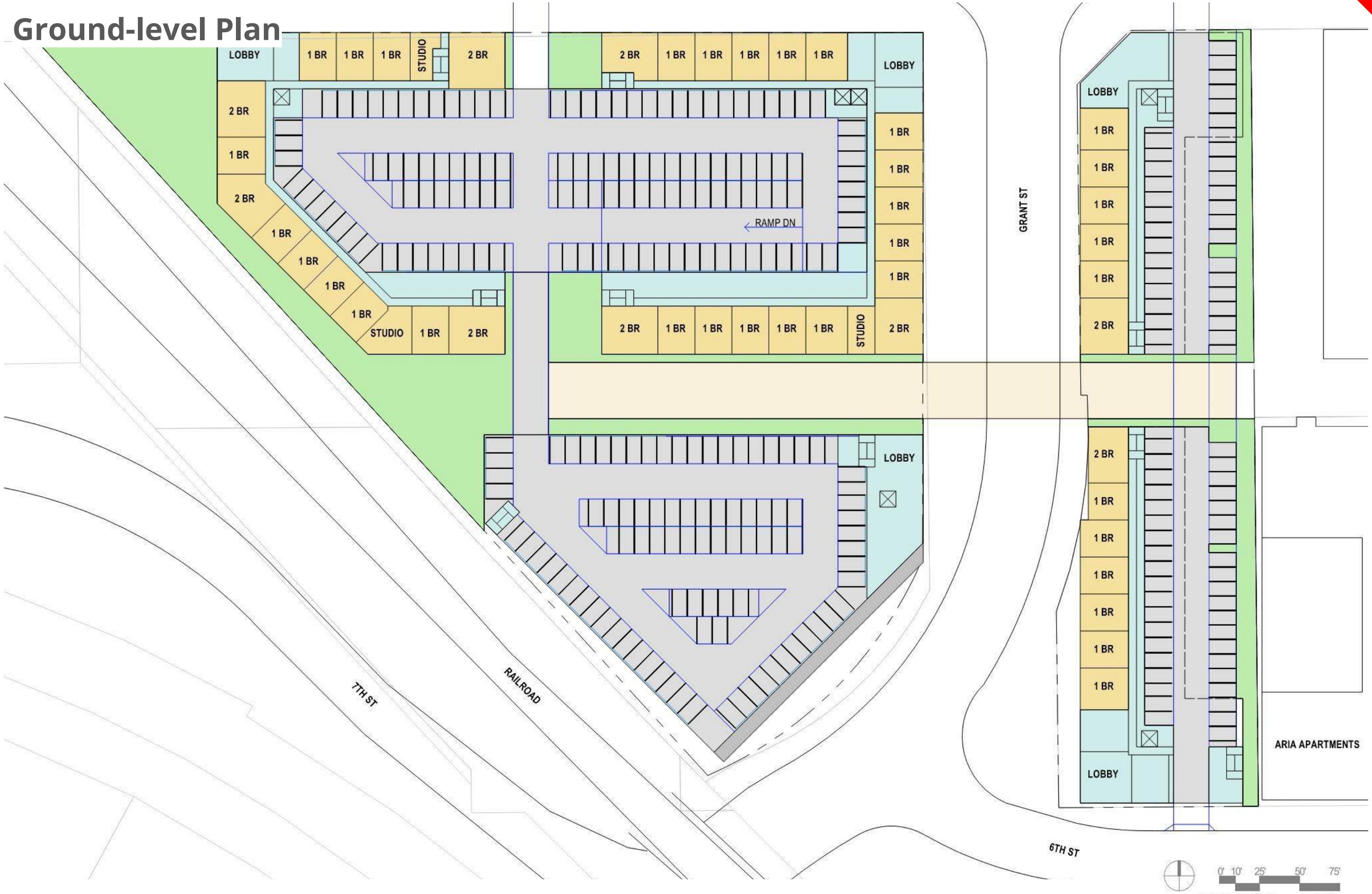
Columbian Test Fit

DRAFT

Basement Plan



Ground-level Plan



Parking

Total Parking (Stalls)	486
Residential Parking Ratio (Stalls per Unit)	0.74
Commercial Parking Ratio (Stalls per 1kSF)	0

Notes:

- Assumes commercial parking would be served on-street.
- Residential Stalls reflect the building logics of the test fit and may not align with market conditions.

Open Space

Private Common Outdoor Space (SQFT)	61,500
Private Common Outdoor Space per Unit (SQFT)	85.7
Enhanced Site Area (Setback/Plaza) (SQFT)	25,500

Notes:

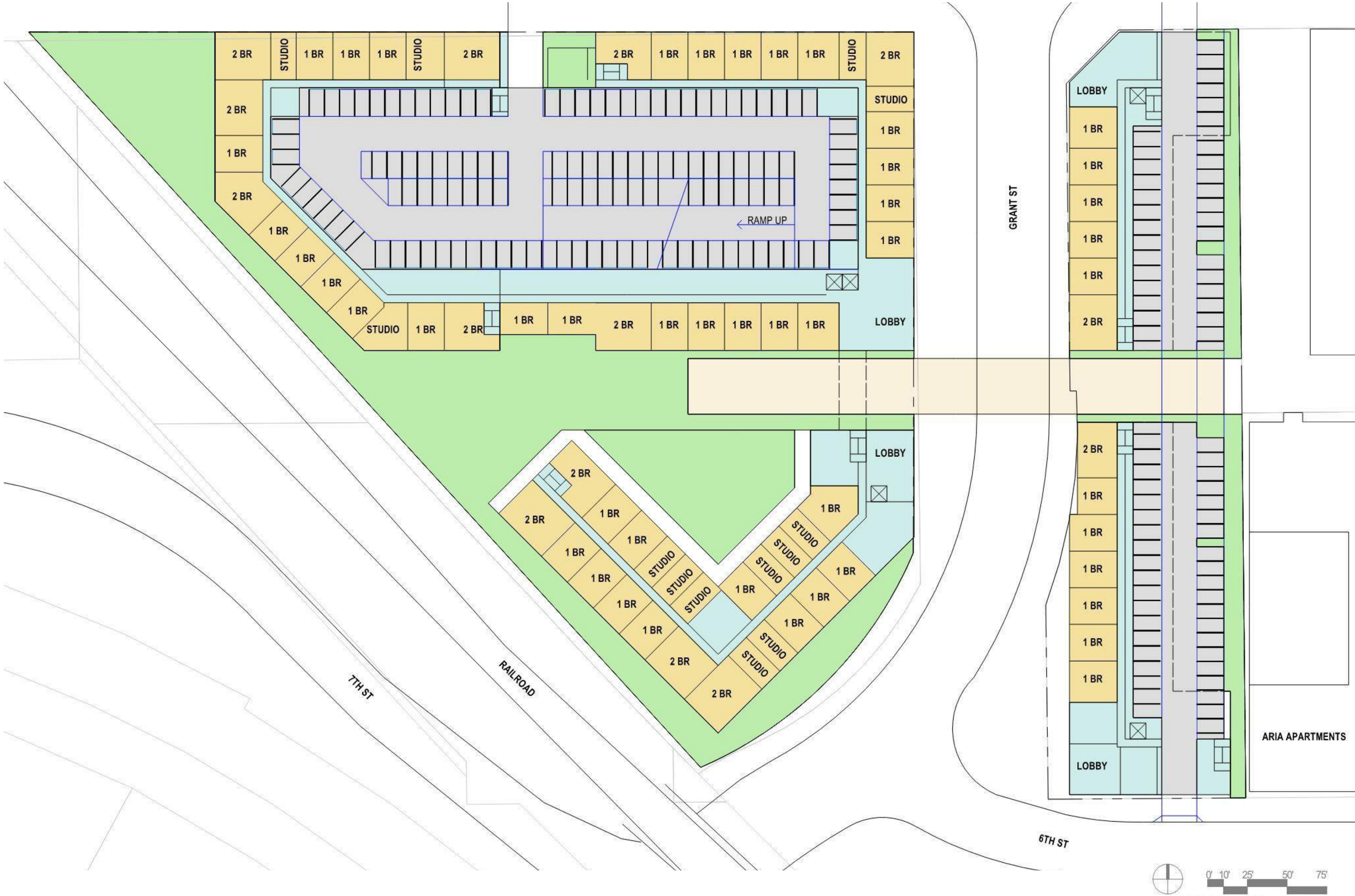
- Does not factor in requirements related to green roofs and/or stormwater.
- Open Space may not align with market conditions.

C2: 5-Story Wrap

Columbian Test Fit

DRAFT

Ground-level Plan



Development Yield

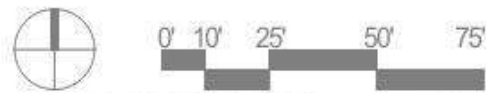
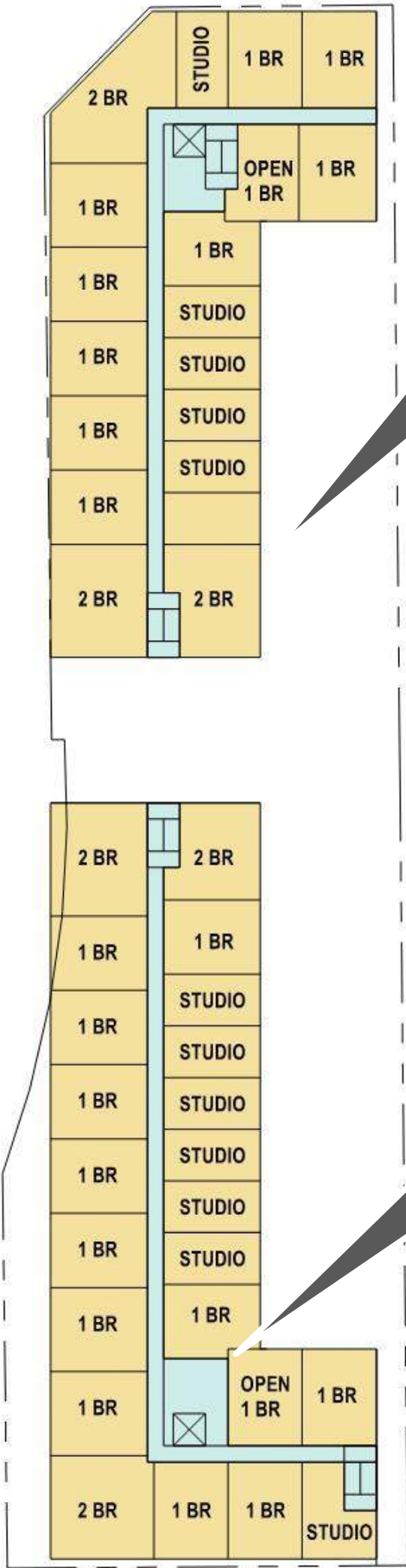
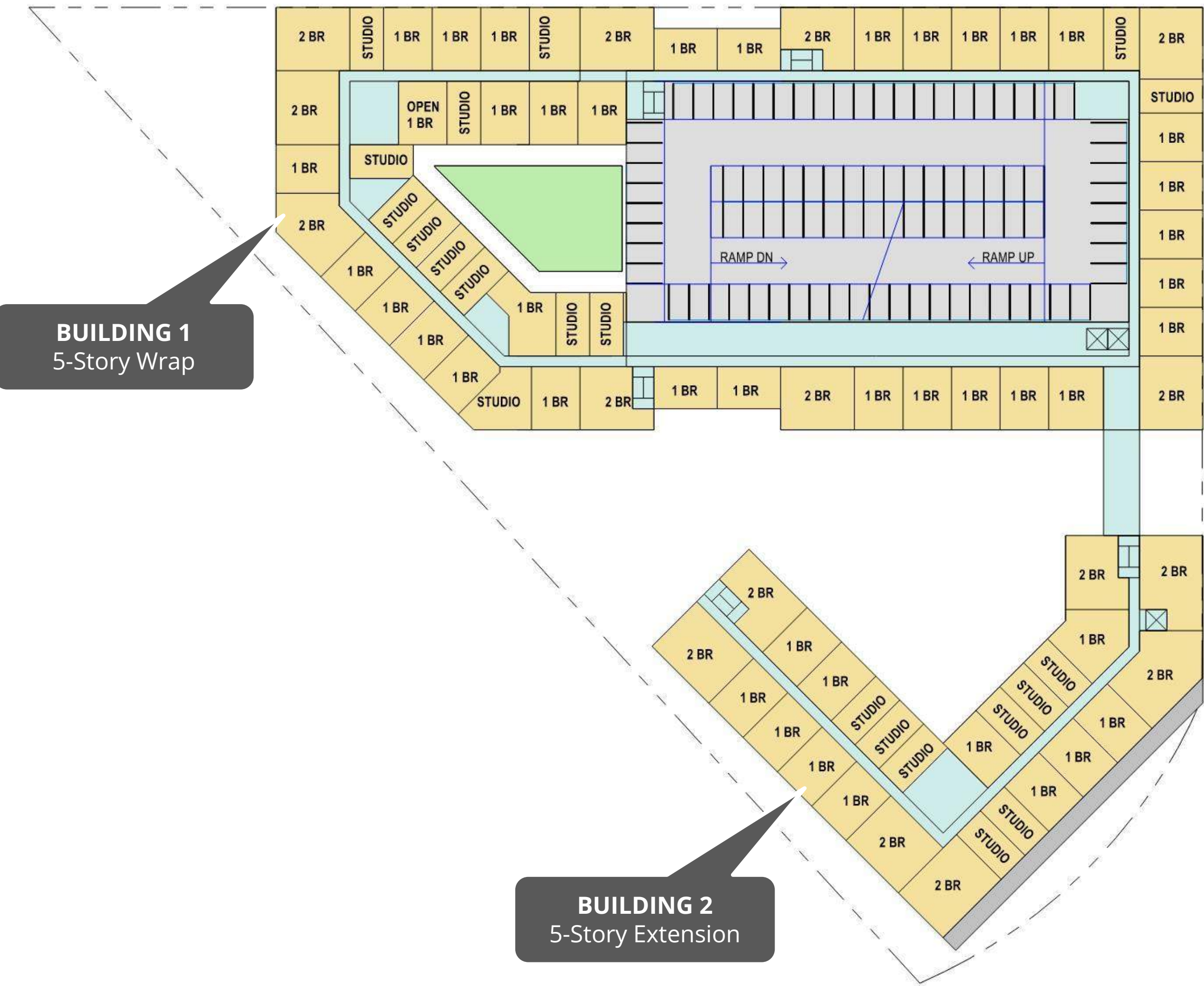
Building Type	4-Story & 5-Story, Type V and Type III
Building Height (Stories)	4 & 7
Building Size, Total (GSF)	608,312
Building Size, Excluding Parking (GSF)	447,276
Gross Residential Area (GSF)	447,276
Residential Units	497
Average Unit Size (GSF)	693
Estimated Building Efficiency, Excluding Parking	77%
Estimated Net Rentable (NSF)	344,790
Retail / MISC Area (GSF)	0
Residential Density (DU/AC)	104
Floor Area Ratio, Total (FAR)	2.17
Notes: High-level development yield / capacity study based on a general assessment of the site. Yield does not consider other development viability factors such as circumstantial site constraints, design guidelines, private amenities / open space, and other market and jurisdictional elements that influence design, finance, and delivery.	

C2: 5-story Wrap

Columbian Test Fit

DRAFT

Upper-level Typical Plan



C2: 5-story Wrap

Columbian Test Fit

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Development Yield(s)

	Building 1	Building 2	Building 3	Building 4	All Buildings
Building Type	5-story wrap, 5-story Type I garage	4-Story Type V	4-Story Type V	4-Story Type V	4-Story & 5-Story, Type V and Type III
Building Height (Stories)	5	4	4	4	4 & 7
Building Size, Total (GSF)	388,816	89,478	59,378	70,640	608,312
Building Size, Excluding Parking (GSF)	240,178	89,478	53,445	64,175	447,276
Gross Residential Area (GSF)	240,178	89,478	53,445	64,175	447,276
Residential Units	258	100	63	76	497
Average Unit Size (GSF)	683	747	676	659	693
Estimated Building Efficiency, Excluding Basement	73%	83%	73%	72%	77%
Estimated Net Rentable (NSF)	176,228	74,142	43,445	50,975	344,790
Retail / MISC Area (GSF)	0	0	0	0	0
Residential Density (DU/AC)	102		51	61	104
Floor Area Ratio, Total (FAR)	2.16		0.99	1.19	2.17

Notes:

- High-level development yield / capacity study based on a general assessment of the site. Yield does not consider other development viability factors such as circumstantial site constraints, design guidelines, private amenities / open space, and other market and jurisdictional elements that influence design, finance, and delivery.

Parking

Total Parking (Stalls)	524
Residential Parking Ratio (Stalls per Unit)	0.86
Commercial Parking Ratio (Stalls per 1kSF)	0

Notes:

- Assumes commercial parking would be served on-street.
- Residential Stalls reflect the building logics of the test fit and may not align with market conditions.

Open Space

Private Common Outdoor Space (SQFT)	49,300
Private Common Outdoor Space per Unit (SQFT)	75.5
Enhanced Site Area (Setback/Plaza) (SQFT)	15,900

Notes:

- Does not factor in requirements related to green roofs and/or stormwater.
- Open Space may not align with market conditions.

Convention Center Expansion

Strategic Parcel Test Fits



Site Info	
Property Identification Number*	48740000, 48750000, 48790000, 48760000
Address*	Multiple
Zoning*	City Center (CX)
Gross Parcel Size (AC)*	1.53
Gross Parcel Size (SQFT)*	66,594
Maximum Building Height (FT)**	75
Floor Area Ratio (FAR)**	1:1
Parking Control**	Limited Surface Parking Area
Maximum Lot Coverage**	100%
Setbacks**	Front Yard = None Rear Yard = None Side Yard = 0'/5' Side Street = None BLDG = None
Minimum Landscape**	None
Approx. Lot Width (FT)	260
Approx. Lot Depth (FT)	300
Notes: Property Fact Sheet * Data from Clark County GIS Property Information Center ** City of Vancouver Municipal Code Title 20	

Parcel Considerations:

- Large site for significant vertical development.
- Extension of pedestrian path north to Esther Short Park.
- Waterfront Gateway Master Plan.
- Viability of ground programming along Columbia St.
- Adjacency to rail line, new commercial, and future rail station.

Master Plan Context

Convention Center Expansion Test Fit

DRAFT

VANCOUVER WATERFRONT GATEWAY



CONTEXT



VANCOUVER WATERFRONT GATEWAY

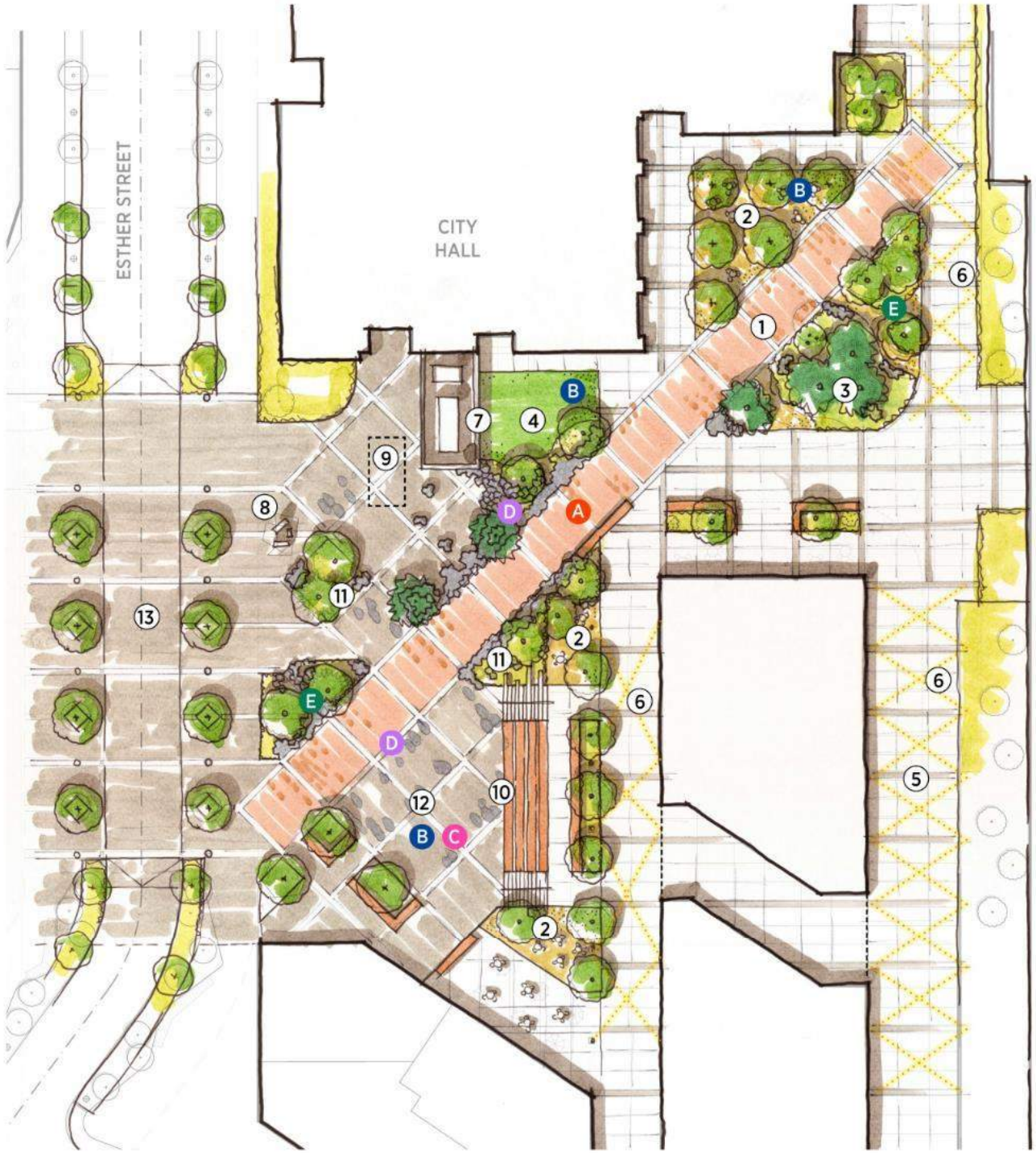


DESIGNED WITH COMMUNITY

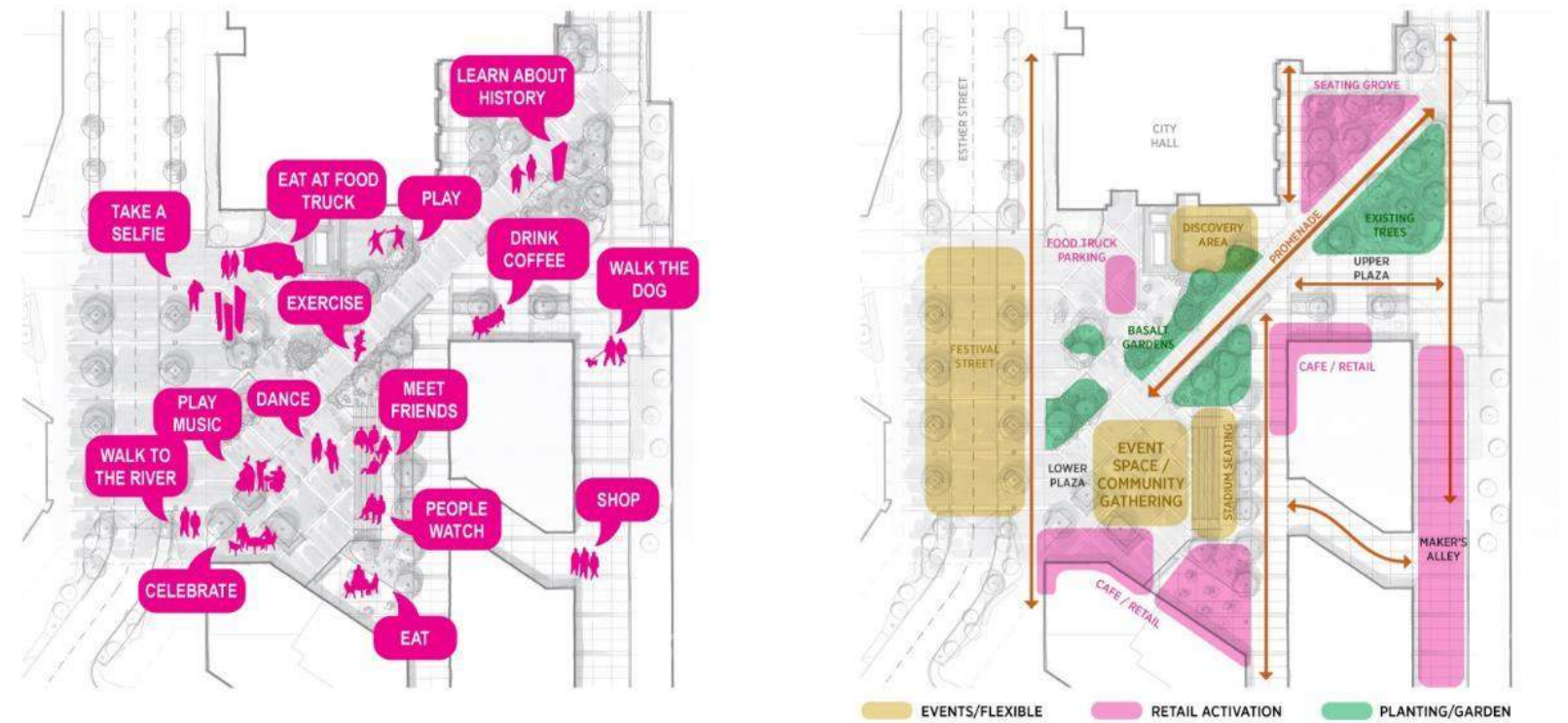
- A. DIAGONAL PATH**
PROVIDING A MORE DIRECT CONNECTION BETWEEN THE UPPER AND LOWER PLAZAS
- B. VARIETY OF GATHERING AREAS**
DISTRIBUTING SPACES OF SEVERAL SCALES ACROSS THE SITE
- C. SCALE OF THE LOWER PLAZA**
SIZING THE LOWER PLAZA TO FIT THE DESIRED PROGRAMS
- D. MATERIAL CONNECTION**
RELATING THE NEW PLAZA TO THE EXISTING MATERIALS AT ESTHER SHORT PARK AND THE VANCOUVER WATERFRONT
- E. TREE PRESERVATION**
RETAINING EXISTING TREES IN THE UPPER PLAZA AND PROPOSING ADDITIONAL TREES & PLANTING THROUGHOUT THE PLAZA

PLAZA SITE PLAN

- PROMENADE
- SEATING GROVE
- EXISTING CEDAR & MAPLE TREES
- DISCOVERY AREA
- MAKERS ALLEY
- CATENARY LIGHTS
- CITY HALL GENERATOR AND SCREEN
- ART OPPORTUNITY
- SERVICE DRIVE / FOOD TRUCK
- STADIUM SEATING
- BASALT GARDENS
- FLEXIBLE GATHERING AREA
- FESTIVAL STREET



ACTIVITIES & PROGRAMS



VANCOUVER WATERFRONT GATEWAY | LINCOLN PROPERTY COMPANY
CONCEPTUAL DESIGN - SUBJECT TO CHANGE

PLACE



Strategic Parcel Test Fits | March 2025

CCE1: Market Parked Office

Convention Center Expansion Test Fit

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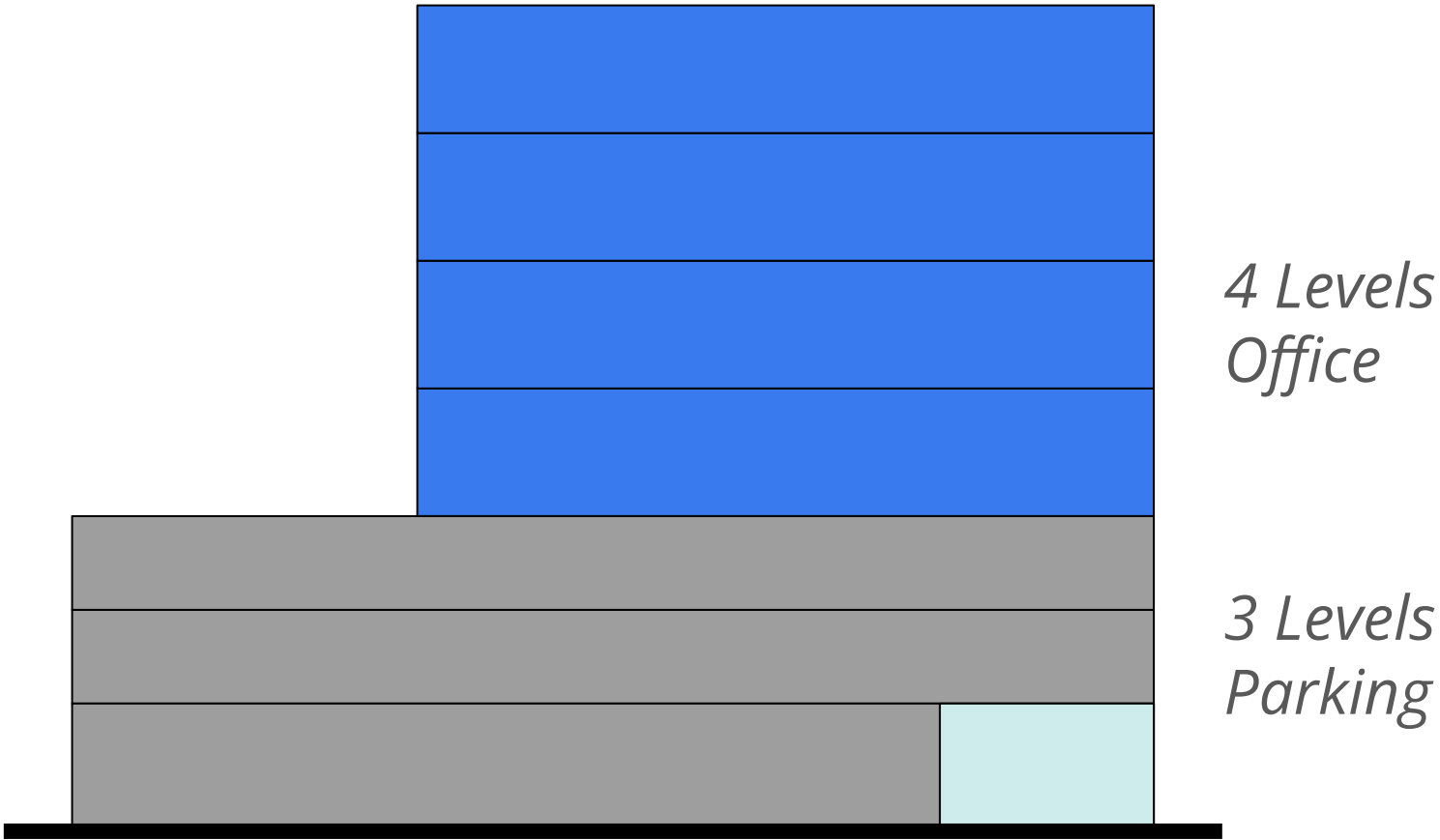
Ground-level Plan



Development Yield

Building Type	7-Story, Type-I
Building Height (Stories)	7
Building Size, Total (GSF)	316,120
Building Size, Excluding Parking (GSF)	162,020
Gross Office Area (GSF)	150,140
Estimated Building Efficiency, Excluding Parking	83%
Estimated Net Rentable (NSF)	143,740
Retail / MISC Area (GSF)	2,450
Floor Area Ratio, Total (FAR)	2.43

- Notes:
- High-level development yield / capacity study based on a general assessment of the site. Yield does not consider other development viability factors such as circumstantial site constraints, design guidelines, private amenities / open space, and other market and jurisdictional elements that influence design, finance, and delivery.



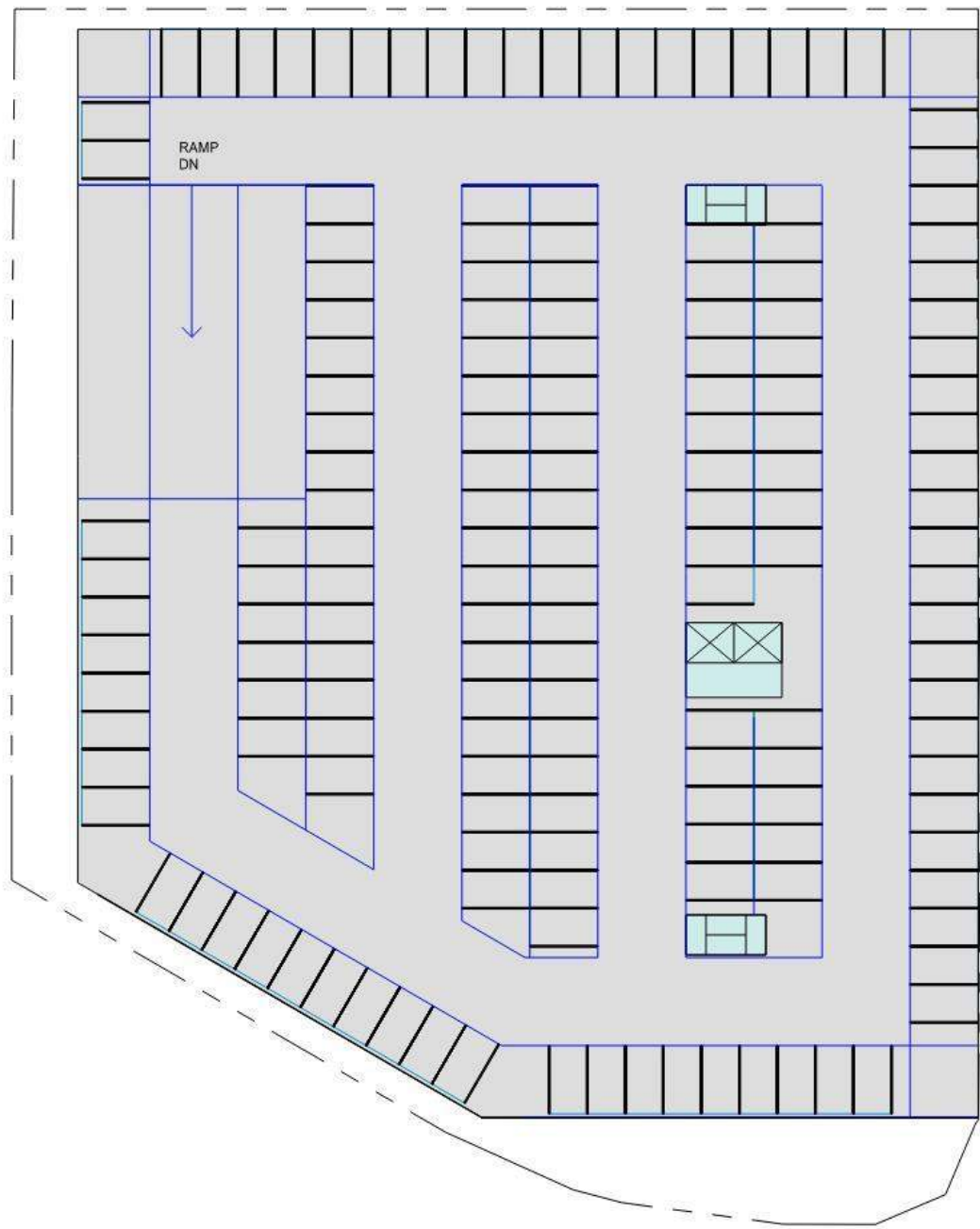
Section Diagram

CCE1: Market Parked Office

Convention Center Expansion Test Fit

DRAFT

Parking Typical Plan



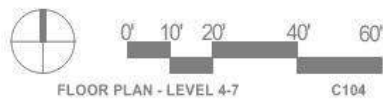
SERA VDROA - CONVENTION CENTER 29 JANUARY 2025



Upper-level Typical Plan



SERA VDROA - CONVENTION CENTER 29 JANUARY 2025



Parking	
Total Parking (Stalls)	459
Commercial Parking Ratio (Stalls per 1kSF)	3.19
Notes: - Assumes commercial parking would be served on-street. - Residential Stalls reflect the building logics of the test fit and may not align with market conditions.	

Open Space	
Private Common Outdoor Space (SQFT)	4,400
Enhanced Site Area (Setback/Plaza) (SQFT)	9,000
Notes: - Does not factor in requirements related to green roofs and/or stormwater. - Open Space may not align with market conditions.	

CCE2: Transit-Oriented Development (TOD) Parked Office

Convention Center Expansion Test Fit

DRAFT

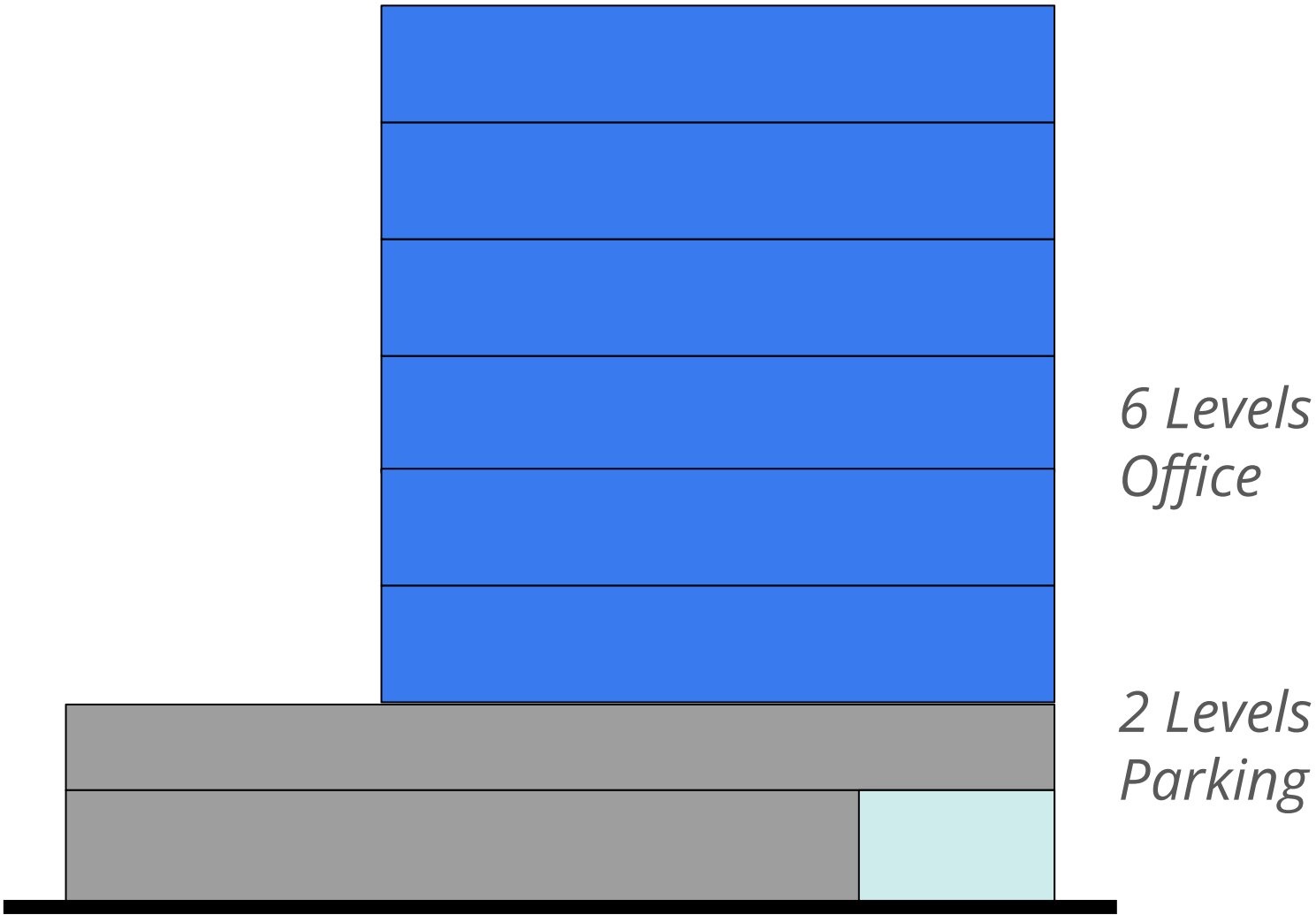
Ground-level Plan



Development Yield

Building Type	8-Story, Type-I
Building Height (Stories)	8
Building Size, Total (GSF)	364,060
Building Size, Excluding Parking (GSF)	267,160
Gross Office Area (GSF)	247,660
Estimated Building Efficiency, Excluding Parking	83%
Estimated Net Rentable (NSF)	236,460
Retail / MISC Area (GSF)	2,450
Floor Area Ratio, Total (FAR)	4.01

- Notes:
- High-level development yield / capacity study based on a general assessment of the site. Yield does not consider other development viability factors such as circumstantial site constraints, design guidelines, private amenities / open space, and other market and jurisdictional elements that influence design, finance, and delivery.



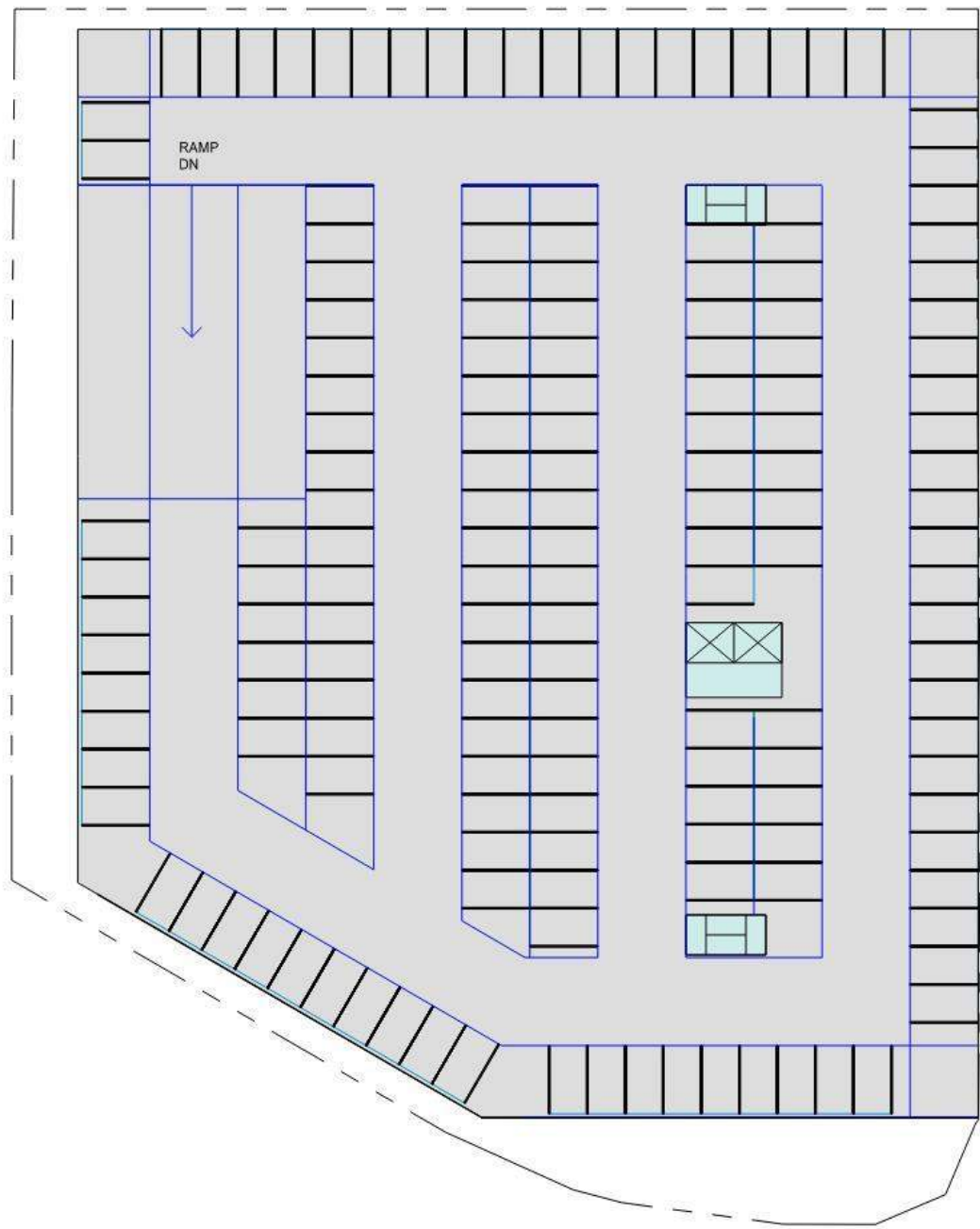
Section Diagram

CCE2: Transit-Oriented Development (TOD) Parked Office

Convention Center Expansion Test Fit

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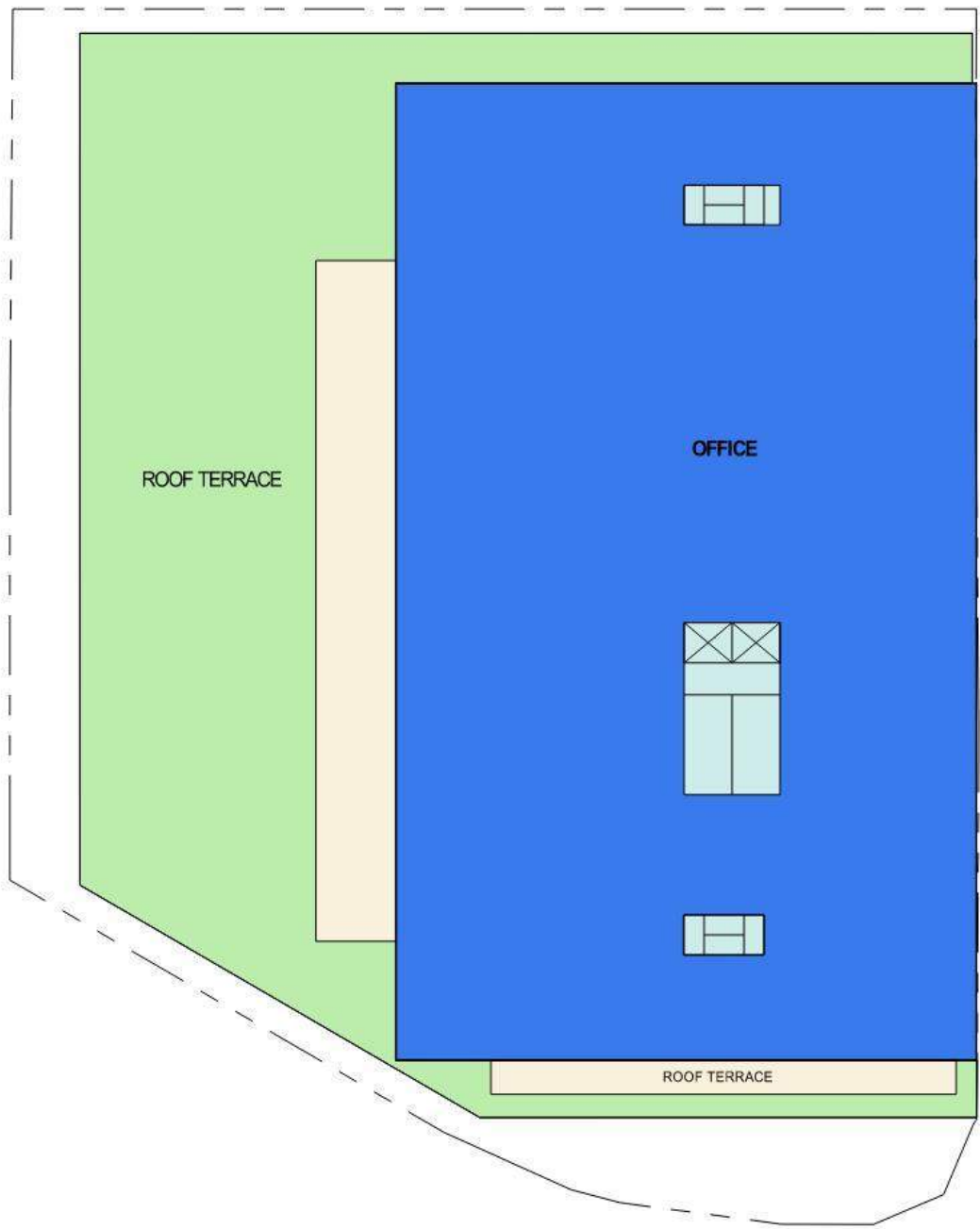
Parking Typical Plan



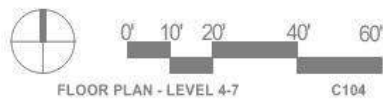
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VDROA - CONVENTION CENTER 29 JANUARY 2025



Upper-level Typical Plan



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VDROA - CONVENTION CENTER 29 JANUARY 2025

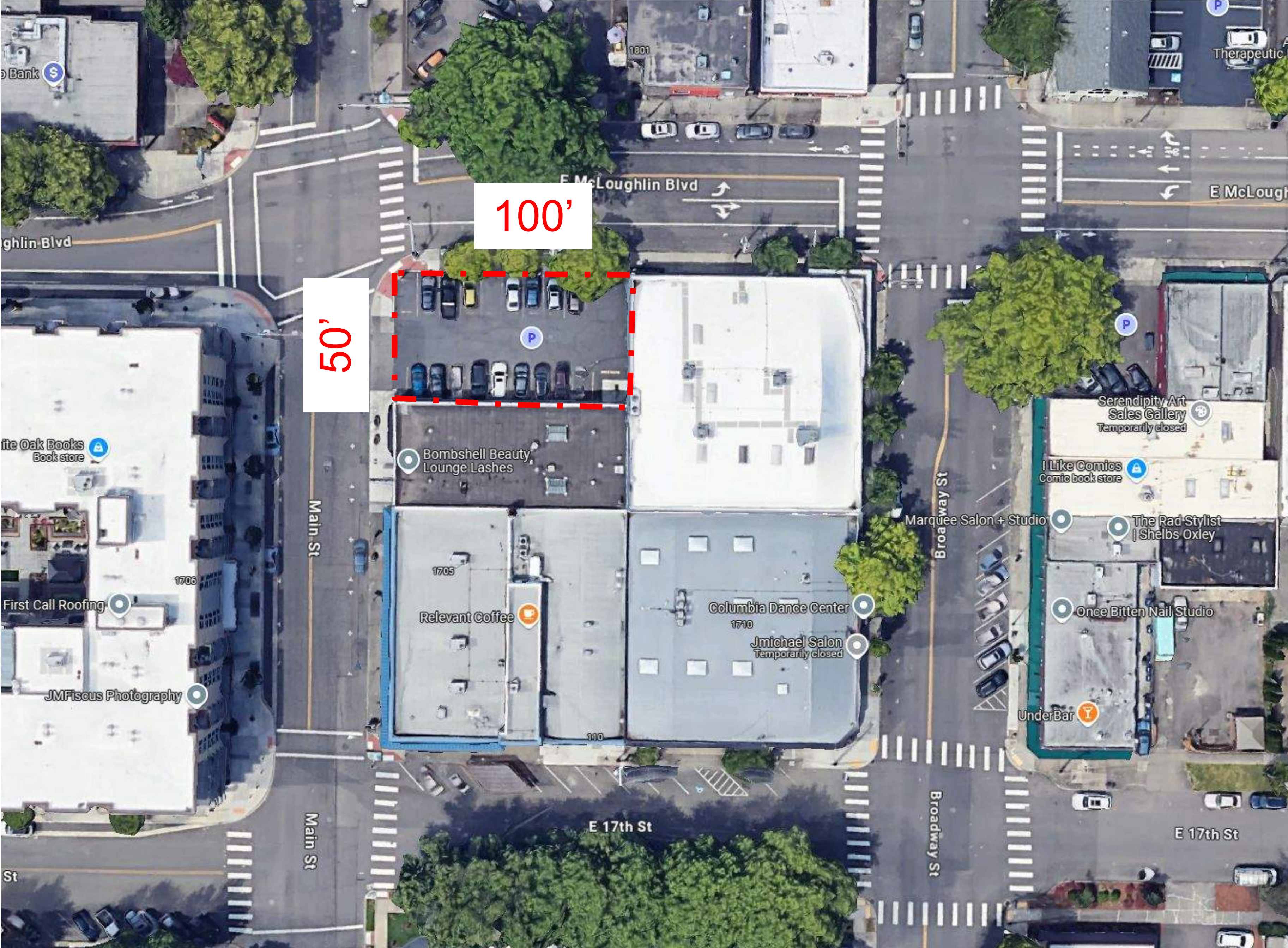


Parking	
Total Parking (Stalls)	278
Commercial Parking Ratio (Stalls per 1kSF)	1.18
Notes: - Assumes commercial parking would be served on-street. - Residential Stalls reflect the building logics of the test fit and may not align with market conditions.	

Open Space	
Private Common Outdoor Space (SQFT)	4,400
Enhanced Site Area (Setback/Plaza) (SQFT)	9,000
Notes: - Does not factor in requirements related to green roofs and/or stormwater. - Open Space may not align with market conditions.	

Generic Eighth-Block

Strategic Parcel Test Fits



Site Info	
Property Identification Number*	N/A
Address*	Multiple
Zoning*	Commercial and Mixed Use (CC & CX)
Gross Parcel Size (AC)*	~0.12
Gross Parcel Size (SQFT)*	~5,000
Maximum Building Height (FT)**	Varies
Floor Area Ratio (FAR)**	Varies
Varies	Varies
Maximum Lot Coverage**	Varies
Setbacks**	Varies
Minimum Landscape**	Varies
Approx. Lot Width (FT)	50
Approx. Lot Depth (FT)	100
Notes: * Data from Clark County GIS Property Information Center ** City of Vancouver Municipal Code Title 20	

Parcel Considerations:

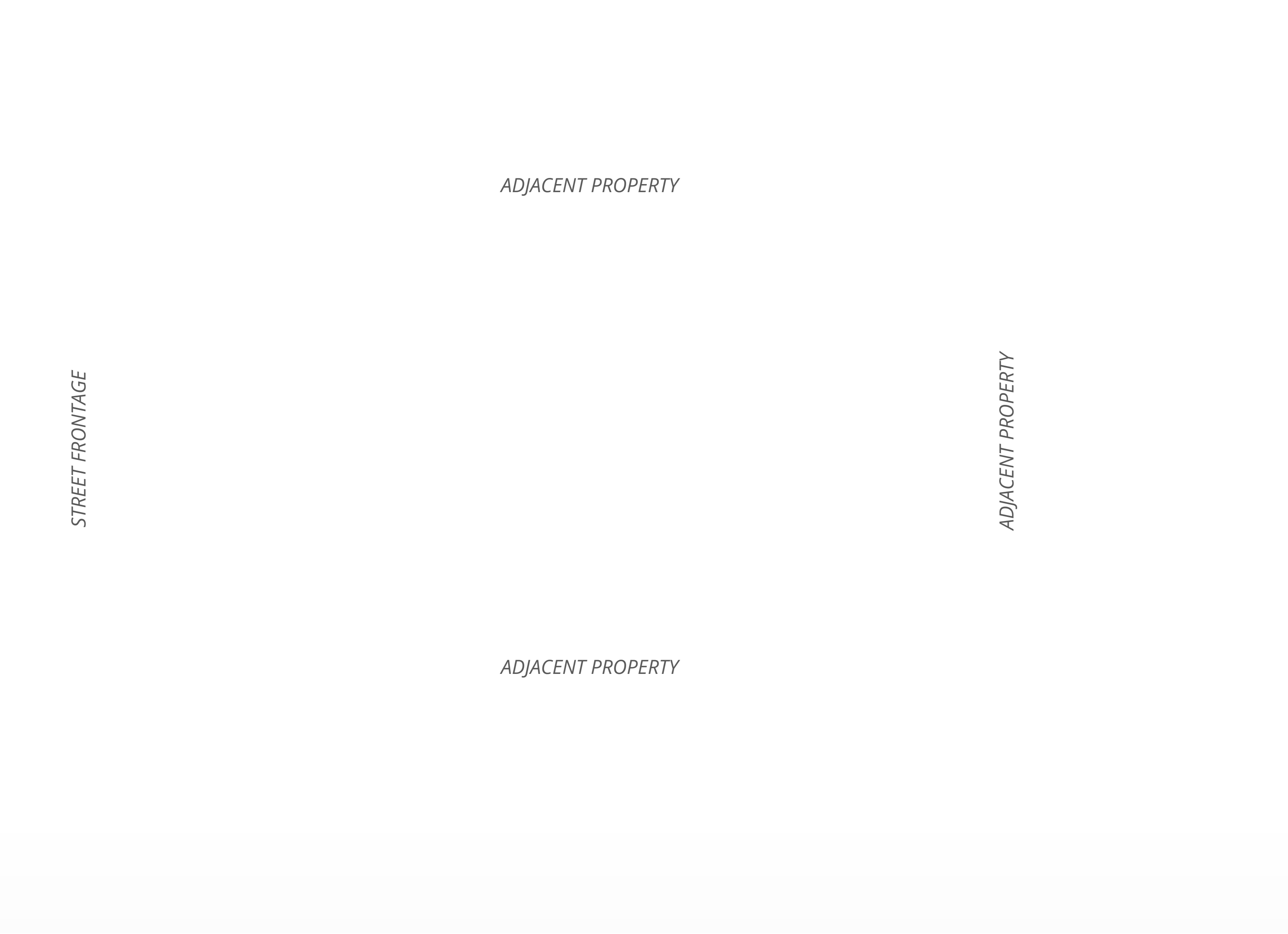
- Many sites throughout downtown area. Can be consolidated with other parcels, but many blocks are owned by multiple property owners and consist of building / lots of varying conditions / value.
- Significant difference between corner lots, midblock lots, and blocks that maintain a midblock vehicular circulation for services / logistics.

GEB1: Mid-Block 3-Story Walkup (Recent Market)

Generic Eighth-Block Test Fit

DRAFT

Typical Floor Plan



Development Yield	
Building Type	3-Story, Type-V
Building Height (Stories)	3
Building Size, Total (GSF)	9,660
Building Size, Excluding Parking (GSF)	9,660
Gross Residential Area (GSF)	9,660
Residential Units	12
Average Unit Size (GSF)	710
Estimated Building Efficiency	80%
Estimated Net Rentable (NSF)	8,520
Retail / MISC Area (GSF)	0
Residential Density (DU/AC)	109
Floor Area Ratio, Total (FAR)	1.93
Notes: High-level development yield / capacity study based on a general assessment of the site. Yield does not consider other development viability factors such as circumstantial site constraints, design guidelines, private amenities / open space, and other market and jurisdictional elements that influence design, finance, and delivery.	

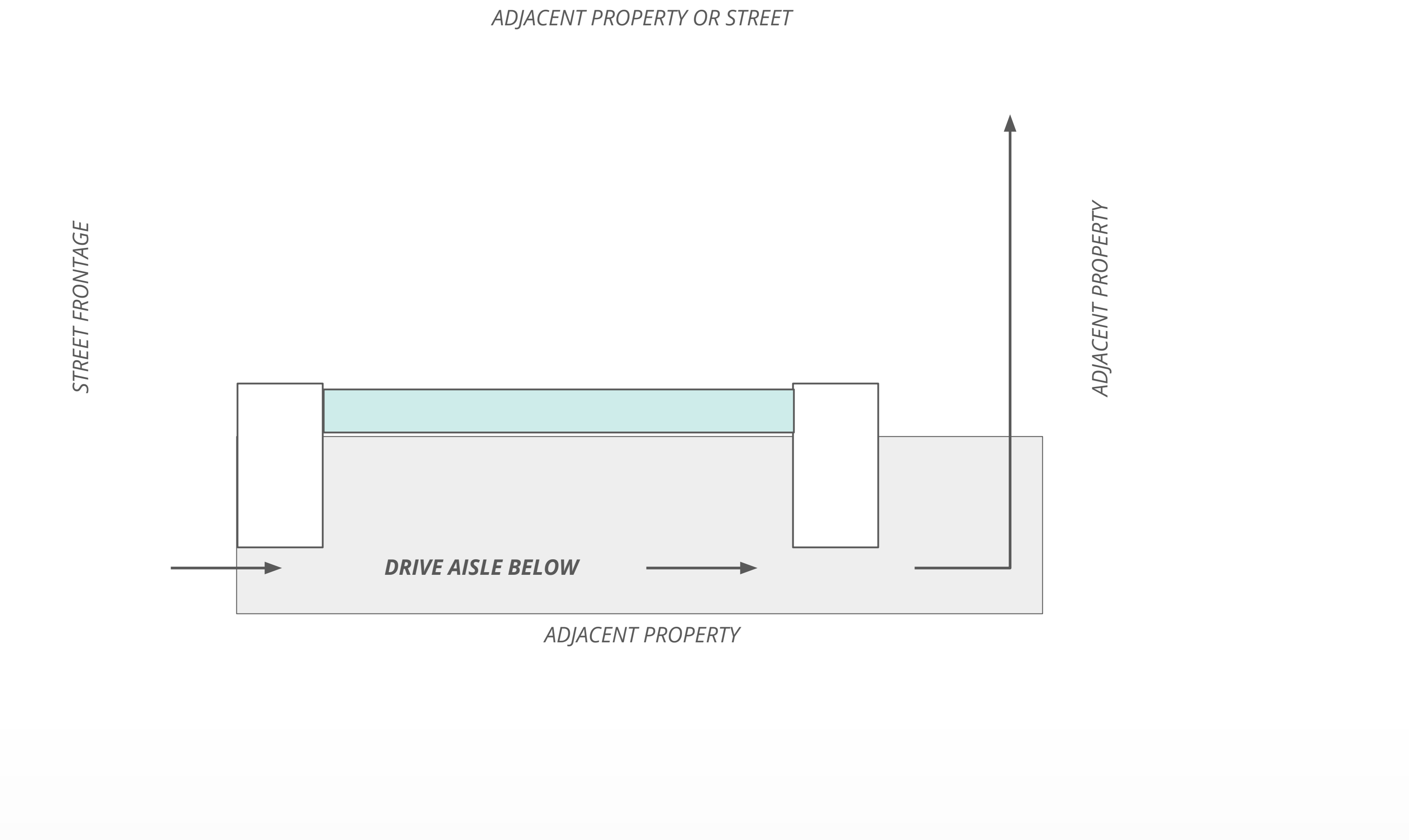
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GEB3: Corner Lot 3-Story w/ Site Parking (Recent Market)

Generic Eighth-Block Test Fit

DRAFT

Typical Floor Plan



Development Yield	
Building Type	3-Story, Type-V
Building Height (Stories)	3
Building Size, Total (GSF)	9,660
Building Size, Excluding Parking (GSF)	9,660
Gross Residential Area (GSF)	9,660
Residential Units	12
Average Unit Size (GSF)	710
Estimated Building Efficiency	80%
Estimated Net Rentable (NSF)	8,520
Retail / MISC Area (GSF)	0
Residential Density (DU/AC)	109
Floor Area Ratio, Total (FAR)	1.93
Notes: High-level development yield / capacity study based on a general assessment of the site. Yield does not consider other development viability factors such as circumstantial site constraints, design guidelines, private amenities / open space, and other market and jurisdictional elements that influence design, finance, and delivery.	



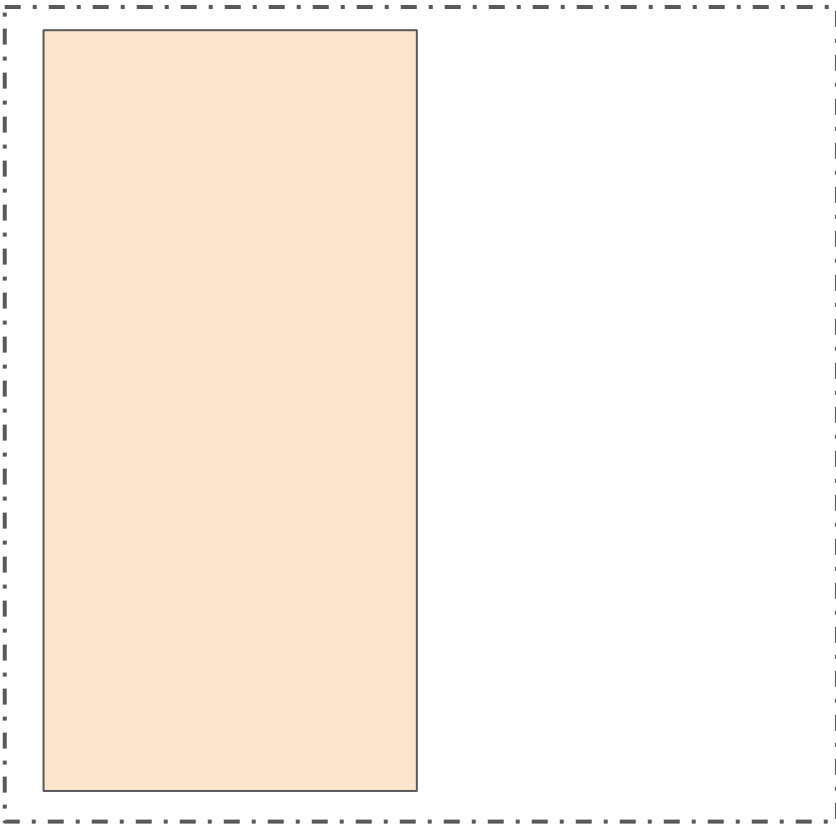
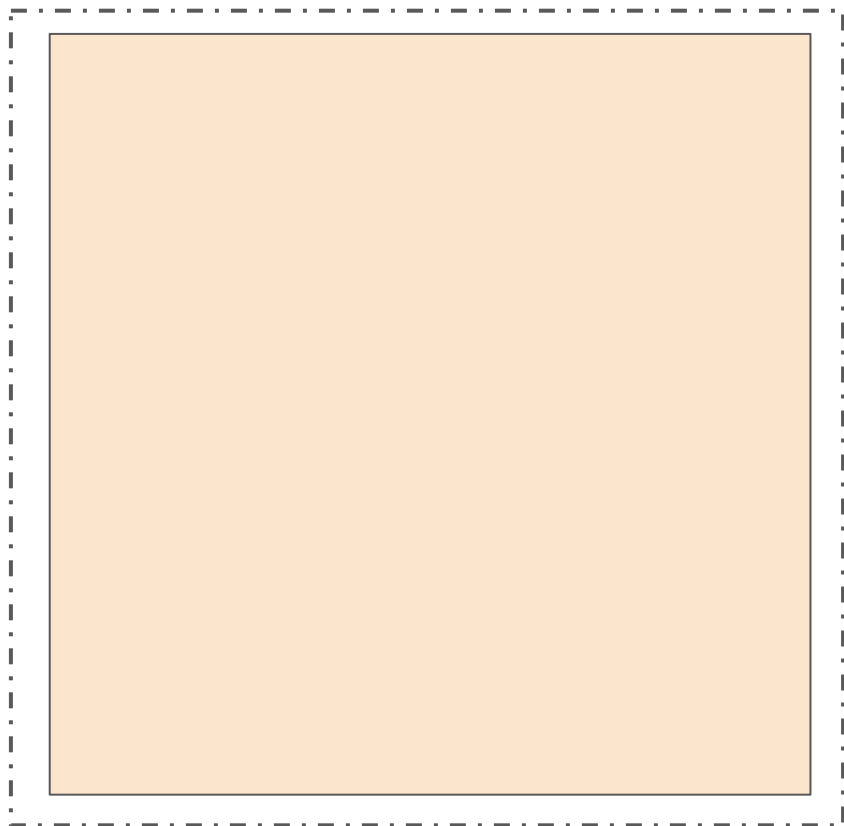
Appendix

Strategic Parcel Test Fits

Typical Downtown Vancouver Block Relative Density Matrix

Strategic Parcel Test Fits

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	Full Block	Half Block
4-Story	120-160 Units <i>(130-174 du/ac)</i>	60-80 Units <i>(130-174 du/ac)</i>
5-over-2	190-245 Units <i>(207-267 du/ac)</i>	120-140 Units <i>(261-305 du/ac)</i>
12-Story	280-300 Units <i>(305-327 du/ac)</i>	180-200 Units <i>(392-436 du/ac)</i>

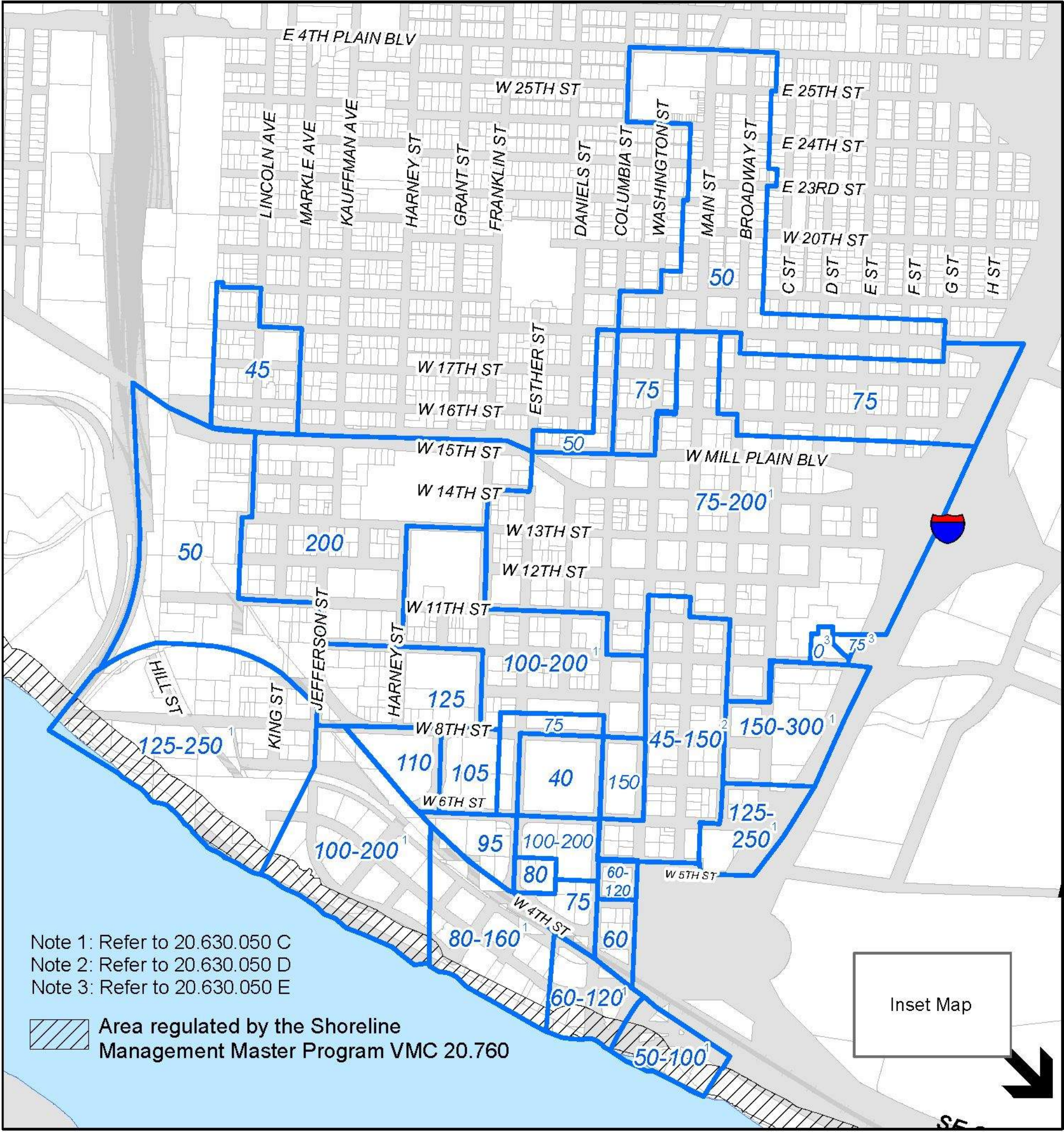
Notes:

- Unit yield and densities will vary dramatically based on how the site conditions parking.

Jurisdictional References That Informed Test Fits (Not Limited To)

Strategic Parcel Test Fits

DRAFT



Project Reference: 12th & Main St.

Strategic Parcel Test Fits

DRAFT



Development Yield	
Building Type	5-Over-2, 5-Levels Type-V over 2-Levels Type-I
Building Height (Stories)	7
Building Size, Total (GSF)	332,544
Building Size, Excluding Parking (GSF)	245,739
Gross Residential Area (GSF)	226,747
Residential Units	198
Average Unit Size (GSF)	816
Estimated Building Efficiency, Excluding Parking	71% (84% typical residential floors)
Estimated Net Rentable (NSF)	161,606
Retail / MISC Area (GSF)	9,279
Office / Commercial (GSF)	9,713
Residential Density (DU/AC)	215
Floor Area Ratio, Total (FAR)	6.41
Notes: • Building developed in partnership with Pahlish Commercial. • Below-grade parking.	

Project Reference: Terminal 1 Block A and C

Strategic Parcel Test Fits

DRAFT



Office / Retail	
Building Height (Stories)	9 (Block A) and 10 (Block C)
Gross Area, Excluding Parking (GSF)	~330,000

Parking	
Parking Levels	5
Parking Area (GSF)	346,900
Parking Yield (Stalls)	1,439
Parking Ration (Stall per 1kGSF)	4.15
Notes: Data taken from publicly-available documents on the City of Vancouver web presence.	



Downtown Redevelopment Assessment

Chim Chune Ko
Real Estate Project Manager

March 20, 2025

Matt Fairris
Vice President
BAE Urban Economics



Agenda

- Project Overview
- Opportunity Areas
- Strategic Sites
- Strategies and Recommendations
- Feedback

Project Overview

Analysis

- Review of development trends within Downtown Vancouver
- Identification of priority redevelopment opportunity areas
- Identification and analysis strategic parcels
- High level development capacity projections

Findings

- Summary of parcels with redevelopment potential
- Strategic Parcels to catalyze redevelopment and meet City goals
- Strategies to promote redevelopment

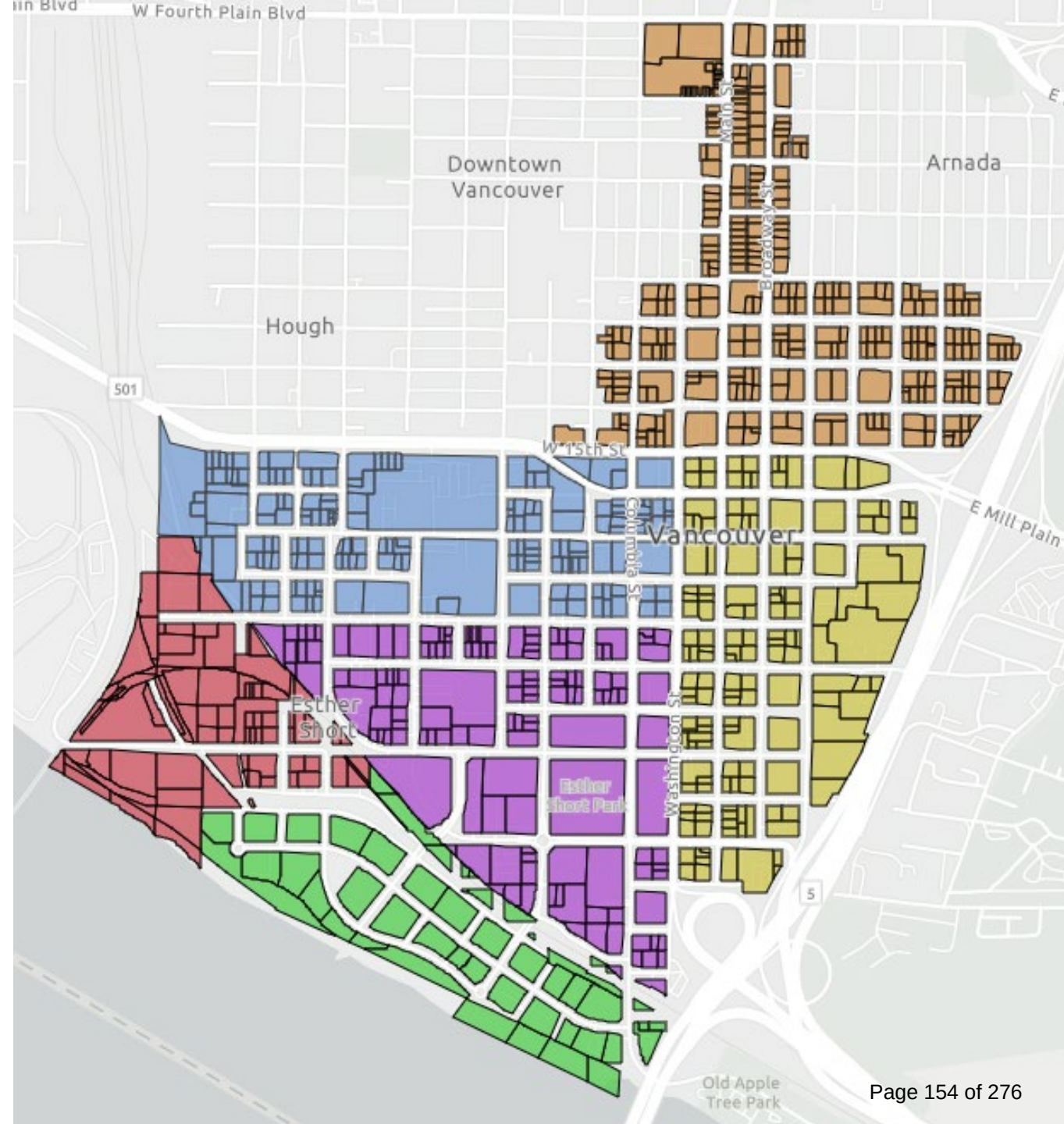


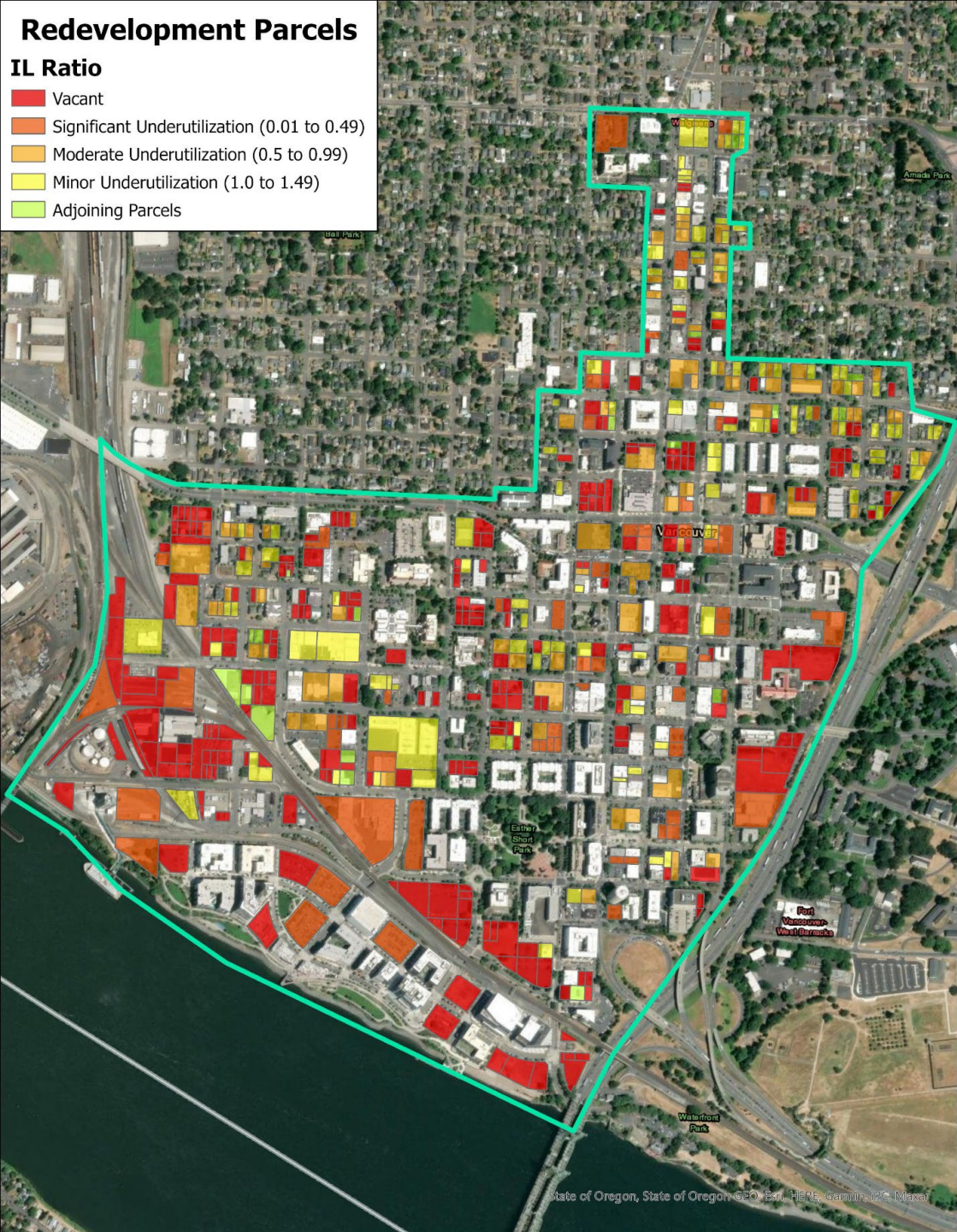
Opportunity Districts

-  Main Street
-  Uptown
-  County Center
-  Esther Short Park
-  West Industrial
-  Waterfront

Assessing Real Estate Market Conditions to inform redevelopment potential

- Production trends
- Rental Rates
- Absorption





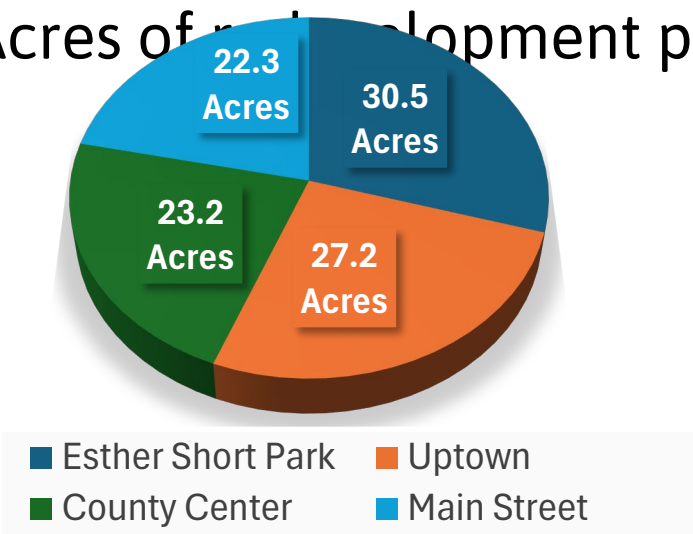
Mapping Potential Redevelopment Sites

Methodology

- Near- to medium-term potential (10-20 Years)
- Improvement/Land Values
- Exclude sites with permits, restrictions, etc.

Findings

- ~100 Acres of redevelopment potential



Capacity Testing on Redevelopment Sites

Residential Development			
Density	Eighth Block	Half Block	Full Block
Medium-Density	58 DU/Acre 3 Story w/ Surface Parking	130 DU/Acre 3-4 Story w/ Surface Parking	130 DU/Acre 3-4 Story w/ Surface Parking
High-Density	105 DU/Acre 3 Story w/ No Parking	305 Du/Acre 7 Story w/ Podium Parking	270 DU/Acre 7 Story w/ Podium Parking



12th & Main, High-Density Scenario Example



Terminal 1, Office Development Example

Non-Residential Development	
Development Type	FAR
Office	2.0
Industrial	0.5



Development Capacity in Redevelopment Areas

Redevelopment Opportunity Area	Residential Yield Capacity (Units)		Office Yield Capacity (SF)	Industrial Yield Capacity (SF)
	Medium Density	High Density		
Esther Short Park	1,800	4,930	530,000	70,000
Main Street	1,790	4,260	390,000	0
County Center	1,610	3,850	400,000	50,000
<u>Uptown</u>	<u>2,480</u>	<u>5,340</u>	<u>240,000</u>	<u>0</u>
Total	7,680	18,380	1,560,000	120,000

Findings

- Based on current market conditions and future development potential, land uses are as follows
 - Residential: 70-90%
 - Office: 10%-20%
 - Industrial: 0-10%
- Significant Residential Development Capacity in Downtown Vancouver
- Incentivizing High-Density Development is critical to meeting downtown housing goals
- 40% of development capacity is on sites larger than one acre



Strategic Sites

Methodology

- Select “catalytic” sites
- Represent best opportunities for near-term development
- Outline challenges and opportunities
- Analyze yield capacity and catalytic potential for surrounding area

Findings

- 20 Strategic Sites
- 32 total Acres
- Accommodate 3,800-6,500 housing units



(a) The Library Square Site is considered a strategic parcel but is not included in this analysis given that the city is currently analyzing the development potential as part of the IBR process.

Strategic Sites Example

Strategic Parcel #11

Daniels and Evergreen Blvd

Description

- 5 Parcels
- 0.96 Acres
- Address: 400 W Evergreen Blvd

Current Uses

- Vacant
- Temporary Homeless Pod Shelter Site

Opportunities

- Single-Owner
- No Permanent Structures
- Proximity to Esther Short Park

Challenges

- Displacing current use
- Need to improve connectivity to downtown amenities (i.e., park, retail nodes, etc.)

Yield Capacity

- Residential Unit Capacity:
 - Medium Density: 147 Units
 - High Density: 228 Units

Catalytic Potential

Development would capitalize on proximity to Esther Short Park. Opportunity to catalyze development of adjacent underutilized sites and transition between development surrounding Esther Short Park and additional development potential to the north of the park. Potential to pair with infrastructure upgrades needed to further catalyze development north of Esther Short Park.



Development Feasibility Challenges

- Rising construction costs outpacing rent growth
- Higher interest rates increasing financing costs and return thresholds
- Modest rent growth
- Limited availability of easily developable sites
- Uncertainty around Federal policy

What can the City do to unlock development in downtown?



Strategies and Recommendations

- Land Use Policies
- Process Improvements
- Financial Incentives
- Priority Public Projects
- Funding for Public Investments



Strategies and Recommendations:

Land Use Policies

- Density and Height Limits
- Parking Requirements
- Ground Floor Retail Requirements
- Building Design/Façade Requirements
- Other City Requirements (bike parking, green building, etc.)



Strategies and Recommendations:

Process Improvements

- Streamline Permitting
- Appoint Downtown Project Ombudsman/Internal Staff Liason
- Adopt Downtown Planned Action Ordinance
- Facilitate Shared Parking Agreements
- Coordinate Infrastructure Improvements with new development projects
- Coordinate with multi-owner sites to facilitate future development



Strategies and Recommendations:

Financial Incentives

- Expand Property Tax Exemptions
- Waive or Defer Fees
- Offer Construction Sales Tax Rebates/Deferrals
- Leverage City-Owned Land
- Coordinate with Other Public Landowners
- Purchase Strategic Parcels to Unlock Development
- Provide Gap Funding for Projects



Strategies and Recommendations:

Priority Public Projects

- Increase access to open space (especially in Uptown)



- Invest in bike/ped infrastructure (11th, Daniels, etc.)
- Invest in shared parking facilities

Strategies and Recommendations:

Funding for Public Investments

- Tax Increment Financing District
- Business Improvement Areas
- Local Improvement Districts



Recommended Near-Term Actions

- Leverage publicly-owned sites
- Acquire privately-owned sites for new development or to unlock multi-ownership sites
- Hire/Assign Downtown Project Ombudsman to support future downtown projects
- Adopt Planned Action Ordinance to unburden new development from SEPA review
- Analyze potential for TIF District
- Assess potential to use parking funds to build district-level parking garage to catalyze dense development



Thank You



MEMORANDUM

DATE: March 20, 2025

TO: City Center Redevelopment Authority Board Members

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, Director, Economic Prosperity and Health

The City is currently updating its Downtown Design Guidelines Manual to ensure alignment with current City policies and goals.

Background

This item was previously before the City Center Redevelopment Authority (CCRA) as a workshop item at the October 11, 2024 CCRA meeting. The CCRA requested the item return at future workshop to provide more detail on the following topics:

- Primary differences between 1995 and 2025 Design Guidelines
- More detail on material costs
- How do the Guidelines align with the Green Building Code
- Consideration for additional material types
- How the guidelines are consistent with Heritage Overlay requirements

Next Steps

The City is currently seeking input from various stakeholders on the draft of the Downtown Design Guidelines prior to returning to the Planning Commission later this year to review the proposed guidelines. Additional information can be found at the City of Vancouver's [Be Heard page](#) and in the previous staff memo provided as Attachment D.

Attachment(s):

- A. Vancouver Downtown Design Guidelines Manual (Draft)
- B. Design Guidelines Checklist

- C. 1995 to 2025 Comparison Document
- D. October 8, 2024 VDDG Staff Memo

VANCOUVER DOWNTOWN

DESIGN GUIDELINES



CITY OF
Vancouver
WASHINGTON

ACKNOWLEDGMENTS

City Council

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Sarah Fox

Bart Hansen

Kim Harless

Diana Perez

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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.

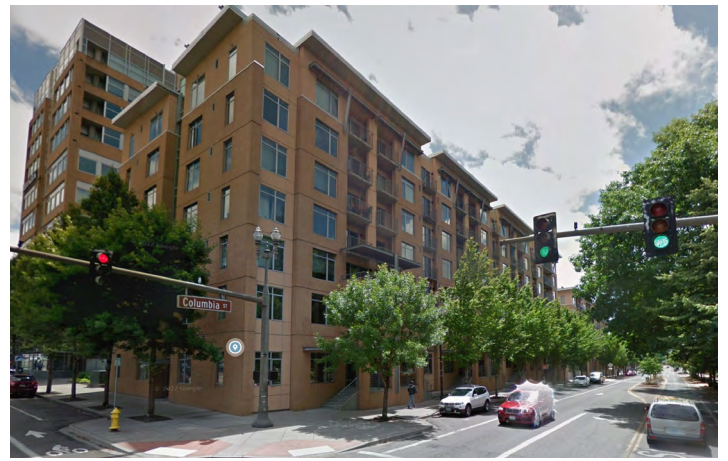


Figure 1—Downtown Design Guidelines Plan Area



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

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.

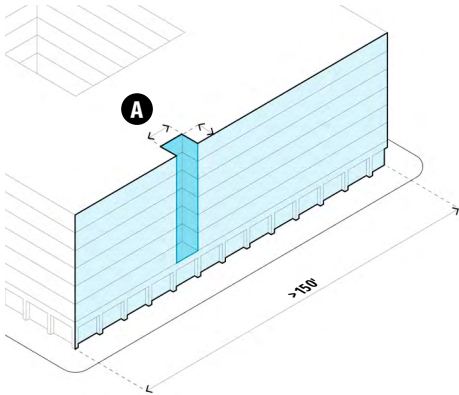


DON'T: Create flat facades with only balcony projections and no facade modulation that result in an overly flat facade appearance.

C. Modulation Size

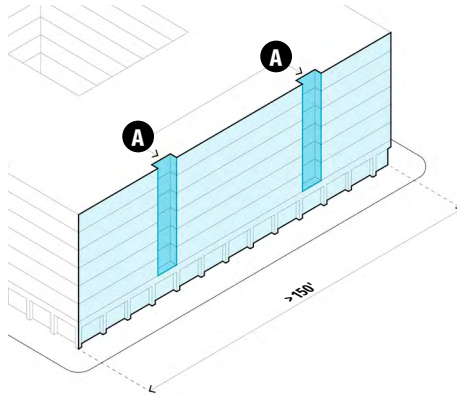
- Modulations in the façade plane should be sized depending on overall length of the façade and the number of modulations per façade:
 - If only one modulation is provided, the modulation should have a minimum width of approximately 8 to 12 feet and a minimum depth of approximately 8 to 10 feet. (Figure 2)
 - 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)
 - 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)
- 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



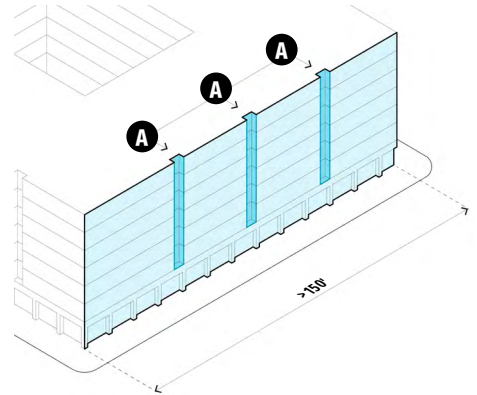
A The modulation should have a minimum width of 8 to 12 ft. and a minimum depth of 8 to 10 ft.

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.

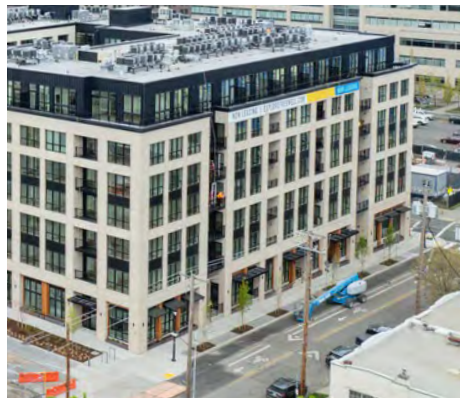
Figure 4—Three or more modulations



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.

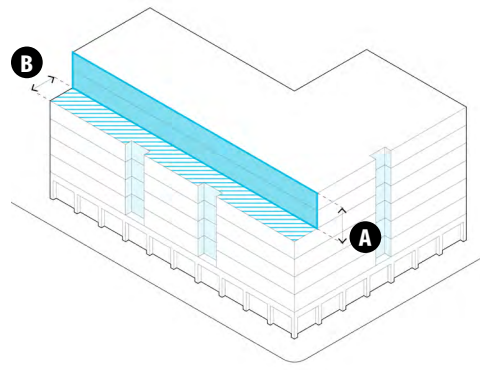


DON'T: Create buildings with long flat facades without any modulations.

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)

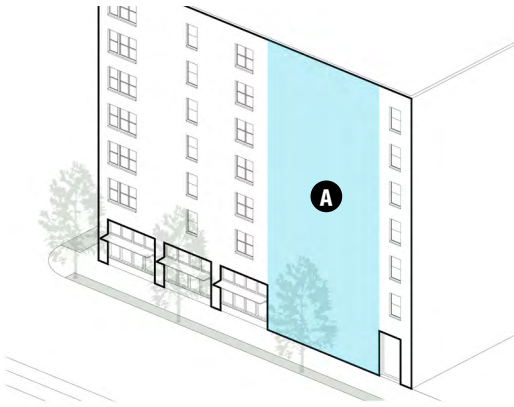
Figure 5—Top Stories Modulation Exemption



- 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.

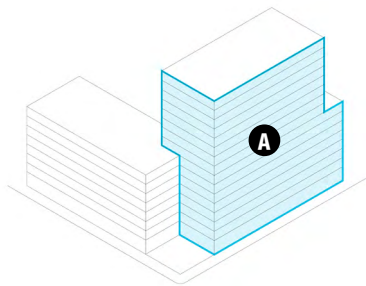
To integrate high-rise towers into the ground-level public realm.

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)

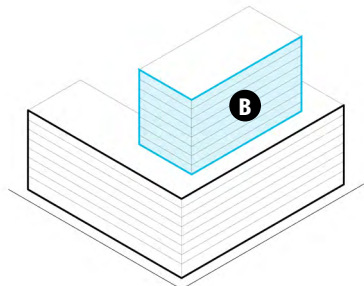
C. Corner mini park. High-rise buildings greater than 85 feet in height are encouraged to provide a corner mini-park or plaza. The mini-park or plaza should have a minimum dimension of 25 feet and a minimum area of 1,000 sf. The mini-park or plaza should be publicly accessible and may have a private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

Figure 6—Anchored tower buildings



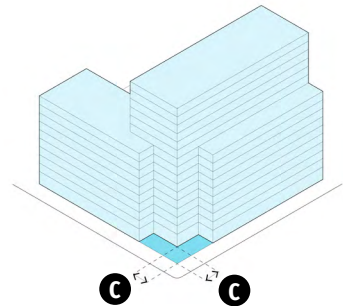
A DO anchor tower buildings to the ground plane.

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.

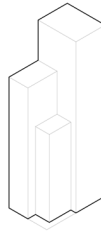
1.2.2. Skyline Massing and Design

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:

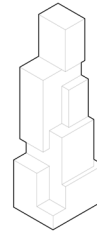
1. **Stepped Massing:** Reduce upper floor massing through one or more upper floor step backs.
2. **Tapered Massing:** Reduce the massing of upper floors through reducing the size of the floor plates as the building rises in height.
3. **Sculpted Massing:** Combine vertical and horizontal massing modulations 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.



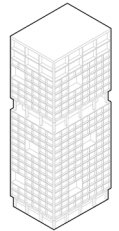
Stepped Massing



Tapered Massing



Sculpted Massing



Facade Articulation

1.3. Fenestration

1.3.1. Window Design

INTENT

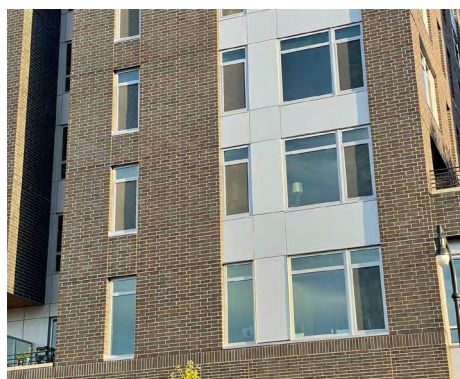
To avoid flat facades and provide human-scaled architecture elements that create visual interest and shadow lines.

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):

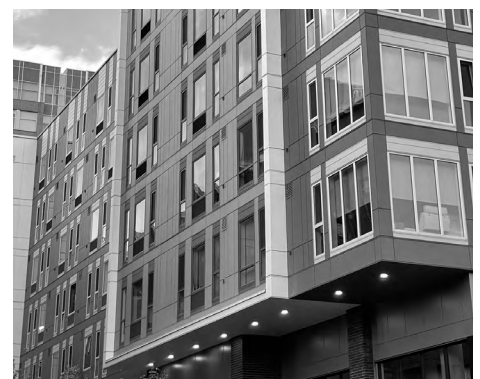
1. Window panes should be recessed 3 to 6 inches from façade plane.
2. Windows that are flat or “flush” with the façade are prohibited unless:
 - a. Applied to a portion of a building that is part of a façade recess/inset with a minimum 4 inches in depth. The portion of the building that is recessed 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.

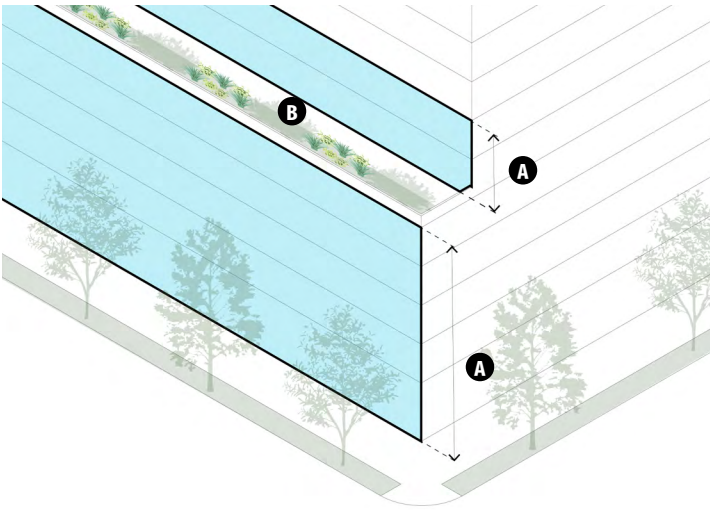
1.3.3. Bird Safe Design

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.

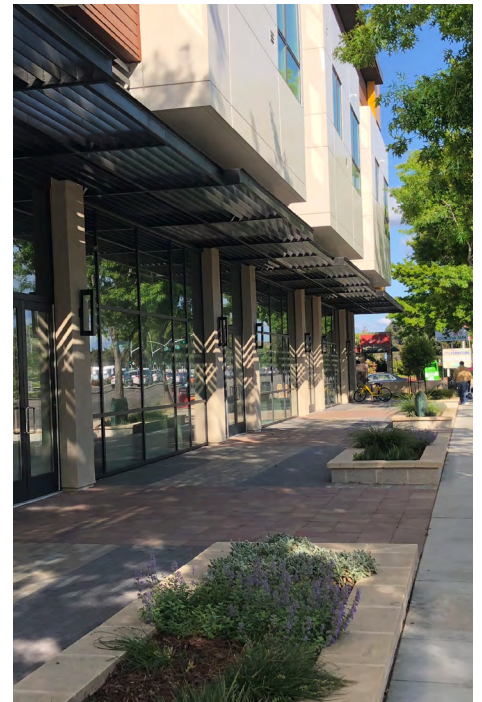
1. Retail-ready ground floors, where required, should have a minimum depth of 25 feet. Greater depth in high-retail areas is encouraged to serve the needs of a variety of retail tenants or provide more storefronts per linear frontage.
2. Retail-ready ground floors should be designed to include or be 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

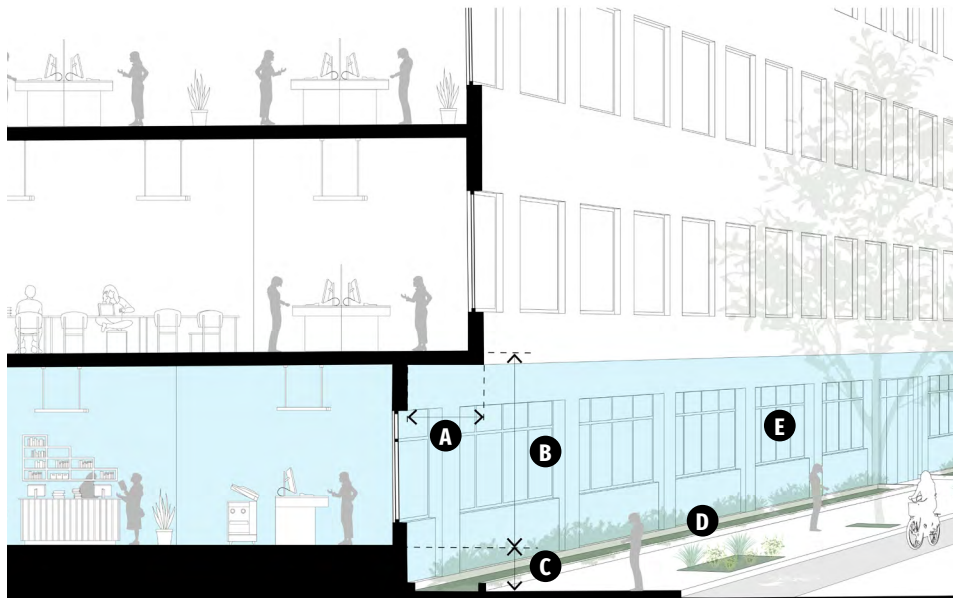
INTENT

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

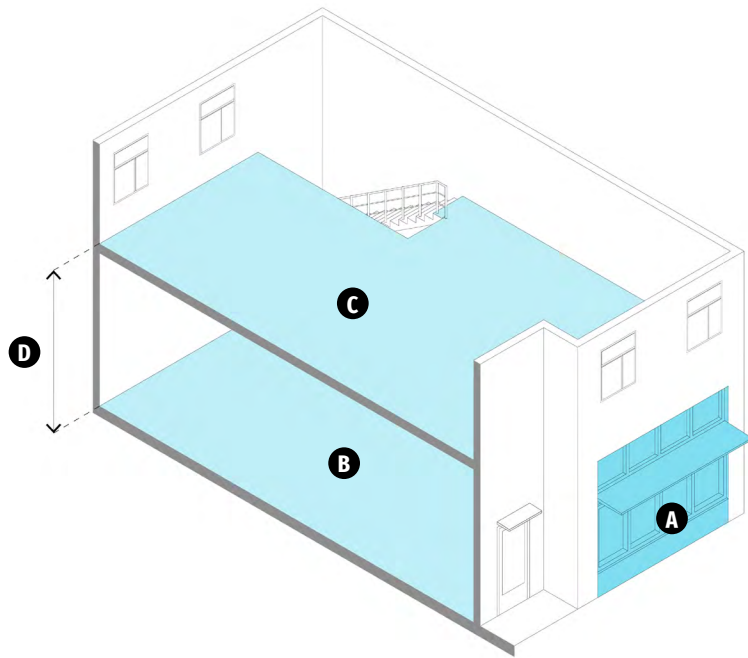
INTENT

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.

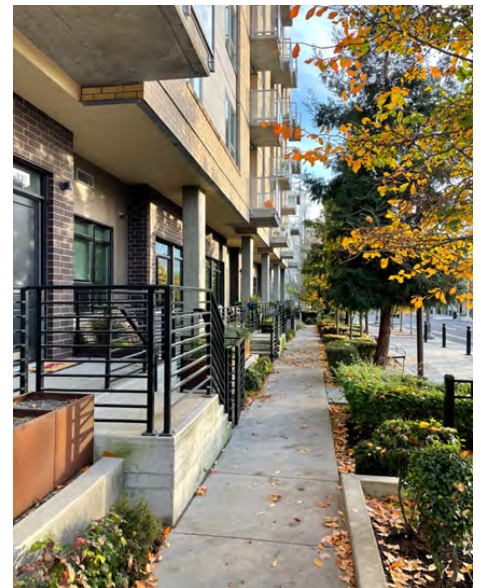
To create a more residential feel with increased setbacks for buildings north of 15th Street while allowing for more urban ground floors with limited setbacks south of 15th Street.

- 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.

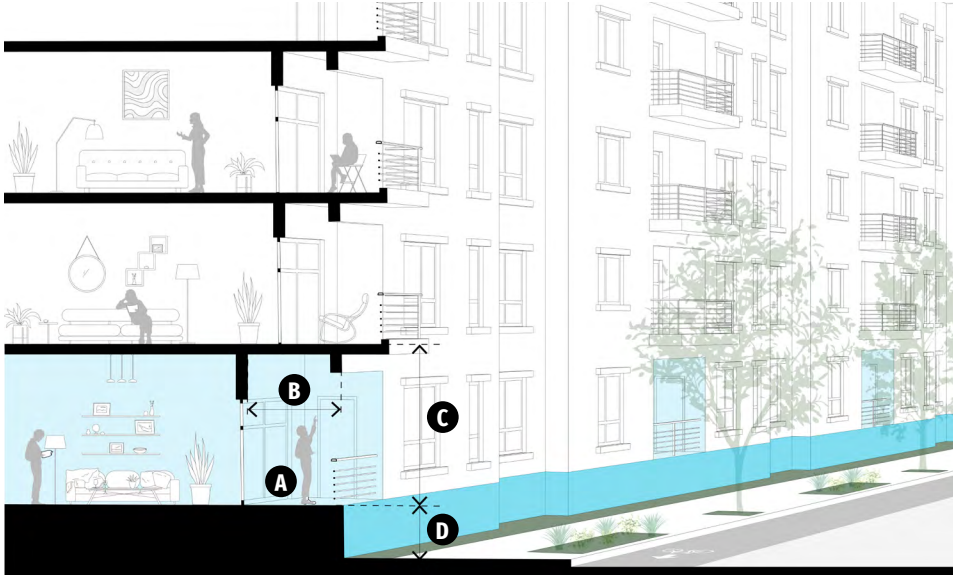


Example of a ground floor residential unit activating the public realm through stoops and patios in the setback area.

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)



- 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.

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.

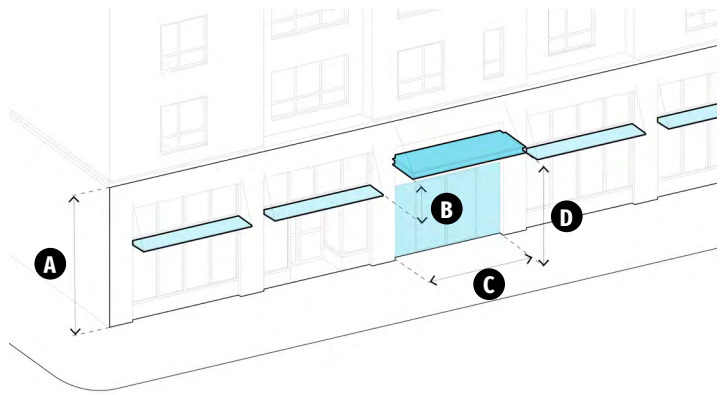
2.6.4. Ground Floor Residential and Office Entrances

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

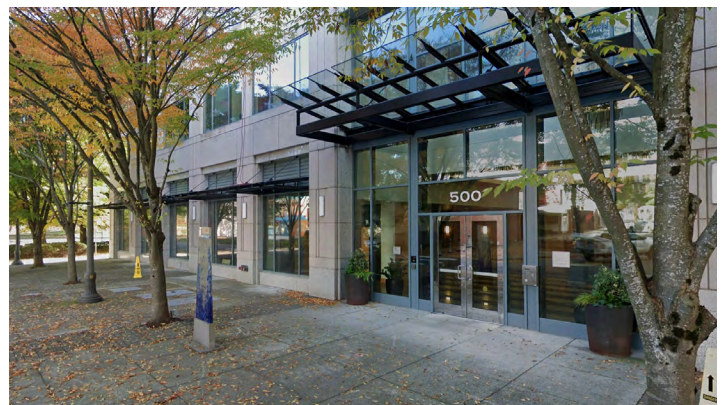
2.6.5. Materials

- 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

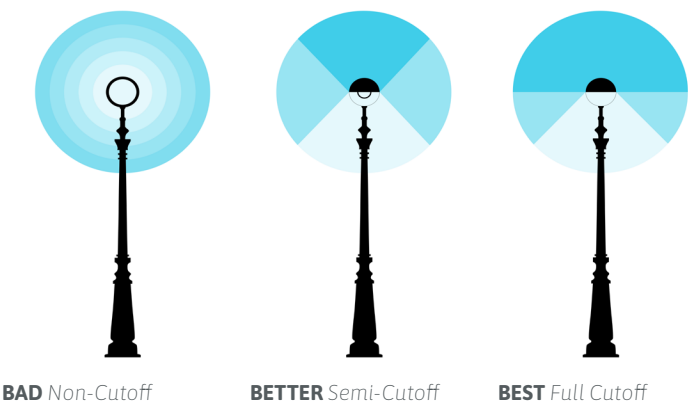
To limit the impact of lighting on the environment.

- 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.

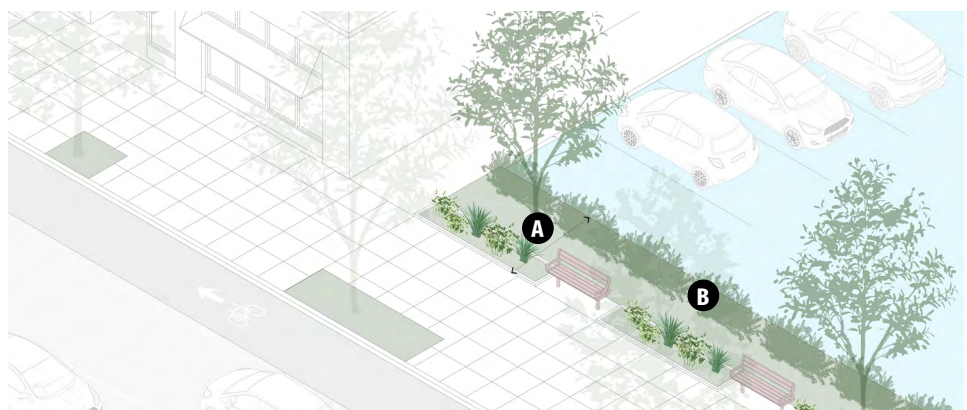
6.2. Surface Parking

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.

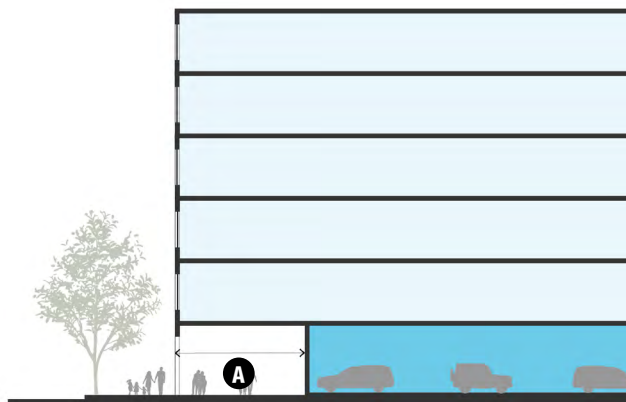
A. Partially sub-grade parking structures:

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:

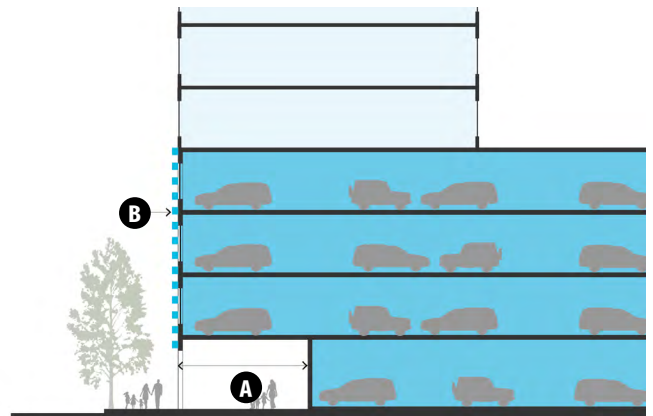
1. Parking areas should be setback a minimum of 25 feet from the building line to provide functional interior space and active frontages.
2. Structured parking facades should be designed with interest-creating features and active uses.
3. For high-rise structures greater than 120 feet in height, structured 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.



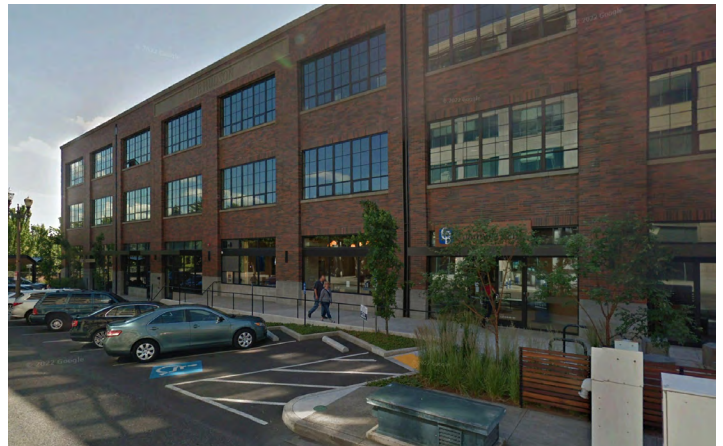
Example of a building that complements the historic rhythm and pattern of buildings within the Main Street Heritage District.



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.

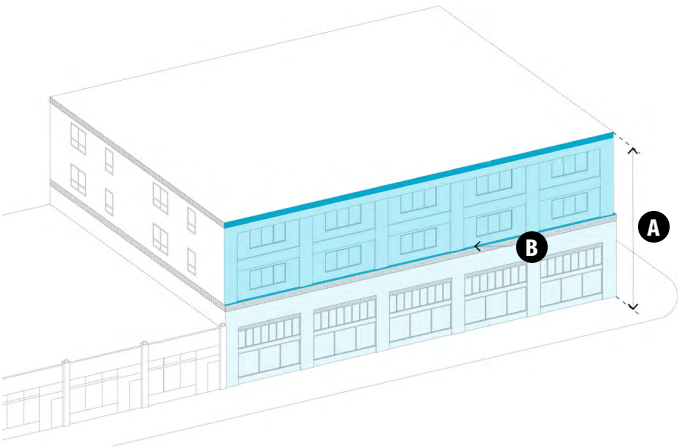
7.4. Main Street Building Massing and Facade Design

INTENT

- To maintain and emphasize the historic character and scale of buildings.
- To ensure new buildings do not overwhelm Main Street historic structures.

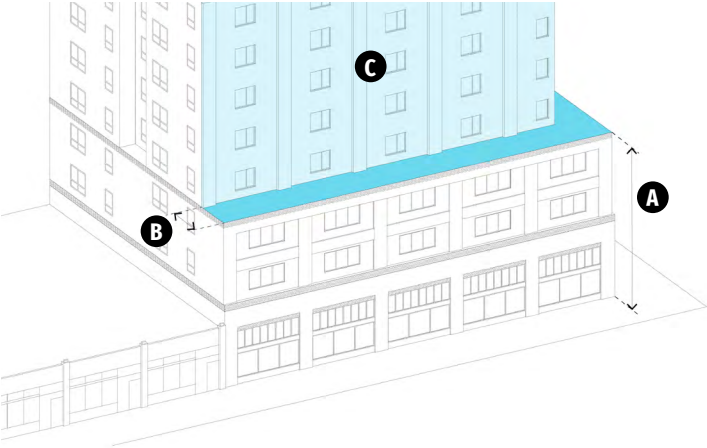
- A. Alterations and Additions.** Projects that maintain the original facades of existing buildings but do not exceed 35 feet in height should step back new facades a minimum of six inches from the face of the original façade. (Figure 20)
- B. Building Massing on Main Street.** Buildings facing or within 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 CHECKLIST

Meets Guidelines					
Yes	No	N/A	Design Guidelines	Applicant Notes	Staff Notes
1. BUILDING + DESIGN					
1.1. Massing & Articulation					
Y	N	N/A	1.1.1 Block Scale		
1.1.2 Façade design					
Y	N	N/A	1.1.2.A. Modulations	(EXAMPLE) Facade.Length.866.ft.(Sheet.Aj61)	
Y	N	N/A	1.1.2.B. Modulation Design	(EXAMPLE) Façade.design.includes.9. modulations.along.X.street.(Sheet. Aj61)	
Y	N	N/A	1.1.2.C. Modulation Size	(EXAMPLE) Façade.A.(Sheet.Aj61). 7j Includes.9.modulations 8j Modulation.size.of.X.ft.by.X.ft	
Y	N	N/A	1.1.2.D. Modulation Exemption		
Y	N	N/A	1.1.2.E. Blank Walls		
1.2. High-rise Massing					
Y	N	N/A	1.2.1. Meeting the Public Realm		
Y	N	N/A	1.2.2. Skyline Massing and Design		

VANCOUVER DOWNTOWN DESIGN GUIDELINES CHECKLIST

Meets Guidelines					
Yes	No	N/A	Design Guidelines	Applicant Notes	Staff Notes
1.3. Fenestration					
Y	N	N/A	1.3.1. Window Design		
Y	N	N/A	1.3.2. Glass Curtain Walls		
Y	N	N/A	1.3.3. Bird Safe Design		
1.4. Roofscapes + Green Roofs					
Y	N	N/A	1.4.1. Roofscapes		
Y	N	N/A	1.4.2. Green Roofs		
1.5. Materials					
Y	N	N/A	1.5 . A-D Material Quality		
2. ACTIVE GROUND FLOOR DESIGN					
2.1. Building Entrances					
Y	N	N/A	2.1.A Primary Building Entrance		
Y	N	N/A	2.1.B Entry/Lobby Design		
2.2. Retail/Commercial Ground Floors					
Y	N	N/A	2.2.A Retail-Ready Ground Floor		
Y	N	N/A	2.2.B Minimum floor to floor height		
Y	N	N/A	2.2.C Store-front façade		
2.3. Office/Professional Services					
Y	N	N/A	2.3.A Floor to floor height		

VANCOUVER DOWNTOWN DESIGN GUIDELINES CHECKLIST

Meets Guidelines					
Yes	No	N/A	Design Guidelines	Applicant Notes	Staff Notes
Y	N	N/A	2.3.B Non-communal spaces		
Y	N	N/A	2.3.C Setback		
Y	N	N/A	2.3.D Landscaping		
Y	N	N/A	2.3.E Fenestration		
2.4. Live/Work					
Y	N	N/A	2.4.A Floor to floor height		
Y	N	N/A	2.4.B Fenestration		
2.5. Residential					
2.5.1. Residential Units					
Y	N	N/A	2.5.1.A. Minimum raised ground floor height		
Y	N	N/A	2.5.1.B. Minimum floor to floor height		
Y	N	N/A	2.5.1.C. Stoop entries		
2.5.1.D. North of 15 th Street					
Y	N	N/A	2.5.1.D.1. Minimum Setback		
Y	N	N/A	2.5.1.D.2. Ground floor entrance setback		
2.5.1.E. South of 15 th Street					
Y	N	N/A	2.5.1.E.1. Ground floor unit raised height (with setback)		

VANCOUVER DOWNTOWN DESIGN GUIDELINES CHECKLIST

Meets Guidelines					
Yes	No	N/A	Design Guidelines	Applicant Notes	Staff Notes
Y	N	N/A	2.5.1.E.2. Ground floor unit raised height (without setback)		
Y	N	N/A	2.5.1.E.3. Balcony spaces		
Y	N	N/A	2.5.2. Residential Accessory Spaces		
2.6. Rain/Weather Protection					
Y	N	N/A	2.6.1. Location		
Y	N	N/A	2.6.2. Primary Building Entrance		
Y	N	N/A	2.6.3. Retail Frontages		
Y	N	N/A	2.6.4. Ground Floor Residential and Office Entrances		
Y	N	N/A	2.6.5. Materials		
3. LIGHTING					
3.1. Building + Site Lighting					
Y	N	N/A	3.1.A Pedestrian-Oriented Lighting		
Y	N	N/A	3.1.B Architectural Compatibility		
Y	N	N/A	3.1.C Attachment		
Y	N	N/A	3.1.D Rooftop		

VANCOUVER DOWNTOWN DESIGN GUIDELINES CHECKLIST

Meets Guidelines					
Yes	No	N/A	Design Guidelines	Applicant Notes	Staff Notes
3.2. Dark Sky					
Y	N	N/A	3.2.A Light Trespass		
Y	N	N/A	3.2.B Lighting Intensity		
Y	N	N/A	3.2.C Time		
Y	N	N/A	3.2.D Color/Temperature		
Y	N	N/A	3.3. Skyline and Beacon Lighting		
4. SIGNAGE					
Y	N	N/A	4.1. General Signage		
Y	N	N/A	4.2. Retail Signage		
5. MECHANICAL EQUIPMENT, UTILITIES, AND SERVICE AREAS					
Y	N	N/A	5.1. Ground Floor Facades		
Y	N	N/A	5.2. Wall vents and Façade Mounted Equipment		
Y	N	N/A	5.3. Mechanical Equipment Screening		
6. VEHICLE ACCESS AND PARKING DESIGN					
Y	N	N/A	6.1. Vehicle Access		

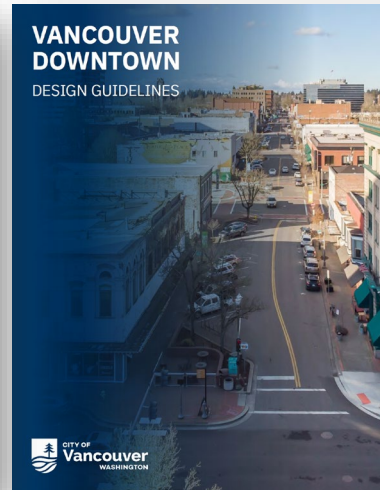
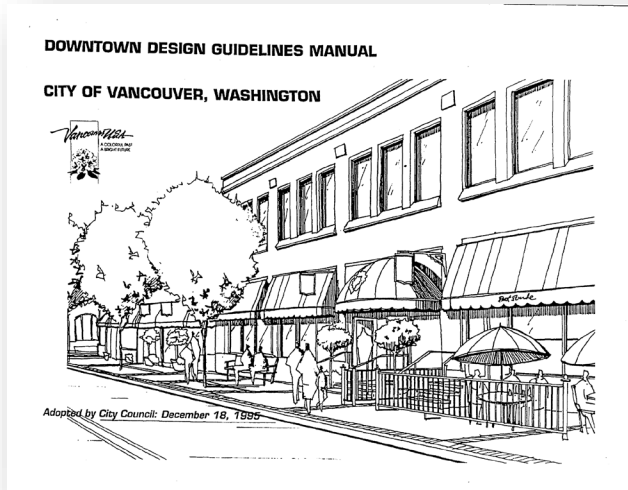
VANCOUVER DOWNTOWN DESIGN GUIDELINES CHECKLIST

Meets Guidelines					
Yes	No	N/A	Design Guidelines	Applicant Notes	Staff Notes
6.2. Surface Parking					
Y	N	N/A	6.2.A Landscape Screening		
Y	N	N/A	6.2.B Minimum Setback		
6.3. Structured Parking					
Y	N	N/A	6.3.A Partially sub-grade parking structures		
Y	N	N/A	6.3.A.1. Parking Structure Fenestration		
Y	N	N/A	6.3.A.2. Structured parking height above sidewalk grade		
Y	N	N/A	6.3.A.3. Stoop Entries		
Y	N	N/A	6.3.B Above-grade parking structures		
Y	N	N/A	6.3.B.1. Minimum Setback		
Y	N	N/A	6.3.B.2. Interest-creating features and active uses		
Y	N	N/A	6.3.B.3. High-rise structured parking		
Y	N	N/A	6.3.B.4. Structured parking façade		
7. "MAIN STREET" HERITAGE OVERLAY DISTRICT #2					
Y	N	N/A	7.1. Historic Rhythm and Pattern		

VANCOUVER DOWNTOWN DESIGN GUIDELINES CHECKLIST

Meets Guidelines					
Yes	No	N/A	Design Guidelines	Applicant Notes	Staff Notes
Y	N	N/A	7.2. Identifiable Base/Middle/Top		
Y	N	N/A	7.2.A Building Facades		
Y	N	N/A	7.2.A.1. Building Base		
Y	N	N/A	7.2.A.2. Building Top		
Y	N	N/A	7.2.B Building Alignment		
Y	N	N/A	7.3. Materials		
Y	N	N/A	7.4. Main Street Building Massing and Façade Design		
Y	N	N/A	7.4.A Alterations and Additions		
Y	N	N/A	7.4.B Building Massing on Main Street		

1995 to 2025 Comparison



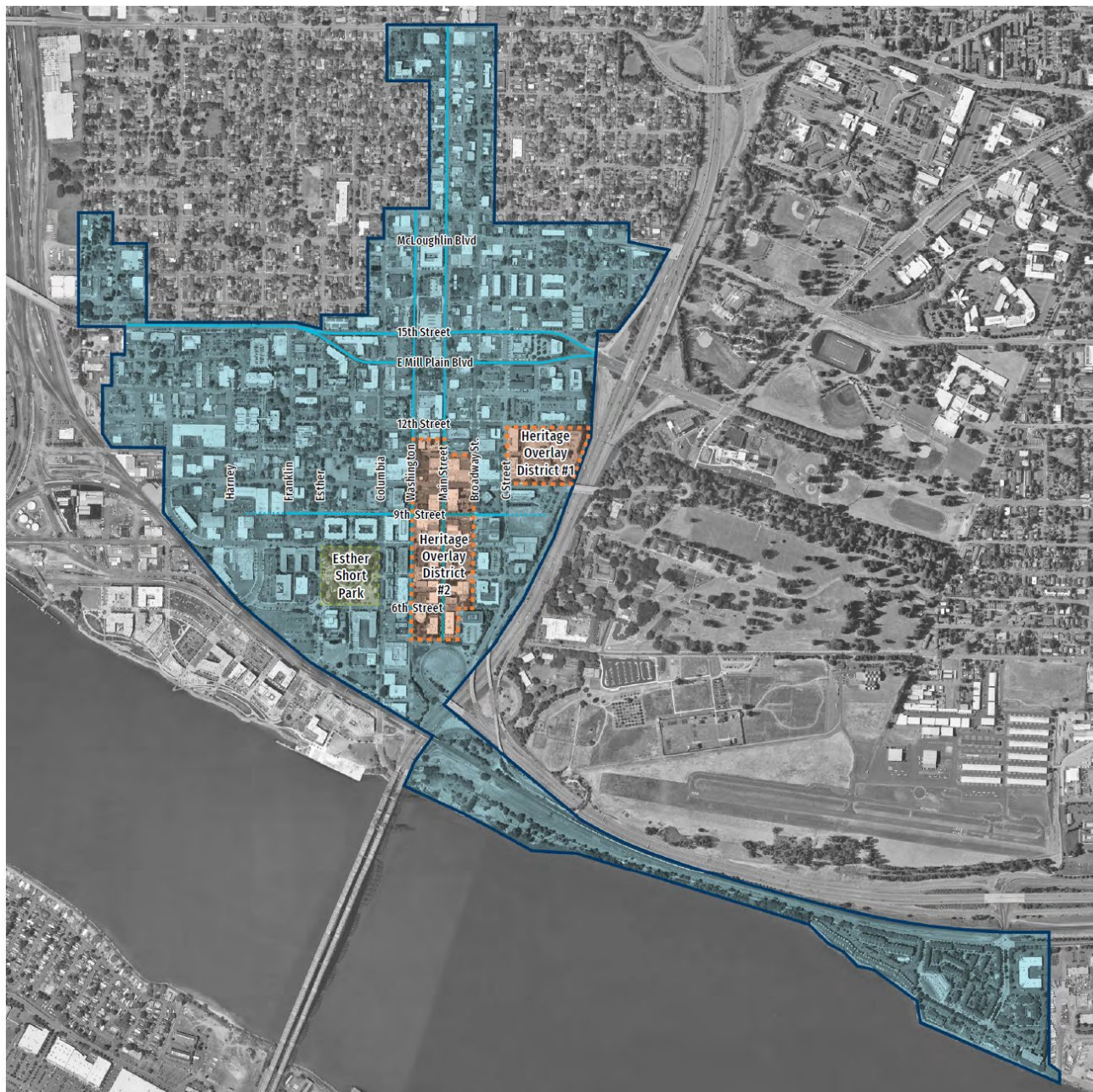
Comparison Document

- High-level comparison of approach of each document
- Outlines areas not applicable to current design review
(Waterfront Area, R-9 District, Public ROW)
- Reprints 1995 VDDG and shows updated approach in 2025 Update and Zoning Code changes since adoption



2025 VDDG Goals:

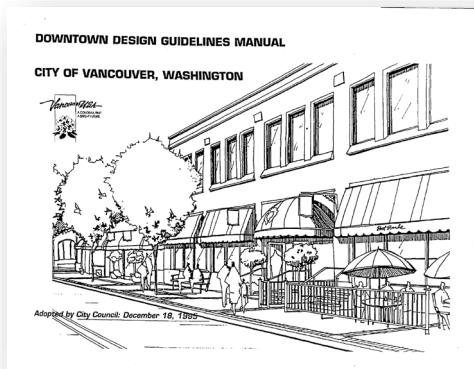
- Provide a set of guidelines that are easy to understand and administer;
- Ensure the compatibility of new development with the existing historic character of the downtown;
- Maintain quality design and materials;
- Ensure ground floors include interest-creating features that contribute to an active 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



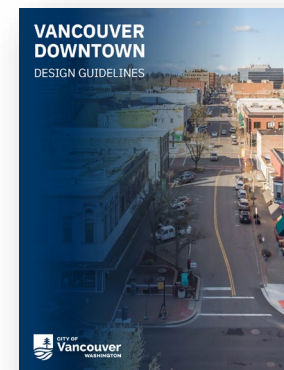
1995 vs 2025 Downtown Design Guidelines



CITY OF VANCOUVER DOWNTOWN DESIGN GUIDELINES MANUAL

TABLE OF CONTENTS

Introduction	2
Outline of Project Review Process	4
Design Guidelines for Downtown Commercial Areas	6
Site Design	6
Building Form and Appearance	8
Weather Protection	10
Pedestrian Amenities	12
Landscaping	14
Parking	16
Signs	16
Design Guidelines for Special Areas of Concern	22
Lower Main Street (Old Town) Conservation Area	24
Conservation Areas and Historic Buildings	28
Columbia River Waterfront Area	28
Design Guidelines for Downtown Residential Areas	30
Site Design	30
Building Form and Appearance	32
Parking	36
Landscaping	36



Part I: Introduction

Purpose

Background

Design Review Process

Part II: Design Guidelines

Building + Design

Active Ground Floor Design

Lighting

Signage

Mechanical Equipment, Utilities, and Service Areas

Vehicle Access and Parking Design

"Main Street" Heritage Overlay District #2

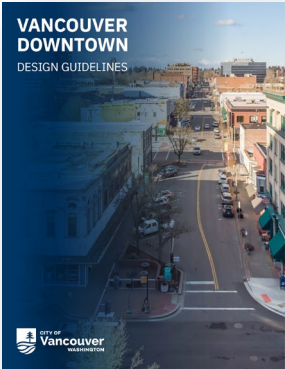
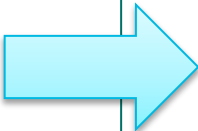
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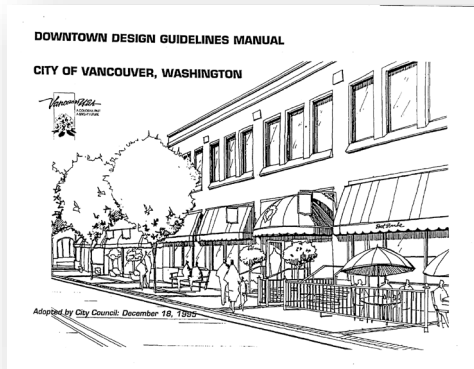
Vehicle Access and Parking Design

"Main Street" Heritage Overlay District #2



1995 vs 2025 Downtown Design Guidelines

1995 VDDG

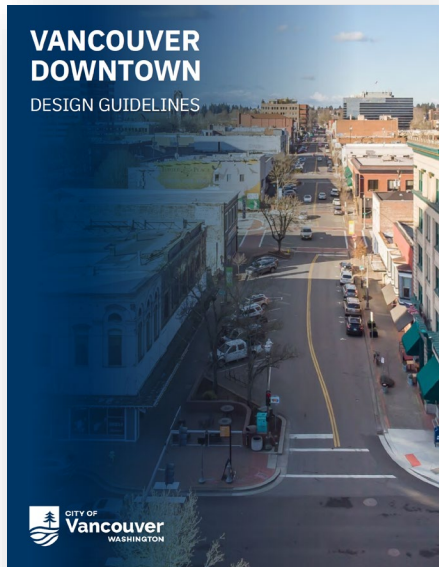


- Difficult to administer and evaluate building design applications
- Not organized by design topics
- Guidelines do not focus on current mid-rise and high-rise building types
- Included guidance on buildings and street design (street design guidance no longer needed)
- Included guidance on R-9 district which is not subject to design review



1995 vs 2025 Downtown Design Guidelines

2025 VDDG



- Improve Administration
- Include Checklist
- More Detailed and Verifiable Design Guidelines
- Include more guidelines for common higher density buildings

What's New:

- Building Modulation
- Ground Floor Design
- High-rise Massing
- Structured Parking
- Window Detailing
- Bird-Safe Design
- Green Roofs
- Building Lighting



Site Design

1995 VDDG

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

SITE DESIGN

- Ground floor spaces adjacent to public areas, including sidewalks, should be devoted to "active uses" such as retail or service-oriented space, unless found to be infeasible due to site conditions. Inactive uses such as storage or offices requiring privacy should not be located at the ground floor.
- Where a site has frontage on two intersecting streets, the building and/or a plaza should be located at the corner of the site where the streets intersect. (Figure 2)
- Drive-in facilities are discouraged in the downtown area. (Figure 2)
- Whenever functionally feasible, buildings should abut the sidewalk with parking areas behind the building.
- Where buildings do not immediately abut the sidewalk, exterior semi-public "gathering spaces" created by design and placement of planters, low walls, steps, etc. are encouraged. In the design of new or renovated building frontages, temporary encroachment into sidewalk areas for cafes and retail sales is encouraged. (Figure 3) This encroachment should not impede pedestrian movement. Note: Encroachment into the public right-of-way may require a street use permit from the Department of Public Works. Contact Public Works at 696-8290 for more information.

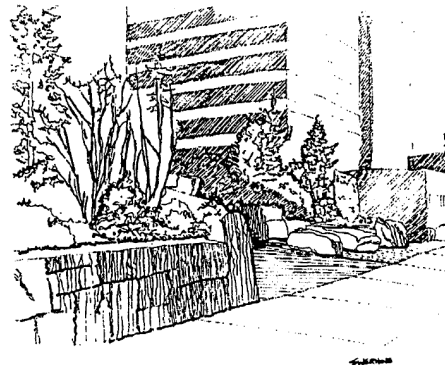


Figure 3:
Semi-public plazas are encouraged

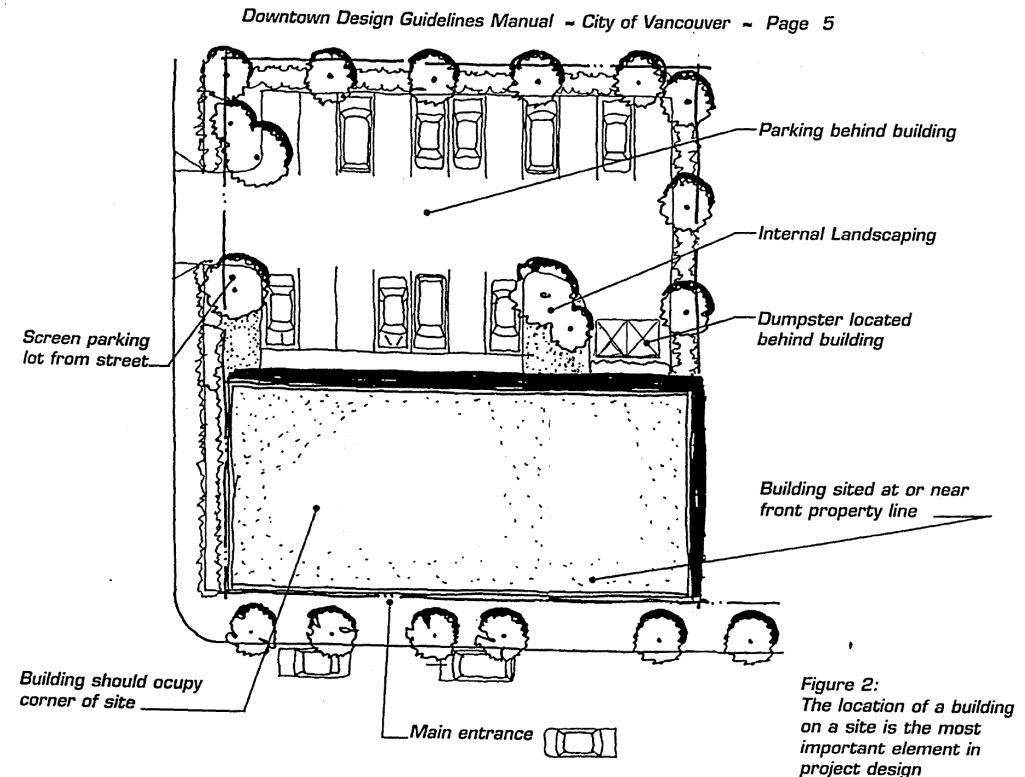


Figure 2:
The location of a building
on a site is the most
important element in
project design



Site Design

1995 VDDG

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

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- Ground floor spaces adjacent to public areas, including sidewalks, should be devoted to "active uses" such as retail or service-oriented space, unless found to be infeasible due to site conditions. Inactive uses such as storage or offices requiring privacy should not be located at the ground floor.
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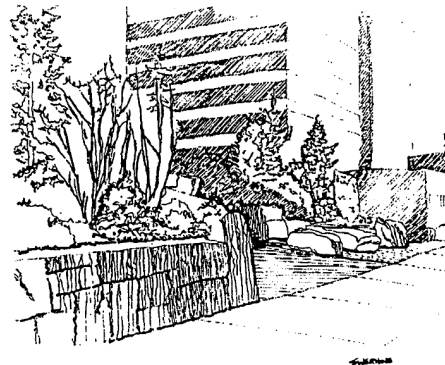


Figure 3:
Semi-public plazas are encouraged

Comprehensive Approach
to Site Design and Active
Ground Floors

VDDG Update

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

Figure 10—Retail/Commercial Ground Floors

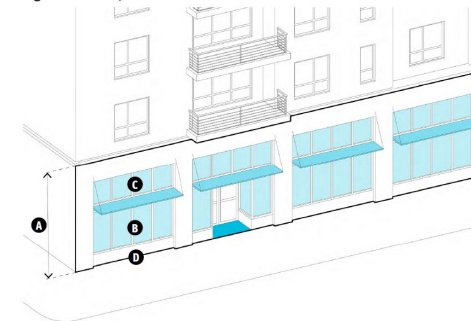


Figure 11—Office/Professional Services Ground Floor

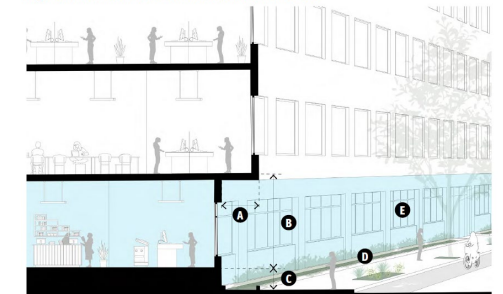


Figure 13—Residential Ground Floor (North of 15th Street)

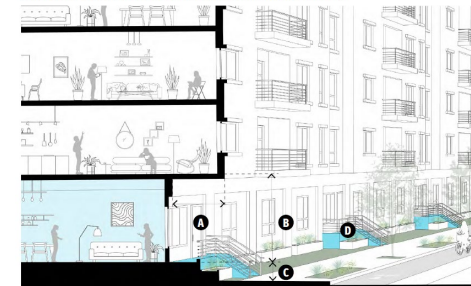
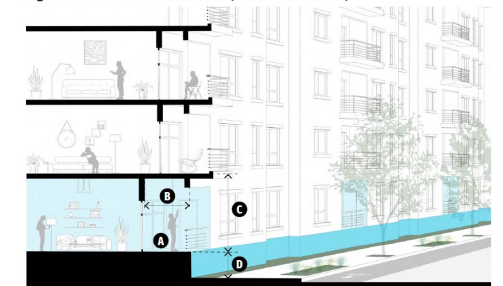


Figure 14—Residential Ground Floor (South of 15th Street)



Site Design

1995 VDDG

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

SITE DESIGN

- Ground floor spaces adjacent to public areas, including sidewalks, should be devoted to “active uses” such as retail or service-oriented space, unless found to be infeasible due to site conditions. Inactive uses such as storage or offices requiring privacy should not be located at the ground floor.
- Where a site has frontage on two intersecting streets, the building and/or a plaza should be located at the corner of the site where the streets intersect. (Figure 2)
- Drive-in facilities are discouraged in the downtown area. (Figure 2)
- Whenever functionally feasible, buildings should abut the sidewalk with parking areas behind the building.
- Where buildings do not immediately abut the sidewalk, exterior semi-public “gathering spaces” created by design and placement of planters, low walls, steps, etc. are encouraged. In the design of new or renovated building frontages, temporary encroachment into sidewalk areas for cafes and retail sales is encouraged. (Figure 3) This encroachment should not impede pedestrian movement. Note: Encroachment into the public right-of-way may require a street use permit from the Department of Public Works. Contact Public Works at 696-8290 for more information.

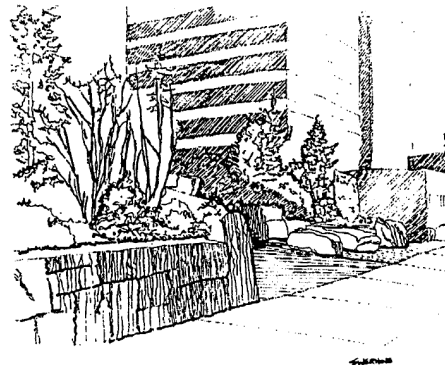


Figure 3:
Semi-public plazas are encouraged

Comprehensive Parking Standards

VDDG Update

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.



Building Form

1995 VDDG

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

BUILDING FORM AND APPEARANCE

- Large buildings should be architecturally treated to be visually compatible with adjacent small scale residential development.
- Vertical continuity of facades should be maintained for at least the first two floors along Main Street and other major pedestrian areas to reinforce a sense of enclosure of the street.
- Accessory buildings located on the same lot should be architecturally consistent with the major building.
- Rooflines should be consistent with the building's use and surroundings. Interesting details (such as the use of cornices) are encouraged.
- Maintain the building line by screening parking lots which abut the street. Hedges, fences, raised planters, and low walls combined with plantings are possible solutions. In some cases, the facade of the building may be retained with parking located behind it. (Figures 2,9)
- Bay windows and/or balconies projecting beyond the building facade into the street right-of-way are encouraged above the first story. Note: Approval from the City Department of Public Works may be required for such encroachment.
- Blank walls in excess of 15 lineal feet along sidewalks or other pedestrian areas are not permitted. All new construction having walls in excess of 15 lineal feet should have a substantial part of such wall surfaces provided with window areas open to interior views or displays. Where windows are not feasible, more than one type of surface material, texture, or color (including murals) should be used to visually break up long walls. Measures to enhance the appearance of existing blank walls in excess of 15 lineal feet, such as landscaping or murals, are encouraged. (Figure 4)



Figure 4: Design elements can add interest to a buildings appearance.



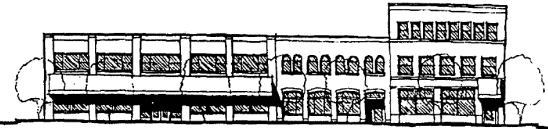
Building Form

1995 VDDG

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

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VDDG Update

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).

B. Modulation Design

1. Facade 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.



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.

3. The facade modulation, at a minimum, should extend from the second floor through the roof plane.



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.

4. If more than one modulation is provided, balconies may occur within the facade modulation. To ensure the facade modulation is visible, balconies should be projected or recessed from the primary facade plane, approximately 8 inches or more.



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.



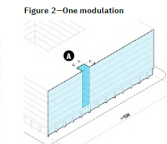
DON'T: Create buildings with long flat facades. Design buildings to have modulations that reflect a residential rhythm and pattern.



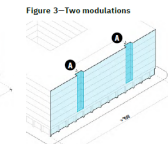
DON'T: Create flat facades with only balcony projections and no facade modulation that result in an overly flat facade appearance.

C. Modulation Size

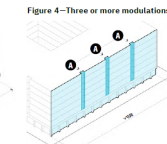
1. Modulations in the facade plane should be sized depending on overall length of the facade and the number of modulations per facade.
 - a. If only one modulation is provided, the modulation should have a minimum width of approximately 8 to 12 feet and a minimum depth of approximately 8 to 10 feet. (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 facade modulation may be of less depth if combined with a change/contrast in material/ color and/or a variation in the fenestration pattern.



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



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

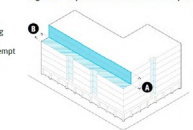


3 The modulations should have a minimum width of 6 ft. and a minimum depth of 3 ft.

D. Modulation Exemption.

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

Figure 5—Top Stories Modulation Exemption

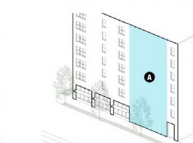


1 Top 1 or 2 stories are exempt from the modulation guidelines if minimum step back provided.

2 Minimum step back of 6 feet required for exemption from modulation guidelines.

E. Blank Walls.

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



1 Example of large blank wall area between fenestration elements.



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



Weather Protection

1995 VDDG

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

WEATHER PROTECTION

Awnings are significant elements in the facades of commercial buildings in the downtown. When suitably designed and maintained, awnings convey that merchant's care for their buildings, their customers, and their business district.

While their appearance is important, awnings and canopies also serve several practical functions. They protect people from the elements, they protect storefront windows from moisture, and they prevent excessive glare and heat build-up inside buildings. By blocking the mid-day sun, awnings and canopies protect merchandise in display windows from fading and heat damage.

Rain protection features are **mandatory** on new and renovated buildings within the Downtown Rain Protection Combining District, which generally extends along both sides of Main Street (including several side streets) from 5th Street to 15th Street. Specific dimensional requirements of such features are required within this district, therefore applicants are advised to review these standards (see Appendix A).

Guidelines:

- Rain protection is encouraged at the ground level of all new and rehabilitated commercial buildings located adjacent to primary pedestrian routes. In predominantly retail-oriented areas, rain protection is strongly recommended. (Figures 4, 5)
- All weather protection features, whether in the Rain Protection District or not, shall have a minimum depth of 5 feet from building wall, and shall be located over the pedestrian path of travel. (Figures 6)
- All weather protection features shall have a minimum height above sidewalk of 8 feet. (Figures 6)
- The architectural character of the building should determine the design, scale and color of the awning.

Figure 6: Minimum awning distance

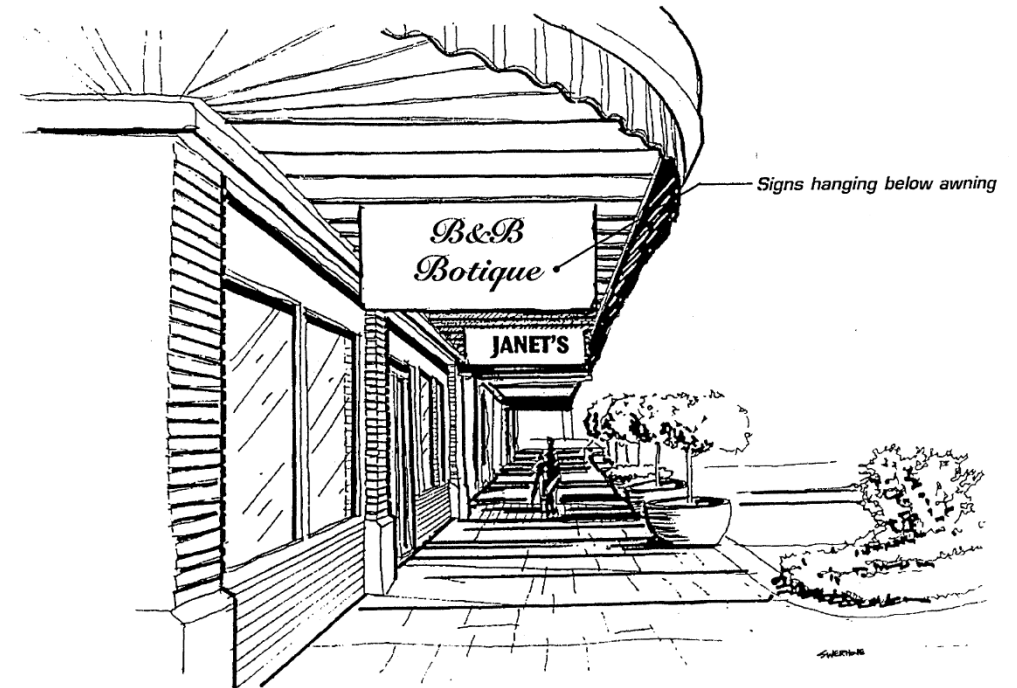
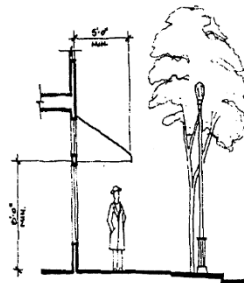


Figure 5: Awnings protect pedestrians from the elements and enhance the building appearance.



Weather Protection

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DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

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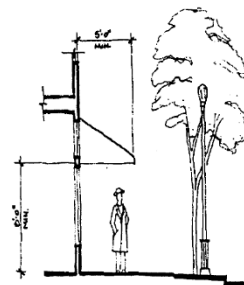
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- The architectural character of the building should determine the design, scale and color of the awning.

Figure 6: Minimum awning distance



Extensive Weather Protection Requirements are in the Zoning Code

Zoning Code



Weather Protection

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DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

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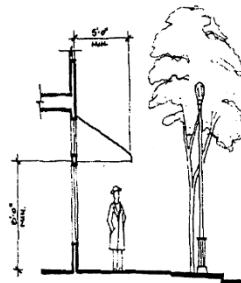
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- > The architectural character of the building should determine the design, scale and color of the awning.

Figure 6: Minimum awning distance



VDDG Update

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.

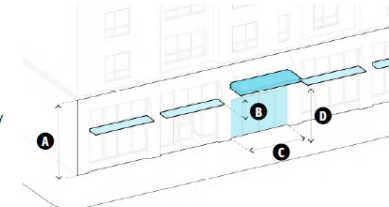
2.6.4. Ground Floor Residential and Office Entrances

- 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.



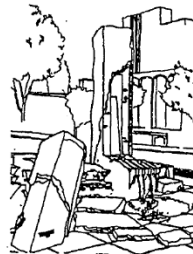
Pedestrian Amenities

1995 VDDG

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

PEDESTRIAN AMENITIES

- Pedestrian amenities such as benches, trash receptacles, etc. should be provided in areas open to the public, where sidewalk width can accommodate them. Design and location of such amenities shall be coordinated with the Public Works Department as well as the Project Review Committee. *(Figure 7)*
- Site services such as trash dumpsters, utility boxes, etc. should be located on the least visible side of the building and screened with hedges, fences, planter boxes or a combination of trees and shrubs.
- Add interest and variety to the walking surface by use of a material such as pavers, brick and/or stone, set in geometric or free form patterns. Materials selected should be compatible with other design elements. *(Figure 7)*
- Design light standards to be compatible with the architectural scale and character of the building.
- Use lighting to accent key architectural elements or to emphasize landscape features. *(Figure 7)*
- Add lighting to paths and sidewalks. Pedestrian-oriented lights, both on the street and on buildings, are encouraged to enhance pedestrian safety. *(Figure 7)*
- Water features such as fountains are a positive element of outdoor spaces accessible to the public and should be provided in such areas where determined to be appropriate. *(Figure 7)*
- Gateways, passageways, plazas, parks, waiting places, transit stops, and other unique sites offer numerous opportunities to integrate art-work into the downtown. Works of art are strongly encouraged to be provided in outdoor spaces accessible to the public.



Downtown Design Guidelines Manual - City of Vancouver - Page 11

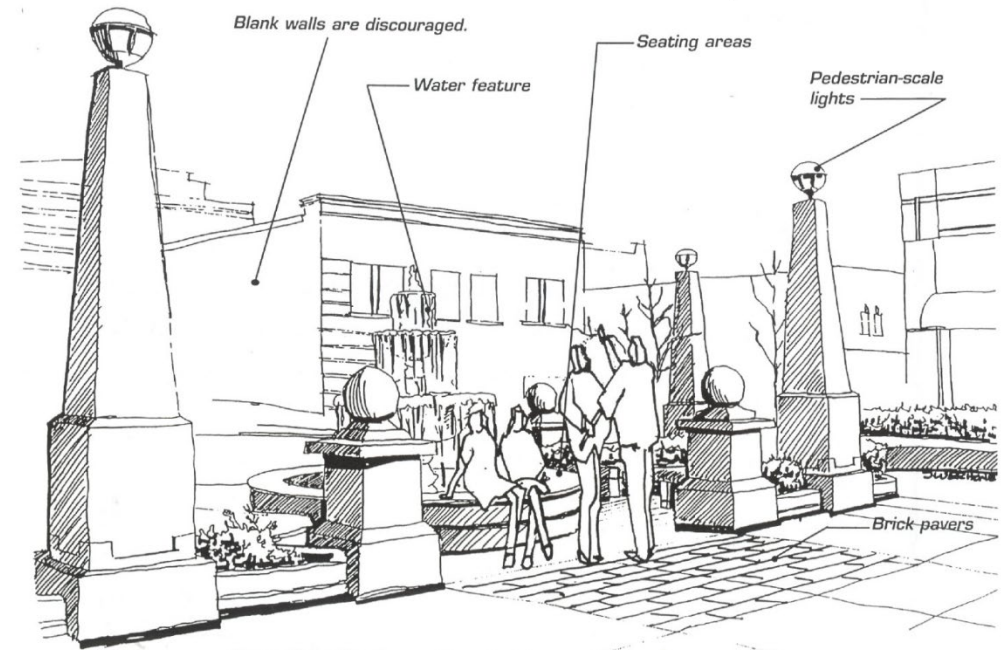


Figure 7: Public plazas with pedestrian amenities are encouraged.



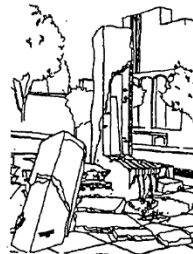
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Existing guidelines apply to public realm and street design, not building design

- Not Applicable to Development Review



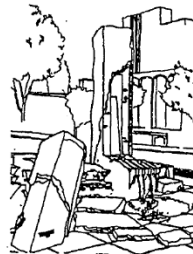
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VDDG Update

3. LIGHTING

[3.1. Building + Site Lighting](#)

[3.2. Dark Sky](#)

[3.3. Skyline and Beacon 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

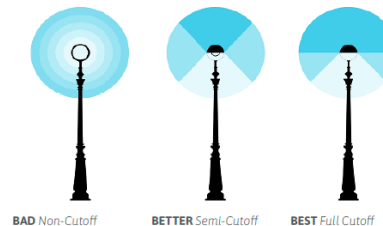
To limit the impact of lighting on the environment.

- A. Light Trespass.** All lights should be directed, oriented, and shielded to prevent light trespass or glare onto adjacent properties. All luminaires should meet the most recently adopted criteria of the Illuminating Engineering Society of North America (IESNA) for "Cut Off" or "Full Cut Off" luminaires. *(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

Figure 16—Street Lighting Guidelines

- 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.



Landscaping

1995 VDDG

Existing guidelines apply to public street design, not building design

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

LANDSCAPING

- Deciduous street trees shall be provided along all public streets, at 2" caliper, spaced at 30-foot maximum intervals. (Figure 8)
- Trees shall be of a type listed as "Recommended Street Trees" in the Urban Forestry Commission's Guide to Selecting and Planting Trees (See Appendix B). For more specific advice in regard to desirable street trees, contact the city's Urban Forester, at 696-8290.
- As many mature trees as possible shall be retained.
- All planting and landscaping should be appropriate for the kind of wear and use they will be subjected to.

- Not Applicable to Development Review

Downtown Design Guidelines Manual ~ City of Vancouver ~ Page 13



Figure 8: Street trees and other landscaping softens the appearance of buildings and sidewalks.



Parking

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

PARKING

- > Service bays should be provided at the rear of buildings, incorporated into parking areas and screened from view from pedestrian areas. (Figure 10)
- > Parking lots should be located at the rear of buildings and are not allowed in front of buildings. (Figures 2,9,10)
- > Parking should generally not be provided at a rate higher than the amount required by the Zoning Ordinance.
- > Landscaping and architectural treatment of blank sidewalls facing parking areas is encouraged. (Figure 9)
- > Large paved areas not being used for auto sales shall be screened from the street by landscaping or a solid fence to a minimum height of 36 inches.
- > Ground floor parking areas under buildings shall be screened from sidewalk areas by walls or planting strips.
- > Elevators to parking garages should be directly accessible and visible from sidewalks.
- > Surface parking areas in excess of 5,000 square feet should be landscaped internally with trees and shrubs to visually reduce their scale.

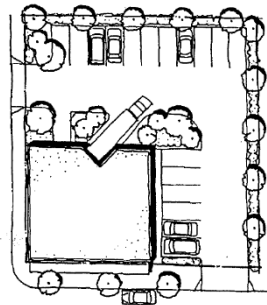


Figure 10: Locate service bays behind buildings

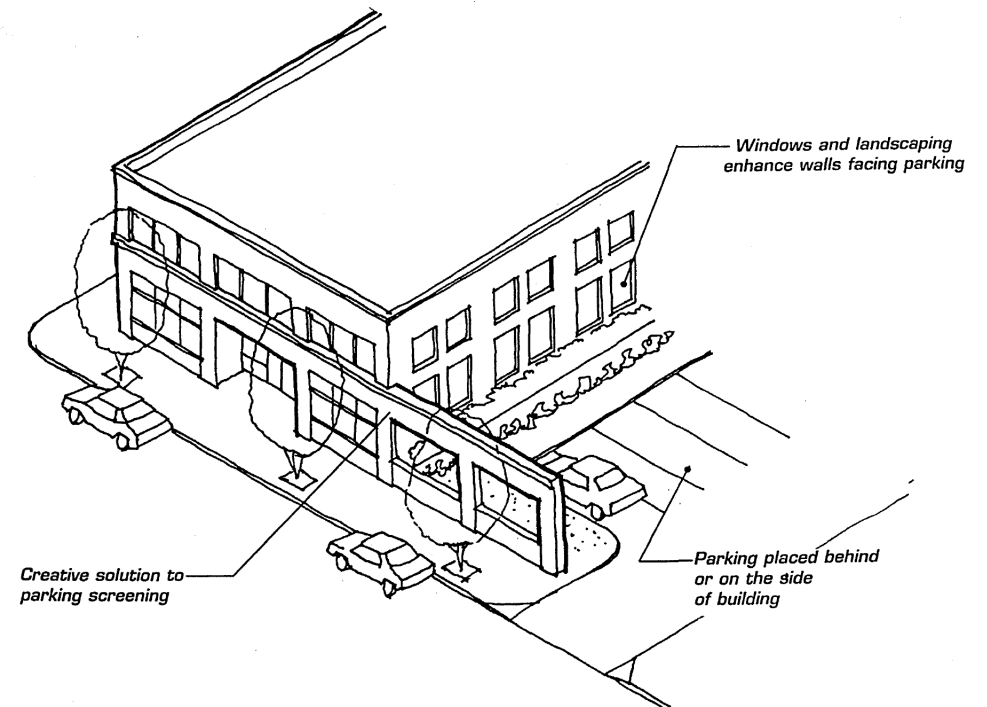


Figure 9: Locate parking behind building, incorporating screening from the street.



Parking

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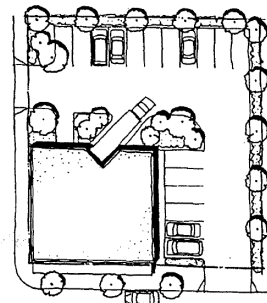


Figure 10: Locate service bays behind buildings

VDDG Update

Comprehensive Approach to Parking Design, including Structure 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



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

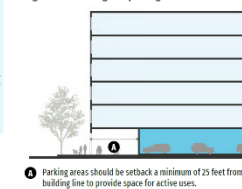
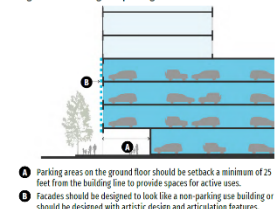


Figure 19—Above-grade parking structures



Parking

1995 VDDG

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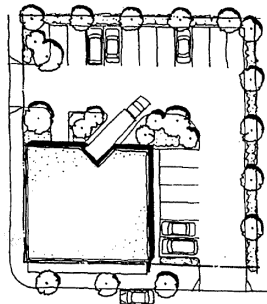


Figure 10: Locate service bays behind buildings

Zoning Code includes other guidance

Zoning Code

20.945.040 General Design Standards for Surface P...

20.630.060 Parking Control.

I. Parking lot landscaping.

1. Purpose. The following landscaping standards are intended to improve and soften the appearance of parking areas; reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones; shade and cool parking areas; reduce the amount and rate of stormwater runoff from vehicle areas; and improve air quality.

2. Perimeter Landscaping. Any off-street parking area, other than for a single-family or duplex dwelling, shall be effectively screened by a sight-obscuring fence, wall or evergreen planting on each side which adjoins property situated in a residential zone, the premises of any school or like institution, or a public or private street. Screening along a common property line shall be 6' high. Landscape screening shall be capable of attaining a height of 6' within 2 years of planting. Screening along all public or private streets shall be a minimum of 3' high.

3. Interior Landscaping. Interior landscaping must be provided for sites containing more than 20 parking spaces. At least 10% of the parking and maneuvering areas, not including driveway areas, must be landscaped.

a. Standards. The landscape materials must meet the general standards below:

1. The landscaping must be dispersed throughout the parking area. All of the required landscape area may be in the parking area, or some may be in the loading areas.

2. Perimeter landscaping may not substitute for interior landscaping. However, interior landscaping may join perimeter landscaping as long as it extends at least four feet into the parking areas from the perimeter landscape line.

3. Individual tree-planting spaces. Where an individual tree is planted in a space surrounded by pavement, the planting area must have a minimum dimension of six feet with each tree placed in the middle.

c. Required landscape materials for parking lot landscaping. Landscape materials for parking lot interior and perimeter landscaping must be provided as follows:

1. Tree required. At least one tree must be provided for every 10 parking stalls. Existing trees may be used to meet this standard. At least one tree shall be planted in each landscape island. Broadleaf trees must be at least 2 caliper inches at the time of planting and conifer trees must be at least 5' tall at the time of planting. Trees must be dispersed throughout the parking area to provide shade for the parking area. Some trees may be grouped, but the groups must be dispersed.

1. A. Purpose. This district is intended to prevent disruption of pedestrian circulation; to provide for smooth traffic flow; to prevent excessive use of downtown land for parking; to ensure the most efficient provision of parking facilities; to preserve the continuity of retail use and building frontage in the downtown shopping area; and to protect the public health and safety.

B. Establishment of boundaries. The boundaries of the area within which these regulations apply are illustrated in Figure 20.630-5. These regulations apply to three areas within the downtown: 1) Structural Parking with Limited Access Area; 2) Structural Parking Area; and 3) Limited Surface Parking Area.

0 500 1,000 2,000 Feet

Structural Parking with Limited Access Area

Structural Parking Area

Limited Surface Parking Area

FIGURE 20.630-5

N

Parking Control

Page 239 of 276

Signage

1995 VDDG

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

SIGNS

The attractiveness of a sign is determined by size, placement, content, legibility, letter size, and contrast, as well as choice of material and illumination. Because each building is different in design, each sign must be considered individually.

The different character of the various sub-areas of the downtown can be reflected in the signs and graphics that are used. Certain kinds of uses, such as restaurants, retail shops, and other active pedestrian areas should use signs which are indicative of those activities. The guidelines in this chapter are organized by type of building sign.

Signs do not require approval by the Project Review Committee unless they are: a) part of a larger project; b) within a designated conservation district; or c) potentially out-of-character with the surrounding uses and structures, as determined by planning staff.

General Sign Guidelines:

- > The number and size of signs are regulated by the City's sign ordinance (VMC 20.82). However, 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 the needs of the occupant.
- > Paper, cloth, vinyl, and other such materials that create an impermanent appearance when used as signs are strongly discouraged.

Building Wall (Fascia and Projecting) Signs:

- > Signs should be architecturally well-integrated with the building's facade with respect to scale, size, color, location, and type of materials. (Figure 11)
- > The use of symbols representing the goods for sale or services rendered in the commercial facility is encouraged in pedestrian areas at the sidewalk level. (Figure 11)

Downtown Design Guidelines Manual ~ City of Vancouver ~ Page 17



Figure 11: Different types of signs can be integrated with the building's facade to be consistent with one another.



Signage (Continued)

1995 VDDG

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

SIGNS — continued

- Signs should be located so that building details will not be covered or otherwise obscured.
- Auto-oriented fascia signs should be of minimum area required for readability from no more than two blocks away (400 feet).
- Projecting signs should be of minimal area required for readability from no more than one block away (200 feet) and should not obstruct public signs.
- Signs should be aligned with those on adjacent buildings when possible. (Figure 11)
- Signs located in pedestrian areas should be flush-mounted on a building's facade low enough to be read from the sidewalk.
- Diverse graphics and signs which are pedestrian-oriented in size and location are encouraged in high activity areas.
- Signs should be designed and placed so they complement overall facade composition. (Figure 11)
- Each building should have only one primary sign on any one building face.
- Select lettering sizes which will be more visible to the pedestrian than to vehicular traffic. No more than sixty percent of the sign face should consist of lettering.
- At least one sign on the building shall meet ADA standards for visibility.

Free-standing Signs:

- Free-standing pole signs for individual commercial establishments are strongly discouraged in the downtown area.
- Low monument-type signs are preferred to pole-mounted signs, especially in mixed office/residential areas.
- Free-standing pole signs should not be visible from streets other than the one on which they are located, except for corner locations.

Canopy Signs:

- Awning or canopy signs should not impede pedestrian traffic. (Figure 5)
- Business identification signs which hang down from canopies are encouraged. (Figure 5)

Rooftop Signs:

- Rooftop signs in the downtown area are strongly discouraged.

Illuminated Signs:

- The type and intensity of lighting should be compatible with both the design of the sign and adjacent buildings.
- Use of interior-illuminated awnings as signs is discouraged.

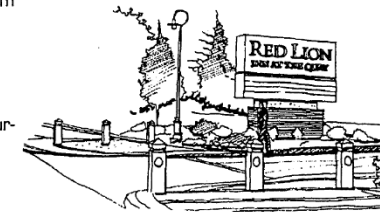


Figure 12



Signage

1995 VDDG

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

SIGNS

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VDDG Update

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.



“Main Street” Heritage Overlay District #2

1995 VDDG

DESIGN GUIDELINES FOR SPECIAL AREAS OF CONCERN

LOWER MAIN STREET (OLD TOWN) CONSERVATION AREA

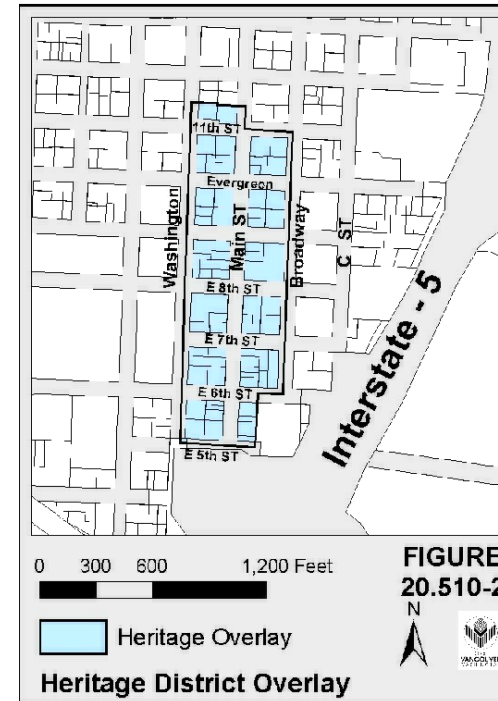
The Zoning Ordinance, at VMC 20.54, contains a special design district for the frontages along Main Street south of 8th Street, and for the first blocks of 7th Street on both sides of Main. This district recognizes the older buildings concentrated here, and attempts to ensure that the architectural character is maintained and enhanced, to emphasize Vancouver's unique historical setting. Guidelines covering this area are directed toward the same objectives as those that apply elsewhere in the downtown area — to increase pedestrian activity and reduce the negative impact of the automobile, in addition to ensuring compatibility of design with the older buildings of this district. These guidelines are supplemental to the general guidelines of this manual and VMC 20.54, and are intended to provide a building designer more detailed direction in meeting the City's design goals for this area. The Project Review Committee reserves the right to consult with the City Office of Heritage Services regarding any issue involving historic buildings, such as design, details, colors, etc.

Guidelines:

- Building heights and ^{Saved to My Drive}promises of new construction should generally maintain a low scale of early 1900's streetscape; exceptions would be allowed for towers and ornamental architectural features that are in character with the architecture.
- Key buildings are those that establish the character of the special design district, such as:
 - C.C. Department Store (Vancouver Commerce Center) (101 E. 8th Street)
 - Pearlman Building (705 Main Street)
 - Chronis Building (617 Main Street)
 - 605-607 Main Street
 - Ford (Heritage) Building (601 Main Street)
 - 511 Main Street
 - Vancouver National Bank (801 Main Street)
 - Schofield Building (600 Main Street)
 - Donegan Building (614 Main Street)
 - Cady Building (109 W. 7th Street)

Zoning Code includes extensive guidance on Heritage District Overlay

Zoning Code



VDDG Update adds additional guidance and detail to Zoning Code's guidance

VDDG Update

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 foot 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 facade 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 facades 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 facade features are encouraged to line up with at least one of the adjacent building's base datum line and/or top cornice line.

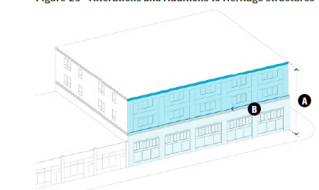
7.4. Main Street Building Massing and Facade Design

INTENT

To maintain and emphasize the historic character and scale of buildings.
To ensure new buildings do not overwhelm Main Street historic structures.

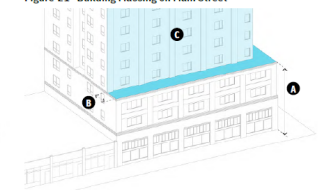
- A. **Alterations and Additions.** Projects that maintain the original facades of existing buildings but do not exceed 35 feet in height should step back new facades a minimum of six inches from the face of the original facade. (Figure 20)
- B. **Building Massing on Main Street.** Buildings facing or 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



- 1. Second story or 35 feet in height.
- 2. 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 facade.

Figure 21—Building Massing on Main Street



- 1. Building base, up to 35 feet in height.
- 2. The upper floor step back should be greater than 10 feet.
- 3. Upper stories, above 35 feet in height.

Single Family Home Consistency

R-9 District

DESIGN GUIDELINES FOR DOWNTOWN RESIDENTIAL AREAS

SITE DESIGN

- New duplex and other multi-family residential buildings should be sited and designed to be as consistent with single family homes as possible, where the latter are predominant in the neighborhood.
- Such buildings should relate in the same way to the street as existing housing with front entrances facing the street and a clearly defined front and back yard.
- New buildings should have setbacks and side yards that are consistent with the surrounding residences in order to maintain the continuity of building placement.
- The consistency of scale of new duplex, triplex and fourplex construction in terms of height, depth, width, volume and shape with the existing predominant built form of the neighborhood is desired.

- Not Applicable to New VDDG Plan Area



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



Downtown Residential Areas

VDDG Update included guidelines that meet the design goals of the highlighted relevant guidelines

DESIGN GUIDELINES FOR DOWNTOWN RESIDENTIAL AREAS

BUILDING FORM AND APPEARANCE

- Where long continuous buildings would be out of scale with surrounding areas, smaller roof sections, jogs or setbacks of portions of the building, changes in material or color, and other architectural means should be explored to mitigate negative visual impacts.
- As many units as possible should have entrances facing the street. *(Figure 13)*
- Openings along street frontages, such as windows, balconies, doors, decks and other features are encouraged to relieve long, blank walls and enhance street life. *(Figure 13)*
- Every attempt should be made to provide each residence with its own entrance. If this is not possible, the number of residences sharing entrances should be minimized to enhance privacy. *(Figure 13)*
- Walkways should be designed so that there is screening and/or a reasonable distance between visual access to individual units and pedestrian flow. Access balconies are discouraged.
- Stair towers should be integrated with the building form.
- The windows and/or building form should be designed so that visual intrusion between units within a project is minimized.
- In areas where there is no strong existing single family housing character, single family attached houses with no side yards should be considered, where permitted by the applicable zoning designation of the property. This allows single family home construction to make better use of a site by not wasting land in side yards. *(Figure 13)*
- New duplex, triplex and fourplex construction should not use materials for siding or roofing which are not found on an existing single family home within the neighborhood. The following materials are discouraged as siding: plywood, exposed concrete block, T111 or particle board, stone aggregate, and metal.
- Windows should be located so that visual and sound intrusion from adjoining buildings and the street is minimized. This should not be interpreted to discourage windows.

DESIGN GUIDELINES FOR DOWNTOWN RESIDENTIAL AREAS

BUILDING FORM AND APPEARANCE —continued

- New construction should be compatible with the existing visual character of the neighborhood with architectural features such as roof shape, porches, bay windows, entrance design, etc., keying from surrounding forms.
- Front porches and projecting features such as balconies, bays and dormer windows are encouraged.
- Building additions should be in keeping with the original architectural character, color, mass, scale, and materials. Additions should be designed to have the least impact upon character-defining features and should be located inconspicuously when viewed from the street.
- Smaller non-commercial buildings, where permitted, should have gable or hip roofs with medium to steep pitch. Dormers and gable roofed projections are encouraged.
- In renovating existing buildings, architectural integrity of street-oriented facades should be maintained. Additions and structural alterations should be limited to the side or rear yard facades and be minimally visible from the street.
- Front and side yards which abut a street should be visually open to the street. Hedges, retaining walls and fences which visually obscure front yards are discouraged. Fences, should be kept behind building lines, as viewed from the street. Chain-link fences within front yards are also strongly discouraged.
- Where feasible, efforts should be made to preserve older, salvageable single family structures in mixed residence/office areas either through conversion to higher density residential, office or mixed use.
- After preliminary review by the Committee, renovations or additions to historically-designated buildings may be referred to the City Office of Heritage Services for their recommendation.
- Free standing signs in these mixed residence/office areas should not be higher than five feet above grade. Monument-type signs are encouraged in place of pole-mounted signs.
- In mixed residence/office areas, if a sign is attached to a building, the height of the bottom of the second story window sill should be the maximum height permitted for a sign.

DESIGN GUIDELINES FOR DOWNTOWN RESIDENTIAL AREAS

LANDSCAPING

- Landscaping guidelines outlined in the Downtown Commercial section of this manual shall apply to residential developments.

PARKING

- No parking shall be located between a building and public way, unless it is demonstrated that no other site layout is feasible. Access to parking areas from alleys, rather than from streets, is desirable.
- The amount of paved area should not exceed that necessary for required parking spaces, vehicle maneuvering, and pedestrian pathways.
- Where possible, parking should be enclosed, within the building envelope or to the rear of the building form — either on a surface lot or more desirable, in a garage.
- Parking should be screened by planting and/or fences, from adjacent uses and the street where appropriate.
- Attempts should be made to minimize the size and number of curb cuts in order to preserve on-street parking spaces.

USABLE OPEN SPACE

- Where open space is provided in multi-family developments, the following features should be provided: Including both private and semi-public open space into the project design is encouraged. Such open space should be of adequate size and dimension to permit outdoor activities to take place, both for children and adults.
- Screening should be provided to allow outdoor activity of residents to take place in semi-privacy. Privately screened areas should be provided at each housing unit to be enjoyed by residents.
- When private open space is on the ground level, solid paving of asphalt or concrete is discouraged, although patio areas and other forms of attractive pattern paving or special brickwork are desirable.

- Not Applicable to New VDDG Plan Area
- Translate relevant guidelines that are applicable to new multifamily





MEMORANDUM

DATE: October 11, 2024

TO: City Center Redevelopment Board Members

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, Director, Economic Prosperity and Health

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 Manual

Jason Nortz

Community Development Department
March 11th 2025



Chris Sensenig

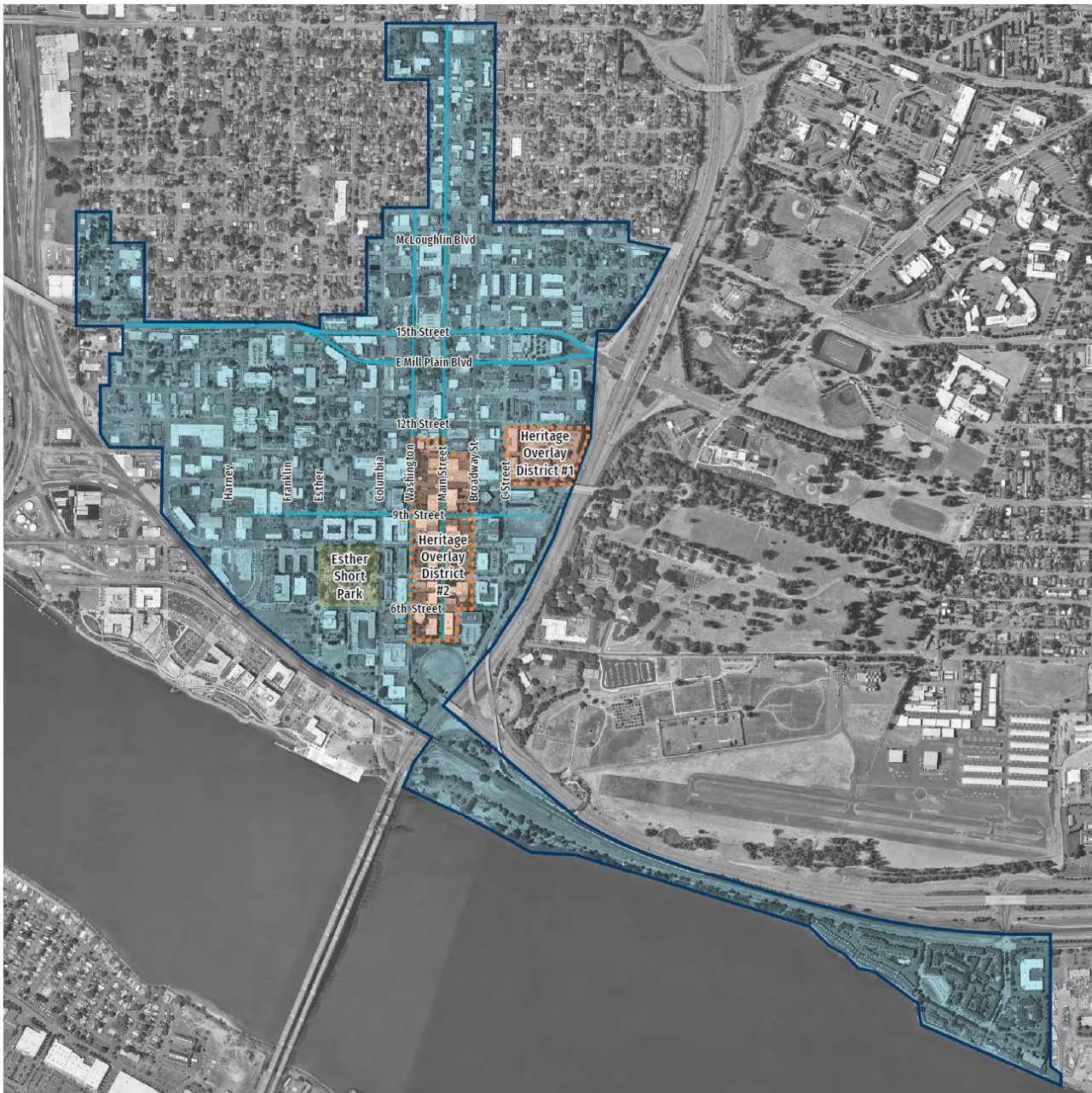
Associate Principal
Raimi + Associates

Agenda

- Purpose and Goals for VDDG Manual Update
- Review 1995 vs 2025 VDDG Manual Update
- Design Topics
 - Window Design
 - Materials
- Discussion

VDDG Overview

- Previously before CCRA for a workshop on October 11, 2024
- Feedback included:
 - Primary differences between 1995 and 2025 Design Guidelines
 - More detail on material costs
 - How do guidelines align with Green Building Code
 - Consideration for additional material types
 - How guidelines are consistent with Heritage Overlay requirements



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

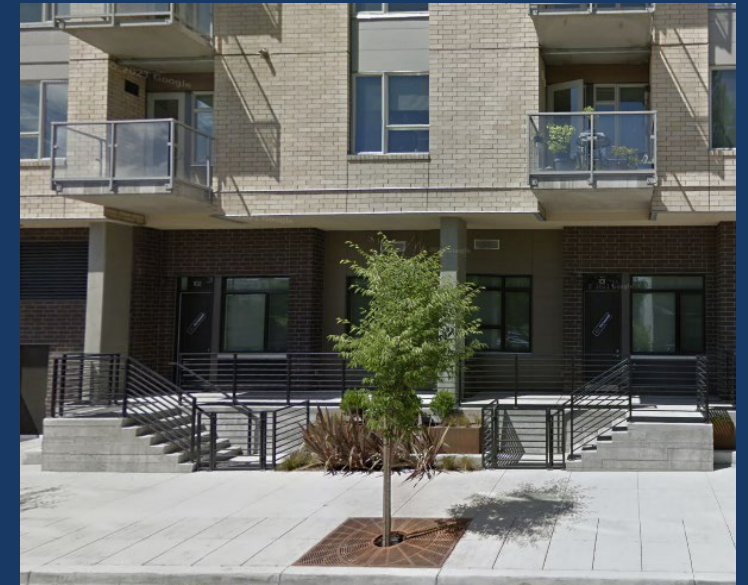
VDDG Goals:

- 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.
- Ensure building designs complement each other and contribute to a cohesive sense of place.



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)

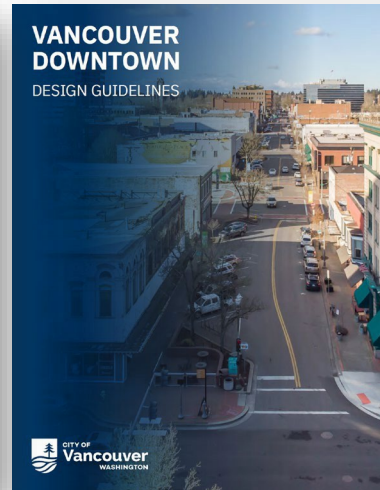
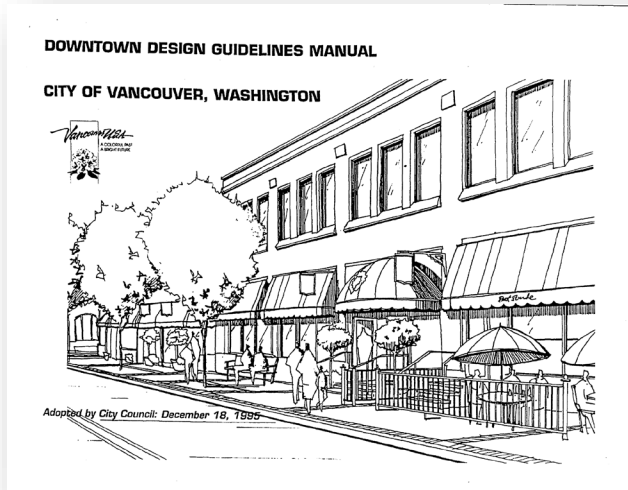
- Ground floor **façades dominated by parking, utilities, and blank walls.**
- **Overly flat facades** with limited to no articulation, modulation, or depth of fenestration to provide shadow lines and visual interest.
- **High-rise buildings stepped back from the building line** and located above parking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



1995 to 2025 Comparison

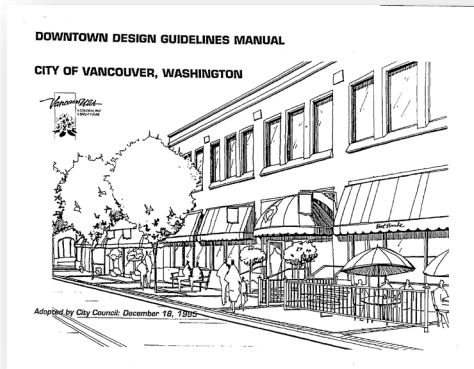
Comparison Document

- High-level comparison of approach of each document
- Outlines areas not applicable to current design review
(Waterfront Area, R-9 District, Public ROW)
- Reprints 1995 VDDG and shows updated approach in 2025 Update and Zoning Code changes since adoption



1995 vs 2025 Downtown Design Guidelines

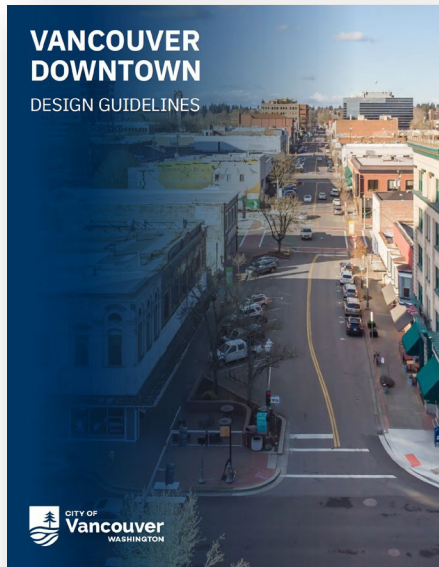
1995 VDDG



- Difficult to administer and evaluate building design applications
- Not organized by design topics
- Guidelines do not focus on current mid-rise and high-rise building types
- Included guidance on buildings and street design (street design guidance no longer needed)
- Included guidance on R-9 district which is not subject to design review

1995 vs 2025 Downtown Design Guidelines

2025 VDDG

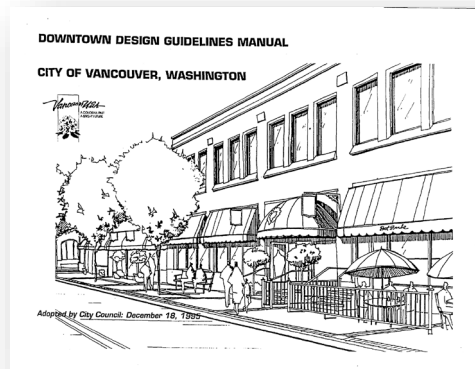


- Improve Administration
- Include Checklist
- More Detailed and Verifiable Design Guidelines
- Include more guidelines for common higher density buildings

What's New:

- Building Modulation
- Ground Floor Design
- High-rise Massing
- Structured Parking
- Window Detailing
- Bird-Safe Design
- Green Roofs
- Building Lighting

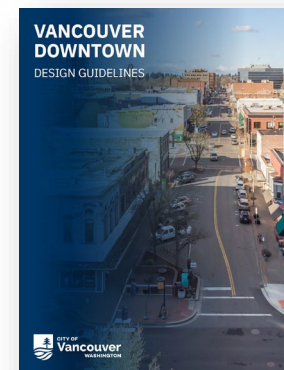
1995 vs 2025 Downtown Design Guidelines



CITY OF VANCOUVER DOWNTOWN DESIGN GUIDELINES MANUAL

TABLE OF CONTENTS

Introduction	2
Outline of Project Review Process	4
Design Guidelines for Downtown Commercial Areas	6
Site Design	6
Building Form and Appearance	8
Weather Protection	10
Pedestrian Amenities	12
Landscaping	14
Parking	16
Signs	16
Design Guidelines for Special Areas of Concern	22
Lower Main Street (Old Town) Conservation Area	24
Conservation Areas and Historic Buildings	28
Columbia River Waterfront Area	28
Design Guidelines for Downtown Residential Areas	30
Site Design	30
Building Form and Appearance	32
Parking	36
Landscaping	36



Part I: Introduction

Purpose

Background

Design Review Process

Part II: Design Guidelines

Building + Design

Active Ground Floor Design

Lighting

Signage

Mechanical Equipment, Utilities, and Service Areas

Vehicle Access and Parking Design

"Main Street" Heritage Overlay District #2

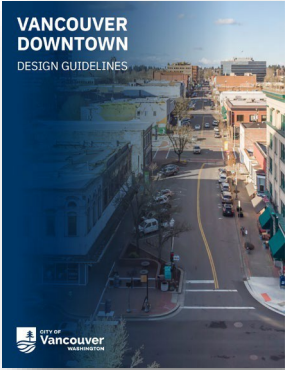
1995 vs 2025 Downtown Design Guidelines



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TABLE OF CONTENTS

Introduction	2
Outline of Project Review Process	4
Design Guidelines for Downtown Commercial Areas	6
Site Design	6
Building Form and Appearance	8
Weather Protection	10
Pedestrian Amenities	12
Landscaping	14
Parking	16
Signs	16
Design Guidelines for Special Areas of Concern	22
Lower Main Street (Old Town) Conservation Area	24
Conservation Areas and Historic Buildings	28
Columbia River Waterfront Area	28
Design Guidelines for Downtown Residential Areas	30
Site Design	30
Building Form and Appearance	32
Parking	36
Landscaping	36



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"Main Street" Heritage Overlay District #2



Site Design

1995 VDDG

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

SITE DESIGN

- Ground floor spaces adjacent to public areas, including sidewalks, should be devoted to "active uses" such as retail or service-oriented space, unless found to be infeasible due to site conditions. Inactive uses such as storage or offices requiring privacy should not be located at the ground floor.
- Where a site has frontage on two intersecting streets, the building and/or a plaza should be located at the corner of the site where the streets intersect. (Figure 2)
- Drive-in facilities are discouraged in the downtown area. (Figure 2)
- Whenever functionally feasible, buildings should abut the sidewalk with parking areas behind the building.
- Where buildings do not immediately abut the sidewalk, exterior semi-public "gathering spaces" created by design and placement of planters, low walls, steps, etc. are encouraged. In the design of new or renovated building frontages, temporary encroachment into sidewalk areas for cafes and retail sales is encouraged. (Figure 3) This encroachment should not impede pedestrian movement. Note: Encroachment into the public right-of-way may require a street use permit from the Department of Public Works. Contact Public Works at 696-8290 for more information.

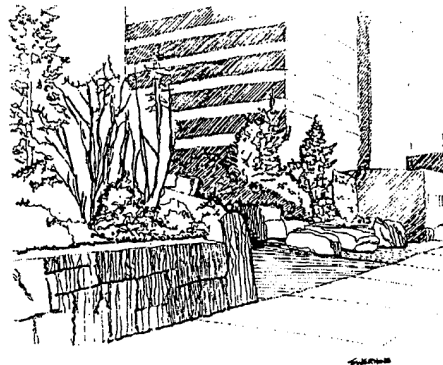


Figure 3:
Semi-public plazas are encouraged

VDDG Update

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

Figure 10—Retail/Commercial Ground Floors

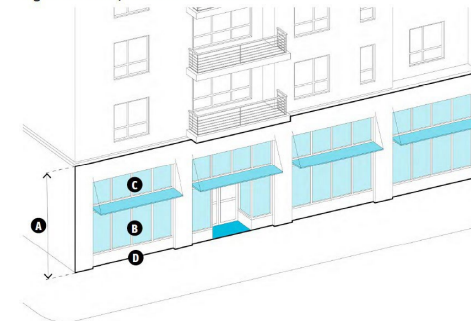


Figure 11—Office/Professional Services Ground Floor

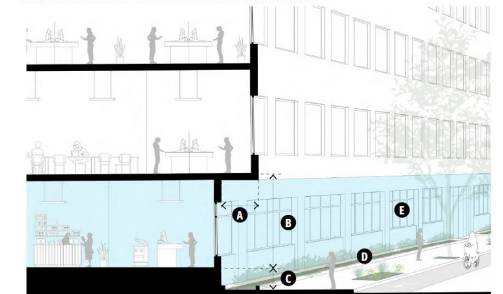


Figure 13—Residential Ground Floor (North of 15th Street)

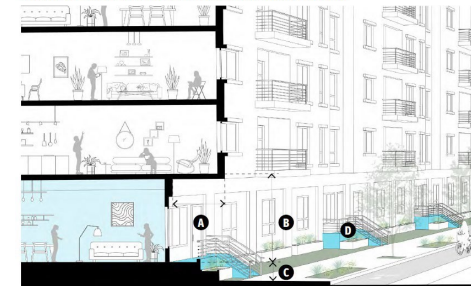


Figure 14—Residential Ground Floor (South of 15th Street)

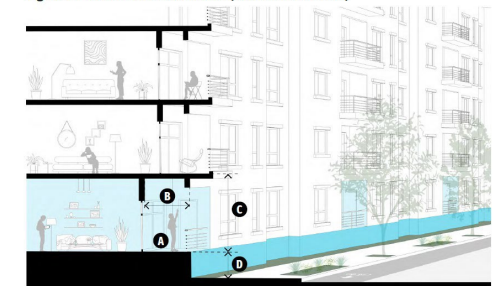
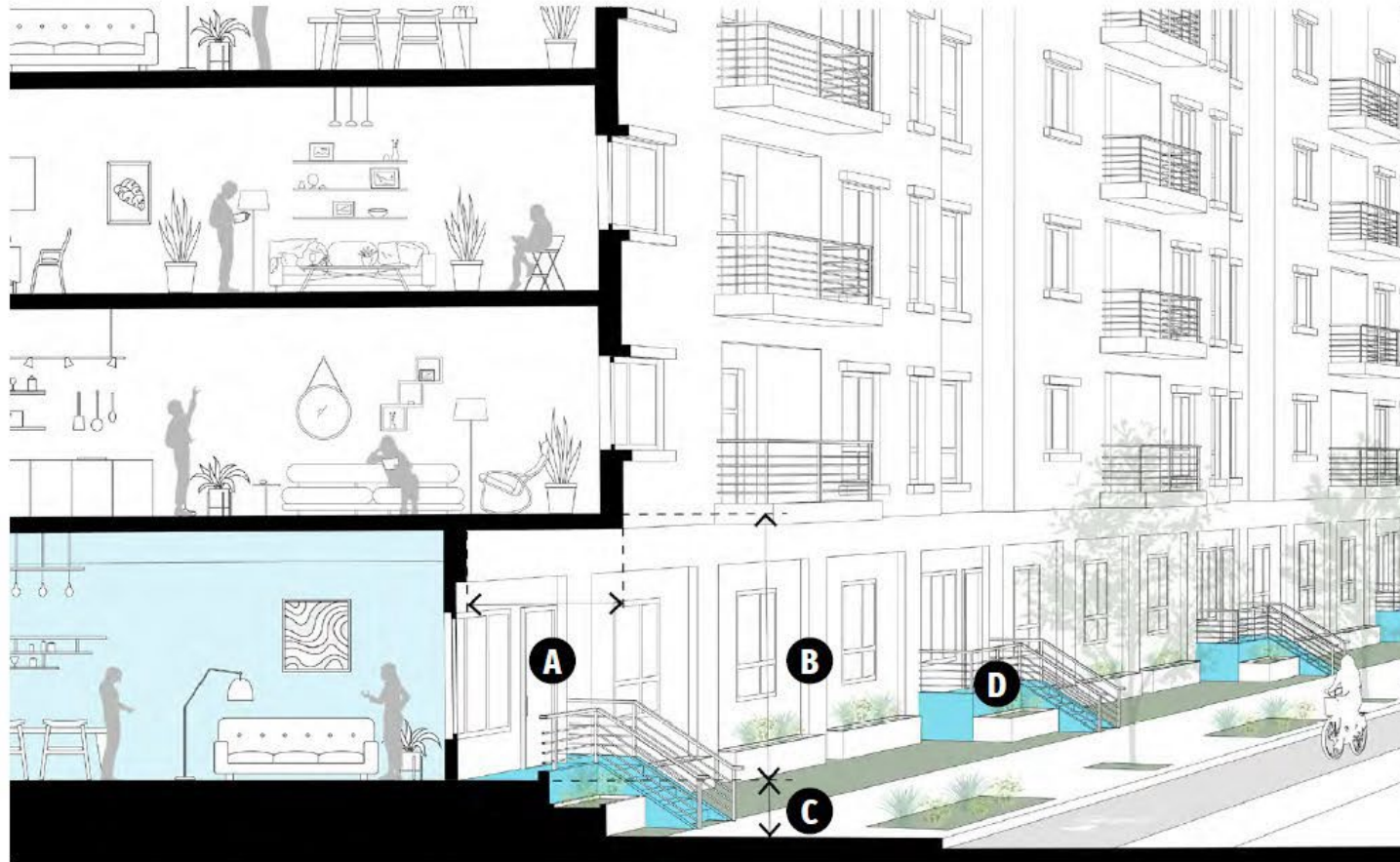
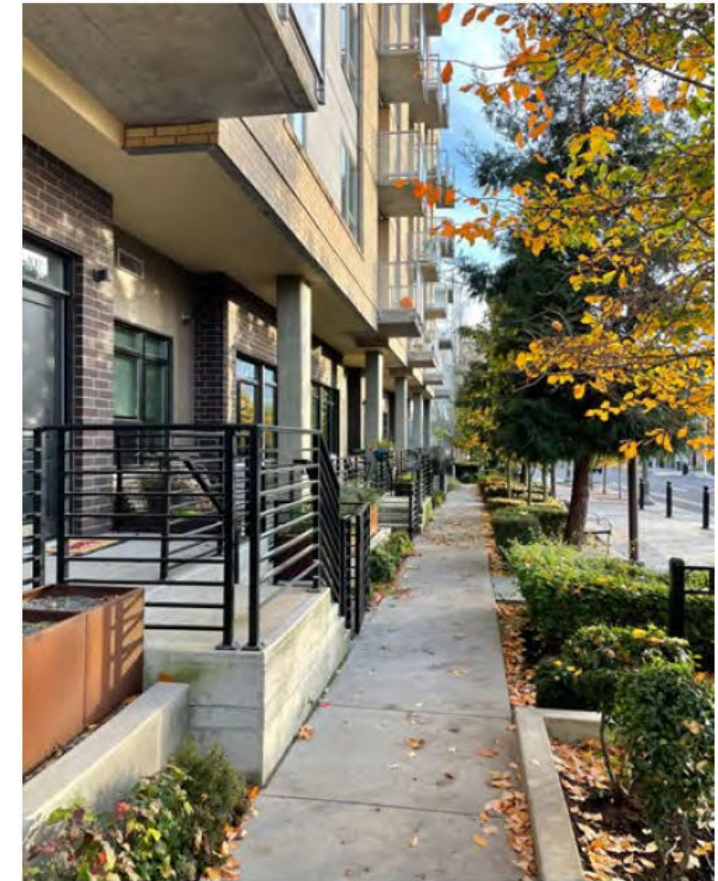


Figure 13—Residential Ground Floor (North of 15th Street)



- 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.

13 | VDDG Manual



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





“Main Street” Heritage Overlay District #2

Consolidate appropriate design standards and guidelines from the Code into the Main Street Heritage Overlay District #2 Design Guidelines

1.3. Fenestration

1.3.1. Window Design

INTENT

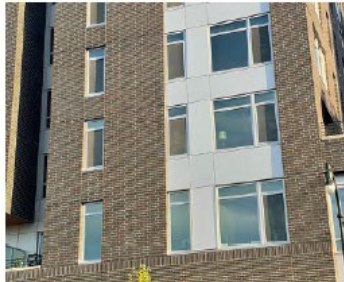
To avoid flat facades and provide human-scaled architecture elements that create visual interest and shadow lines.

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.

1.5. 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.

Façade Quality:

Material and Fenestration Design

- Feedback from Public Draft:
 - Concern about cost implications of requiring higher quality windows and materials
 - Concern about being overly prescriptive of material selection



Window Design

Goal:

- To prohibit flat facades
- Improve the overall character and quality of facades



Buildings with Recessed Windows

Buildings with Flush Windows



Window Design

Examples: Facades with flat or “flush” windows



Goal:

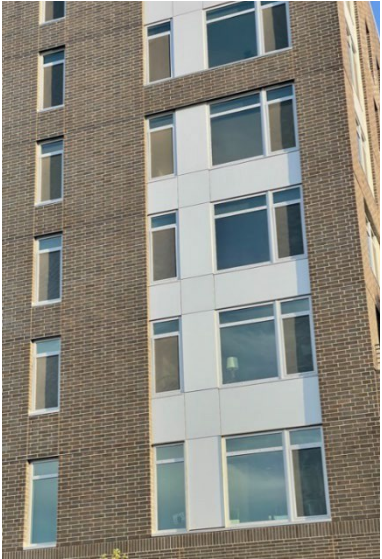
- To prohibit flat facades
- Improve the overall character and quality of facades

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.

Window Design

Examples: Facades with recessed windows (3"-4" detail)



Goal:

- To prohibit flat facades
- Improve the overall character and quality of facades

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.

Examples: Facades with recessed windows (2" detail)



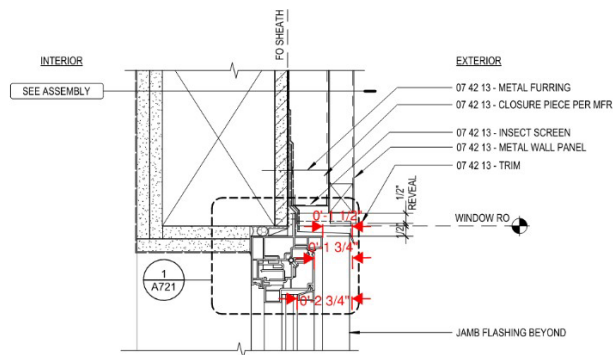
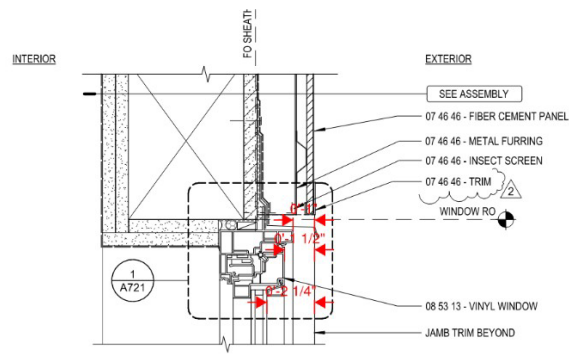
Window Design

Goal:

- To prohibit flat facades
- Improve the overall character and quality of facades

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.

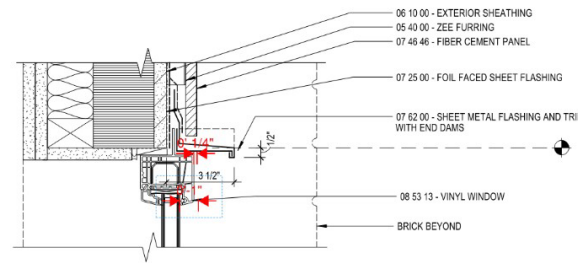
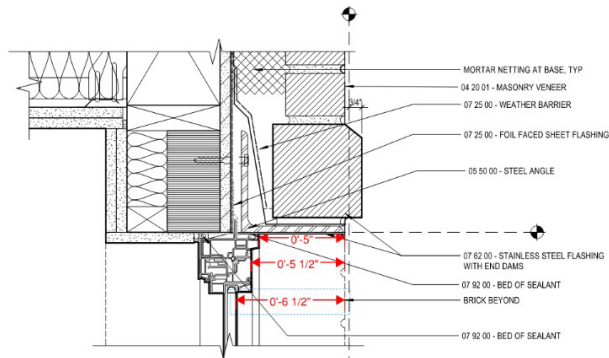


Window Detail Cost Implications

- 3" Window detail is difficult to achieve without using a brick or similar thickness veneer
- 2" Window detail is more common for stucco and fiber cement facades
- Cost increase on 2" detail vs Flush to 1" detail:
 - \$200-\$500 per unit
 - Less than one quarter of one percent of total building costs

4 HEAD AT FIBER CEMENT PANEL FCP
3" = 1'-0"

8 HEAD AT METAL WALL PANEL
3" = 1'-0"



7 VINYL WINDOW HEAD AT BRICK
3" = 1'-0"

1 VINYL WINDOW HEAD AT FCP RECESS
3" = 1'-0"

Suggested Change:

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. **Change minimum dimension from 3" to 2"**
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.

- **Reduce requirement for recess from 3 to 6 inches to 2 to 6 inches to be inline with common window details.**
- **Maintain restriction on flush window designs**

Suggested Change:

Only require bird safe glazing on façade areas with a glazing area greater than 30%

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.

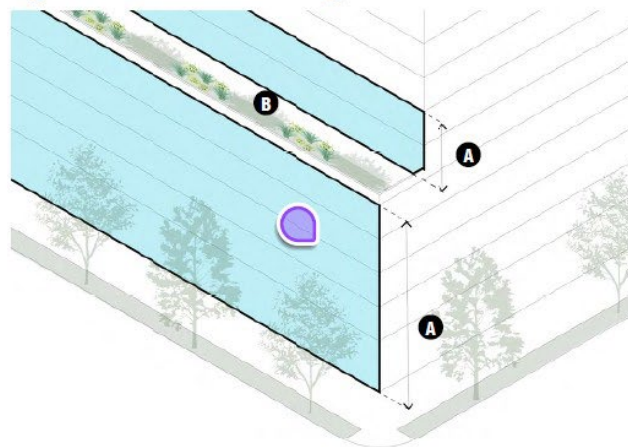
For new buildings, when the façade has 30 percent or more glazing in the...

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 Façade Design



Bird Safe Design

Feedback

- Draft guidelines were not in-line with common practice in other cities to only require bird safe glazing where a façade or portion of a façade greater than 30 feet in length has a glazing percentage over 30%

Materials Character and Quality

Goal:

- To improve the overall appearance of buildings
- 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.



Buildings with Brick as Primary Façade Material



Buildings with Stucco and Fiberboard Cement Panels as Primary Façade Material



Materials

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

ALL BUILDINGS:

- **Primary material for all ground floor facades** exclusive of fenestration.

SOUTH of 15th ST:

- **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.



What about other materials?



Corrugated Metal Panels



Metal Panels



Fiber Cement Boards



Fiber Cement Siding



Material Guideline

Cost Implications

- Stucco to Brick for a minimum of 50% of public facing building façades:
 - **50-75% premium (2-2.5 times per sf)**
 - **About 2-3% of total building cost**
- Typical 6-story Midrise (~200 Units)
 - Full Block Façade Area: 13,000 sf
 - Typical Window Pattern: 30% of facade
 - Typical Material Area: 9,100 sf (70%)
 - Premium: \$15-\$25 per sf
 - 4 public facing facades = \$910,000 (~2%)
 - Total Building Costs: \$50,000,000



Suggested Change:

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.

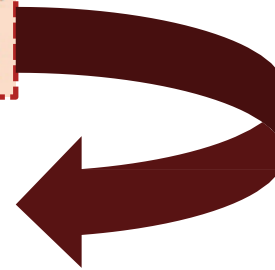
B. Brick, brick veneer, terracotta, ceramic tiles, or masonry provide a human-scaled element to facades and should be the primary material for all ground floor facades exclusive of fenestration.

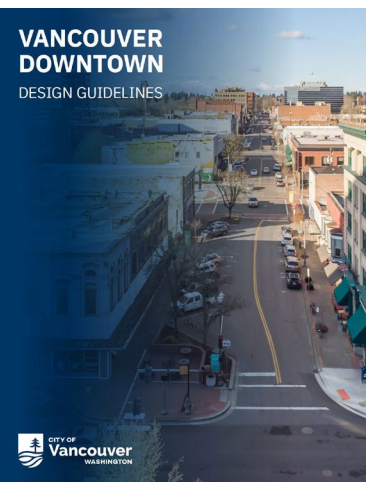
C. South of 15th Street: brick veneer, terracotta, ceramic tiles, or masonry are encouraged to be the primary material for all publicly facing facades for the first 50 feet of height.

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.

- B. Within the design review area, provide brick, brick veneer, terracotta, ceramic tiles, masonry or other durable materials with human-scaled textures and/or patterns that provide visual interest as the primary façade material on the ground floor of the structure.
- C. Within the area designated as Historic Overlay District #2, brick, brick veneer, terracotta, ceramic tiles, masonry or other durable materials with human-scaled textures or patterns that provide visual interest are encouraged to be the primary façade material for a minimum of the first 2 to 4 floors of the structure.

- **Retain requirement of higher quality materials for the ground floor throughout the VDDG design review area.**
- **Only require higher quality materials on upper floors within the “Main Street” Historic Overlay District #2**





Part I: Introduction

Purpose

Background

Design Review Process

Part II: Design Guidelines

Building + Design

Active Ground Floor Design

Lighting

Signage

Mechanical Equipment, Utilities, and Service Areas

Vehicle Access and Parking Design

"Main Street" Heritage Overlay District #2

Questions + Discussion

- Feedback on VDDG Manual Update
- Feedback on Window Guidelines
- Feedback on Material Guidelines

