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Section One

Section 1.0 Introduction / Applicability:
Located within the city limits of Vancouver, Washington, on the former Boise Cascade parcel along the Columbia River, The Waterfront – Vancouver USA “The Waterfront” development will be an extension of downtown Vancouver and will connect the Ester Short neighborhood to the Columbia River waterfront. The project will be constructed over a period of 10 to 15 years and will include a wide variety of uses.

The development will become a new urban focus in Vancouver, featuring shopping, restaurants, residences, entertainment attractions, hotels, offices, landscaped parks, and public plazas.

The guidelines set forth in this document are designed to ensure that The Waterfront integrates into and sets the tone of future development for the central business district. A focus of the guidelines is the creation of a pedestrian friendly neighborhood. The appropriate placement of trees, fountains, benches, street lights, and decorative sidewalk treatments will add a human-scaled texture to the many plazas and streets.

The combination of pedestrian-oriented urban streets, distinctive architecture, sensitive integration with Vancouver’s history and values, and progressive planning strategies will make The Vancouver Waterfront an attractive and treasured gathering place for Vancouver’s citizens and its visitors for years to come.

The Vancouver Waterfront provides the context for success necessary to meet the City’s goals, and fulfill and expand Vancouver’s urban potential by:

- Linking the waterfront with the downtown and public open spaces.
- Retaining a significant amount of existing open space.
- Creating a unique mixed-use project that sustains urban synergy within the project as well as throughout downtown Vancouver, leading the way for future revitalization of the entire downtown district.
- The Waterfront Design Guidelines apply to all development proposals on property identified within The Waterfront, Vancouver USA Master Plan Area (see map Fig G3) and that is also regulated by the Master Declaration of Covenants, Conditions and Restrictions for The Waterfront, Vancouver, USA (Master Declaration).
1.1 Project Location:
The project site is located on the site of the former Boise Cascade paper facility in downtown Vancouver within the SW ¼ of Sec. 27 and the SE ¼ of Sec. 28 T2N R1E WM. It is referred to in the VCCV as the Columbia West Renaissance District. The site is bounded on the north by the Port of Vancouver's (Port) schedule 1 rail project, on the south by land dedicated to the City of Vancouver for a waterfront park on the Columbia River, on the east by the Port's Terminal 1, and on the west by land partially used by the adjacent cement facility (Figure A-1, A-2). The project site is composed of tax parcels 49335-000, 502180-000, 48841-000, 48843-000 and 502240-000. A portion of the project site is owned by the Port. The Master Plan area totals 32.62 acres. Of this total 3.4 acres has been dedicated to the City of Vancouver for park purposes; 3.1 acres is leased from the Port of Vancouver and the balance is owned by Columbia Waterfront LLC. This Master Plan controls approximately 29.2 acres of property.
Section Two

Section 2.0 Master Plan Design Guidelines Prior Action

The property is within the Columbia West Renaissance (Waterfront) District and is covered by the Vancouver City Center Vision and District Plan (VCCV Plan) adopted by the City on June 18, 2007. The property is also subject to the Downtown Waterfront Development Agreement dated October 19, 2009 (as amended on August 3, 2015).

2.1 Master Plan Design Intent:

The Waterfront development will be an extension of downtown Vancouver and will connect the Esther Short neighborhood to the Columbia River Waterfront.

The City of Vancouver and the site is an important location for European settlement of the Northwest, beginning in the early 19th century with the establishment of the fur trade. The site has also been used for shipbuilding and industry for many years afterward. The recent demolition of the Boise Cascade industrial structures signals an opportunity for significant change in Vancouver’s downtown.

The need for this project was best articulated in the vision established by the VCCV Plan:

Many of the components of a successful city center are already in place in Vancouver, such as Esther Short Park and the ring of new buildings around it. The vision that is articulated in this plan is to cultivate a diversity of new uses that will complement those that exist and, at the same time, serve the resident, working, and visiting populations in and around the city center.

Twelve main goals were conceived for the design of The Waterfront Master Plan:

- Public access to waterfront.
- Seamless connection of waterfront to downtown.
- Diversity of people and uses.
- Create a sense of community.
- Take into account the history and culture of the site and region.
- First phase needs to stand alone.
- Regional attraction – a sense of pride.
- Has a presence from the air, I-5, rail, and water.
- Positive catalyst for growth in downtown Vancouver.
• Implement environmental strategies for redevelopment of a current industrial site into a public amenity.
• Adaptation of the City’s VCCV subarea plan as development program goals.
• Be an integral part of a transit system that serves Vancouver and the greater region.

In addition to restoring public access to the Columbia River waterfront, the development will feature shopping, restaurants, residences, entertainment attractions, hotels, offices, landscaped parks and public plazas. These Guidelines will help implement a positive vision through the combination of pedestrian-oriented urban streets, distinctive architecture, sensitive integration with Vancouver’s history and values and progressive planning strategies to achieve sustainable development.

2.2 **Illustrative Plans:**

<table>
<thead>
<tr>
<th>Fig 1</th>
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<tr>
<td>Fig 2</td>
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<td>Block Plan</td>
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<td>Fig 4</td>
<td>District Plan</td>
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<td>Fig 5</td>
<td>Overlay Plan</td>
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<tr>
<td>Fig 6</td>
<td>Zoning Overlay Plan</td>
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</tbody>
</table>

NO FURTHER TEXT ON THIS PAGE
COLUMBIA WAY DISTRICT
- Columbia Way District is designed to be the transit connection and the main route through the waterfront.
- Allowed uses include retail, residential, and office.
- Podiums height 60'-0' max.
- Towers over 80' in height must come down to sidewalk.
- Above and below grade structured parking allowed.

RESIDENTIAL PARK DISTRICT
- Residential Park District is envisioned to create a quieter and greener area.
- Double tree lined sidewalks.
- Allowed uses include ground floor townhouses, live/work, retail and office.
- Buildings must provide active roof uses and green roofs for unoccupied areas.
- Above and below grade structured parking allowed.

EXPERIENCE / RETAIL DISTRICT
- Experience Retail District includes the Festival Street. This area is envisioned to be the heart of the waterfront with connections to the river, restaurants and retail core.
- Allowed uses include retail, restaurants, hotel and office.
- Buildings must provide active roof uses and green roofs for unoccupied areas.
- Additional signage allowed.
- Below grade structured parking allowed.

CULTURAL DISTRICT
- Allowed uses include cultural civic, retail, hotel, office and light industrial.
- Above and below grade structured parking allowed.
- No residential uses allowed.
**OVERLAY PLAN**

### ACCESS
- One curb cut per block for parking and services.
- Street parking is permitted.

### URBAN GREEN STREETS
- Pedestrian plazas, water features and landscaping.
- Exception is made between Blocks 4 and 6 to permit limited vehicular access and one curb cut for parking.

### SERVICE
- No on-street parking permitted.
- Two curb cuts per block for parking and services.

### COLUMBIA WAY
- Street parking is permitted.
- Curb cuts generally not permitted unless project design cannot demonstrate other feasible points of access and service.

### EXPERIENCE RETAIL
- Street parking allowed.
- Street parking is permitted.
- Curb cuts generally not permitted unless project design cannot demonstrate other feasible points of access and service.

### GRANT AND ESTHER
- Main "portal" to the Waterfront.
- Street parking is permitted.
- One curb cut is permitted per block for parking and services.
- Access may not be limited to one way, right-in/right-out.

### RESIDENTIAL PARK
- Double tree lined sidewalk.
- Street parking is permitted.
- For Blocks 18 and 20, one curb cut is permitted per block for parking and services.

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**Note:**
Additional Design Standards apply; refer to Section 7.12.

**Transparency Requirements:**
75% for all building elevations facing the street except 50% for one building elevation replacing one of the 75% elevations.
Map Section: D-4

Comprehensive Plan Designations
- Urban Lower Density Residential
- Urban Higher Density Residential
- Public Facility
- Open Space
- Commercial & Mixed Use
- Water
- Industrial

Updated by Ord M-3994
Effective December 7, 2011

Vicinity Zoning Map

Fig 6
Section Three

Section 3.0 Process and Codes:

3.1 Private Development Review Process:
All projects in The Waterfront must submit their application and design to the ARC for approval, prior to submittal to the City of Vancouver.

This process is intended to assist the building developer to design projects that are compatible with the Vancouver Waterfront Design Guidelines and the character of The Waterfront.

The ARC shall specify those materials that may be required for review, but may generally include:

Site plans, building elevations, sections, perspective drawings, material photos or samples, geotechnical studies and other drawings and studies sufficient to demonstrate compliance with the relevant criteria and compatibility between nearby built or proposed structures, the street and walkways and nearby park and open spaces. Site sections demonstrating views from or through the lot may also be required.

Once a complete application is received by the ARC, the project is then scheduled for the next available project review meeting, at which a presentation is made by the applicant before the committee. The ARC will review design for consistency with the Design Guidelines and character of The Waterfront. The committee then will either, approve, approve with modifications or reject the project in writing based on its criteria.

Once final Project Review Approval has been obtained, the applicant may submit plans and the ARC approval letter to the City of Vancouver. In some cases the ARC may conditionally authorize concurrent review, but City approval will not be granted until ARC has issued approval.

3.2 The Process (City):
The information provided in the Design Guidelines regarding City process, codes and department contacts describe the City requirements upon the effective date of this document. All development within The Waterfront shall comply with these, or substantially similar requirements, that may exist at the time of submittal of any development proposal.
All new buildings and site development proposals within The Waterfront require a Pre-Application Conference, Design Review, City Center Redevelopment Authority Approval, and a Site Plan review and approval by the City’s Planning Official prior to the city issuing a building permit for proposed construction. The property owner or agent must submit an application along with required architectural plans and information to the Department of Community and Economic Development and will need to address the applicable criteria of the City’s Design Review process (VMC 20.265), as well as provisions for pre-application and for Site Plan Review.

3.3 **CX Zoning Description:**
The CX zoning district is designed to provide for a concentrated mix of retail, office, civic and housing uses in downtown Vancouver. The broad range of allowed uses is intended to promote Vancouver as the commercial, cultural, financial and municipal center of Clark County. Typical uses include, but are not limited to retail sales; hotel/motel; restaurants; professional offices; educational; cultural and civic institutions; public buildings; and commercial parking. Section 4.5 of this report describes preferred uses within the Master Plan. All of the property that has a CX zoning designation lies within the Downtown Plan District.

3.4 **Applicable Standards / Codes:**
There are a number of Vancouver Municipal Codes that should be reviewed by all developers looking to design / build a project within The Waterfront. It is mandatory to confirm the requirements with the City of Vancouver Community and Economic Development Department, as codes change and projects vary in scope.

3.5 **Sustainable Design:**
The entire Waterfront master planned area is conceived a sustainable neighborhood subject to the USGBC LEED for Neighborhood program (LEED ND). The LEED for Neighborhood program has three stages; stage 1 “conditionally approved plan”; stage 2” pre-certified plan”; and stage 3 “certified neighborhood development”. Since the project is just getting underway only stage 1 is relevant. LEED ND contains required elements and optional elements by category.

This Master Plan will be subject to LEED for Neighborhood version (June 2007) that was in existence at the Master Plan adoption on or before October 19, 2009. The ARC will provide an evaluation as a check list against the June 2007 LEED ND version upon final plat recordation and periodically as the project builds out. Such check list will be made available upon request. All buildings in The Waterfront with the exception of structures on Blocks 9 and 12 are subject to the sustainable building language contained in Section 6.8 of these
design guidelines. (Development Agreement as amended August 3, 2015).

3.6 **Variance:**

Notwithstanding requirements recited in this document from the Development Agreement (as amended August 2, 2015) and the City of Vancouver Municipal Code, deviation from the Design Guidelines and the provisions contained herein may be requested by an applicant to the ARC. Such request shall be made in writing accompanied by graphic exhibits to demonstrate, due to unique design limitations including size and shape of the lot, views from the building, signage designs, building sizes, building shapes, building materials, access locations for vehicles and entries, relationship to the park, or other similar conditions that:

- The variance necessary to make reasonable use of the land.
- The variance can be granted without substantial detriment to the adjacent properties.
- The variance can be granted without substantially impairing the intent and purpose of the Design Guidelines.
- The benefits of the deviation would substantially outweigh any detriment.

The ARC shall approve, approve with conditions or deny the request as part of the application review process. The ARC may consider other similar approvals previously given but a prior approval shall not be the sole reason for granting a new, similar variance.
Section Four

Section 4.0 Districts:
There are three districts; the Experience Retail District, the Residential Park District and the Columbia Way District. The districts are similar in allowed uses. The design of individual buildings will not be guided by the district definitions as much as by the proposed uses within the building, the building’s size and scale, orientation and other programmatic requirements.

The individual districts are described below:

4.0.1 Experience Retail District:
The Experience / Retail Street District is located and designed to be the heart of the Waterfront, and the connection between the river and the retail and restaurant core. It features street dining and entertainment, traffic calming street design, street trees and wider sidewalks with changing materials and colors, truly a pedestrian oriented area. Architectural features, building modulation and transparency, ensure the desired scale and urban character, along with site features that include plaza’s which incorporate water and sustainable features, specialty signage and lighting.

4.0.2 Residential Park District:
The Residential Park District is envisioned to create a quieter, greener area for people to call home in the Waterfront, with direct connections to the river and trails, and adjacent to the retail and restaurant core.

4.0.3 Columbia Way District:
Columbia Way District is designed to be the transit connection and a main transportation route through the Waterfront. The sidewalks are wide and lined with street trees to encourage a lively streetscape with retail flanking both sides of the street. Street parking is allowed, but no curb cuts or service elements are allowed along Columbia Way to encourage the pedestrian character of the street. Exceptions to the curb cuts and service elements may be granted if the applicant can demonstrate there is no other design options that permit functional access. Architectural features, building modulation and transparency, ensure the desired scale and urban character, making this the urban core.

4.1 Permitted Uses:
The uses allowed in the districts are described below. Please note that the text below is the regulatory language regarding uses for this document.

4.1.1 Experience Retail District (Blocks 2, 4, 6, 8, 9, 12, and 16):
The uses allowed in the Experience/Retail Street District include retail, hotel, restaurant, residential and commercial / office. Ground floor spaces should be devoted to “active uses”, inactive uses such as storage or office requiring privacy should not be located on the ground floor; unless it is, office which is accessory to an allowed use, or that invites public access. (As of June 6, 2016 residential use not permitted by Port Lease on Block 2).

4.1.2 Residential Park District (Blocks 17, 18, 19, 20 and 21):
The uses allowed in the Residential Park District include residential, limited retail, restaurant, office and hotel. Ground floor uses include live/work, retail, office under 1000 sf, and restaurant. Residential is the anticipated use in this district. Structured parking is allowed above grade at Blocks 17, 19 and 21. Structural parking that is integrated with buildings devoted to other uses may be allowed above ground floor provided that such parking will be adequately screened using materials consistent with the balance of the habitable portion of the building.

4.1.3 Columbia Way District (Blocks 1, 3, 5, 7, 10, 13, and 14):
The uses allowed in the Columbia Way District are retail, office, residential, hotel and restaurants. Structured parking is allowed above grade at Blocks 3, 5, 7, 10, 13 and 14. Above grade parking shall be adequately screened with the exterior building materials except for the northern portions of the blocks facing the north access road. (As of June 6 2016 residential use not permitted by Port Lease on Block 1).
Section Five

Section 5.0  FAR, Lot Coverage and Building Height:

Minimum FAR - Exhibit B2 Development Agreement

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</table>

706,434  3,188,431  4.51

Source: Development Agreement, dated Oct 9, 2009

The overall minimum 4.51 FAR does not include Blocks 9, 12 and 15 for calculation purposes. Pursuant to Section of 4.2.1 of the Development Agreement, Blocks 9 and 12 shall exceed an FAR of 1:1. For all other blocks, the minimum FAR may vary below the minimum FAR by block up to 10%, provided a commensurate amount of square footage is transferred to another block. If the FAR exceeds the minimum assigned to that block, then the excess may be used to reduce the minimum FAR for a development on a different block.
Building Heights are governed by the City of Vancouver municipal code under Section 20.630.050 and Figure 20.630-4 providing a range of heights from 80 to 250 feet above mean sea level depending upon the block location. The upper height range is approved through the FAA review process under Part 77. Due to the proximity of Vancouver’s Pearson Air Park and the potential to affect the airspace of the nearby Portland International Airport, the FAA must make a determination that there is no hazard to air navigation, and that proposed construction will not affect the safe and efficient use of navigable air space.

NO FURTHER TEXT ON THIS PAGE
Section Six

Section 6.0 Building Architecture:
The following Building Design Standards apply to all districts.

6.1 Design a Well-Proportioned and Memorable Buildings
Create memorable buildings that collectively create an urban landscape and skyline that is focused on views toward the Columbia River and Mt. Hood. The concept shall be cohesive and carried throughout the building design, from overall massing, setbacks, shapes of distinct building volumes and roof design through to building details, materials, and fenestration patterns. The following design requirements shall be considered and may be required:

1. Use of lighter colored exterior building materials or contrasting tones and materials to create visual energy and to distinguish the site as a waterfront location.
2. Consider the need to vary from the requirement for light colored building materials when variety is necessary to anchor the streetscape, or when it is necessary to create a visual connection to the remainder of the downtown that is not within The Waterfront. Brick and stone masonry in natural colors can provide that anchor or connection to the existing downtown.
3. Consider the need for built landmarks and nodes to enhance orientation and wayfinding and to create gathering points.
4. Define the pedestrian realm by creating human scale elements, by orienting storefront windows to the sidewalk, by using the building podium to separate building uses and to create a pedestrian scale.
5. Break up the building’s mass to develop a variety of volumes by stepping the structure, defining the podium, using different materials, using varied horizontal planes and vertical façade shifts, or by varying tower heights and size above the podium.

6.2 Building Entries and Corners:
Primary building entries shall be designed to be visible and clearly identifiable from the public right-of-way. They should also be placed where they can take advantage of, and contribute to, pedestrian activity.

Three, or more, of the following design characteristics shall be considered and may be required:

1. Use canopies of greater height, higher quality materials and/or unique design to high-lite entries.
2. Locate building entries below the tallest portion of the building and pull the building structure to the ground at the building’s exterior to frame and emphasize the entry.

3. Use lighting and/or landscaping to high-lite entries.

4. Locate building entries at corners to take advantage of intersecting paths and streets, adjoining parks or gathering places.

5. Create entries with sufficient transparency and interior lighting to identify and high-lite the entry at night.

6. Recess the entry area to create an entry plane sufficiently different from the exterior building wall to identify and high-lite the entry.

6.3 **View Corridors / View Preservation:**
Preserve existing views from Vancouver Waterfront as well as create more interesting views of the Columbia River. Buildings should be sited appropriately based upon an examination of existing views and consideration of other projects planned around the site.

6.5 **Respond to the Neighborhood:**
Reinforce the predominant attributes of the other buildings in The Waterfront to create a cohesive neighborhood. Though the neighborhood is new, each building will help define The Waterfront, and therefore needs to build on the success of each project that supersedes it. Buildings should respond to the amenities of the community around them through arrangement of massing, setbacks that relate to other buildings, location of entries to enhance pedestrian similar concepts, providing direct access to public transportation or other ideas. The intent is not to create a campus of similar buildings, but to create a waterfront district within the fabric of an existing city that contains diverse, but thoughtfully related buildings.

6.6 **Enhance the Skyline:**
If a block has more than one tower that is the maximum height allowed on the site, the towers shall be a minimum of 60 feet apart. For lower buildings (up to 8 stories), the distance between structures can be reduced to 45 feet. However on those blocks on properties where lots are aggregated or combined, or when lots abut pedestrian ways or streets, the distance between structures or towers shall be 60’ except that the ARC may reduce the distance to a minimum of 45’ based upon the length of the abutting portion of the building, sun angles, reduced building heights, the preservation of views and other similar characteristics.
6.7 Integrate Roofs and Use of Roof Tops:
Design the upper portion of the building to promote visual interest and variety in the waterfront skyline. Roof shapes should be consistent with the building concept. Reducing the area of the top floors, or adding viewing decks can help to reduce the overall bulk and produce a more interesting building form.

The building should be considered from all approaches, included how it will be seen traveling on Interstate 5, both from the north and south, from the water, from air traffic and from downtown Vancouver.

Active roof top uses and green roofs are strongly encouraged for roofs that will be visible from other buildings in the Waterfront. Mechanical equipment shall be designed into the building form whenever possible and screened with complementary building materials from the building when not possible to integrate into the building design.

Active roof use or green roof options shall be considered. The active use on the rooftop should be for one of the main occupants of the building, such as a roof top deck for restaurant in a building or deck for office workers in an office building. The exceptions for compliance with roofs are on the 2-story structures on Blocks 9 and 12.

Should green roof planting be used, adequate soil depth to support the proposed plantings should be provided based upon recommendations from a qualified landscape architect.

6.8 Design Energy Efficient Building Envelope that is Appropriate to the Building Type and Orientation of Each Individual Façade:
All vertical development at the Waterfront, other than the two restaurant buildings on Blocks 9 and 12 and the two retail buildings that could be located on blocks 8 (A) and 11 (A) (shown on Figure 3), shall meet at a minimum, one of the following standards:

- The equivalent of a Leadership in Energy Efficiency and Design (LEED) silver standard or better, as published by the U.S. Green Building Council on or before October 19, 2009 (LEED c2.0).
- The Earth Advantage Commercial certificate.
- A Green Globes Certification.
- Other equivalent sustainable design standard reasonably acceptable to the City that complies with the then currently adopted International Building Code (IBC), or as approved by the City Center Redevelopment Agency (CCRA) or other applicable City decision-making authority.
• Notwithstanding the standards listed above, the ARC shall on a case-by-case basis reasonably consider requests to partially exempt buildings from the applicable standard when it is demonstrated that, due to unique design limitations including views, building sizes, relationship to the park, etc. strict adherence to such applicable standard would result in a building that (i) cannot meet adopted design guidelines or standards, (ii) creates a significant hardship for the Developer (hardship defined as an increase in construction and design costs or more than 5%), (iii) results in an undesirable building design. The ARC shall make a recommendation to the City Planning Official and applicable City advisory or decision-making body.

6.9 Consider Sunlight, Shadow, Glare, Reflection, Wind and Rain:
To encourage a lively and inviting neighborhood throughout the year, the building design shall consider the regions climate and the micro-climate of the site. Materials that reflect unnecessary amounts of light onto neighboring properties or pedestrians should not be used.

6.10 Lighting (Reduce Light Pollution):
Projects should target LEED, or similar requirements for Light Pollution Reduction to limit the amount of light that is cast outside the property line and up to the sky.

Building and site lighting shall meet all FAA requirements for lighting to protect airspace above the site.

6.11 Provide Active-Not Blank Facades:
Vancouver Zoning Ordinance and Design Guidelines: at least 75% of the width of any new or reconstructed first-story building wall facing a street shall be devoted to interest-creating features, pedestrian entrances, transparent show or display windows, or windows affording views into retail, office or lobby space; however, one side of the building facing the street may reduce this limitation on blank walls to 50%, where the balance of the wall facing the street shall be devoted windows, doors and interest creating features. 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, 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, art, or sculptures are encouraged.

6.12 Encourage Diversity in Scale and Material at Sidewalk Level:
The sidewalk level shall be designed for the pedestrian. The scale of the elements below canopies shall create interest and activity along the sidewalk. The façade should be varied within the block by creating recessed entries, different canopy treatments or heights,
changes in materials and fixtures or other similar features. Façade materials and canopies shall be varied at a minimum of 75’. In lieu of a separate material, a building can be recessed by a minimum of 1’ for a minimum length of 20’. If appropriate, canopies shall off-set in heights by a minimum of 2’ every 75’, unless there is a conflict with the location of the entries, the building’s structure, adjacent sidewalk grades, signage, or other similar design issues.

In addition to variety in material and canopy, landscape, lighting and other design features are encouraged to be varied to match the changes in the building design.

6.13 Encourage Design That Enhances “Place”:
Buildings with identifiable design features, art, landscaping or other distinguishing feature attract visitors and provide orientation and comfort to people using the space. Design memorable buildings that are contemporary, energetic and creative using quality materials that help define the waterfront district. Designs should incorporate at least one element that can identify the building, either in building design, landscape, water feature, public art, furniture, kiosks, or treatment of the building or sidewalk.

Restaurants at the ground floor can contribute to creating and enhancing a sense of place. Design restaurants to have outdoor seating: providing shade, weather protection, access to views and convenient access to public plaza and park areas where possible.

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Section Seven

Section 7.0 Streets and Pedestrian Areas:

7.1 Respond to Physical Environment (Including Integrate the River):
The Vancouver Waterfront should not be a self-contained new town in the city, but an integral part of Vancouver. Each building shall develop an architectural concept and massing to enhance the district and Waterfront around it. Items to respond to include views to and from the site, successful massing or building concept of buildings around the site, irregular shaped sites due to changes in the street layout, the park, etc.

7.2 Reinforce and Enhance the Pedestrian System and Safety:
Livelier street edges make for safer streets. The ground floor façade shall be designed to encourage pedestrians by creating visual interest. Visual interest can be achieved by creating active facades with views into the interior, by lighting and signage which is pedestrian oriented and by landscaping to create places to sit and gather.

7.3 Provide Inviting and Usable Open Space:
Design usable open space to create a visually pleasing, safe and inviting community. Open space should be located to provide views and have solar access for people to gather. Buildings are encouraged to provide public open space to enhance the areas for visitors and workers. Residential buildings are encouraged to provide private open space for residents.

Open space shall be designed to be comfortable and safe feeling to encourage active streets. The areas shall have as much sunlight as possible, provide seating to encourage people to gather, and have visual access to create a feeling of safety. Spaces should have landscape to provide a connection to nature in this urban setting.

7.4 Overhead Weather Protection:
Provide canopies along all street fronts to help define pedestrian areas and help bring down the building scale at the streetscape. Canopies should be continuous, with the exception of breaks for building structure to come down to the ground and canopies should be varied along a façade, with a maximum of one type of canopy for 100 feet of building façade. The height of canopies should also be varied by a minimum of 1’ every 100’ where the grade and building design permit. Variety in type and height can be achieved by a different canopy for a building entry or other significant area to be highlighted.
Canopies should be designed to complement the overall building concept and consider signage and lighting. The canopy or signage, whichever is lower, shall be 8 feet above the sidewalk at the lowest point. The canopy shall extend from the building a minimum of 6 feet, although larger canopies should be considered to give variety, to provide cover for outdoor dining and other uses (see also, Section 6.2 Building Entries and Corners).

7.5 **Mechanical Equipment Services:**
Buildings are very complex and require various mechanical systems to function properly, including but not limited to transformer, emergency generator, garage exhaust, gas meters, HVAC equipment, exhaust for residential units, etc. Buildings also require services such as loading, waste removal, maintenance on grease interceptors, generators, transformers, etc. These items are unsightly and adversely impact the downtown pedestrian environment. These functions should be accounted for off the public right of way to avoid creating an eyesore or disruption to public using the space.

All services should be accounted for in the design review presentation. Areas for trash, recycling and compost should be accounted for. Loading dock should be provided for sizes of trucks necessary to service the building out of the public right of way or if this is not possible, temporary loading shall be provided for within on-street parking areas when properly signed and marked. Loading options which cause minimum disruption to pedestrian activity should be considered. Exhaust fans including louvers and vents shall be placed so that no smoke or steam is visible from the sidewalk elevation up to 8 feet.

7.6 **Integrate Transit and Bicycle Connections:**
Columbia Way is the main street through the Vancouver Waterfront. Streetscape design shall include bus/streetcar stops per the Master Plan. Consider additional seating, landscaping, larger canopies or weather protection, wayfinding signage or other similar features at areas designated for a transit stop. To encourage cyclists, bike racks should be provided in the streetscape for visitors to the area.

7.7 **Bicycle Parking:**
7.7.1 **Visitor Bicycle Racks (Short-Term Parking):**
Shall be provided in accordance with the table below.

<table>
<thead>
<tr>
<th>Use</th>
<th>Bicycle Parking Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>1 visitor space in rack per 10,000 sf, but no fewer than four spaces per project building.</td>
</tr>
<tr>
<td>Retail</td>
<td>1 visitor space in rack per 5,000 sf, but no fewer than one space per business or four spaces per project building, whichever is greater</td>
</tr>
</tbody>
</table>
Visitor bicycle racks must be positioned in areas with active visual surveillance and night lighting, and protected from damage from nearby vehicles. Bicycle racks must be located within 50 feet of each building’s main entries. For retail buildings or other buildings with multiple main entries, bicycle racks must be proportionally disbursed within 50 feet of business or other main entries.

7.7.2 Long-Term Bicycle Parking (Within the Buildings):
Shall follow the following standards:

<table>
<thead>
<tr>
<th>Use</th>
<th>Bicycle Parking Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>1 accessible, indoor, secure storage space for 10% of retail workers planned</td>
</tr>
<tr>
<td>Retail</td>
<td>1 accessible, indoor, secure storage space for 10% of retail workers planned; Except Blocks 9 and 12 outside parking allowed.</td>
</tr>
<tr>
<td>Residential</td>
<td>1 space for every dwelling unit. Over 100 dwelling units, 1 space per every 4 dwelling units</td>
</tr>
</tbody>
</table>

Bicycle parking shall be provided in a safe, accessible and convenient location. A well-marked path with directional signage shall be installed when bike parking facilities are not clearly visible from the street or sidewalk. Bicycles should not be required to ride up and down ramps greater than 12%.

Structures containing two hundred fifty thousand (250,000) square feet or more of office gross floor area shall include shower facilities and clothing storage areas for bicycle commuters. One (1) shower per gender shall be required for every two hundred fifty thousand (250,000) square feet of office use. Such facilities shall be for the use of the employees and occupants of the building, and shall be located where they are easily accessible to parking facilities for bicycles.

7.8 Crime Prevention through Environmental Design (CPTED):
Consider the following when designing buildings and site features:

- Natural Surveillance - A design concept directed primarily at keeping intruders easily observable. Promoted by features that maximize visibility of people, parking areas and building entrances: doors and windows that look out on to streets and parking areas; pedestrian-friendly sidewalks and streets; front porches; adequate nighttime lighting.

- Territorial Reinforcement - Physical design can create or extend a sphere of influence. Users then develop a sense of territorial control while potential offenders, perceiving this
control, are discouraged. Promoted by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments, and "CPTED" fences.

- Natural Access Control - A design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating in offenders a perception of risk. Gained by designing streets, sidewalks, building entrances and neighborhood gateways to clearly indicate public routes and discouraging access to private areas with structural elements.
- Target Hardening - Accomplished by features that prohibit entry or access: window locks, dead bolts for doors, interior door hinges.

7.9 Lighting:

Lighting shall provide adequate illumination at the ground level to provide for safe, visible storefronts and building entries. Accent lighting shall be considered on the building exteriors in appropriate locations to highlight the building architecture. Security lighting shall be placed at all required exits and be placed to provide visual surveillance from the streets. The following additional lighting requirements apply:

1. Lighting character and design shall be coordinated on-site and between parcels to insure compatibility of appearance, lighting intensity, lighting color and hours of illumination. Lighting should also be designed to avoid glare.
2. Retail display windows shall be considered as contributing to the lighting requirements of this section.
3. The lighting of interior parking structures, elevator lobbies and other areas where the public may be invited may be reviewed by the ARC for compliance with this section.
4. Plans submitted to the ARC shall include details, cut sheets and photometric diagrams necessary for the review of proposed lighting.

7.10 Select Appropriate Sustainable Design Elements that can be viewed by Public:

The Vancouver Waterfront has a tremendous opportunity to create a sustainable community.

Examples of highly visible sustainable features include bio-swale, photovoltaic panels, wind turbine, window shading systems, rain water collection for landscape irrigation, developing special landscape environments, exterior lighting on light sensors to only be on when needed, electric plug in stations for electric vehicles, etc.

7.11 Integrate Structured Parking and Screening:
The following standards apply to structured parking that is located at the ground floor, structured parking above the ground floor and structured parking above grade in a building that is primarily or solely designed for parking:

1. For blocks in closest proximity to the river the following standards apply:

   Notwithstanding VMC 20.630.080(D)(5), structural parking at the ground floor level is prohibited between the river and first 90 feet of the building floor plate located nearest to the shoreline and at the interface of buildings and the river shoreline on Blocks 2, 4, 6, 8, 9, 11, 12, 16, 15, 18, 20, and 21, but shall be allowed beyond that 90 foot line if appropriately screened at the ground floor level consistent with the applicable provisions of VMC 20.630. Structural parking which is integrated with buildings devoted to other uses may be allowed above the ground floor without the above restriction, provided the Planning Official determines that such parking will be adequately screened using materials consistent with the balance of the habitable portion of the building.

2. All structured parking shall be located below grade; however, above-grade parking may be allowed when the design and screening of the visible levels uses building materials and detailing similar to the occupied portion of the building as a way to disguise the auto oriented nature of the parking levels.

3. Structures that are designed primarily as a parking structure may design the parking levels to be visible, provided that the structure’s design is compatible with existing and proposed nearby buildings.

7.12 Curb Cuts/ Transparency / Design:

The following access and design standards apply based upon the street designation identified in the “Overlay Plan”, Figure 5. The accesses can have a curb cut 25’ wide per block for parking and service entries. In order to accommodate this, the transparency requirements are reduced from 75% to 50% in the areas designated in this overlay, for the one side of the block. The 75% transparency is applicable to all other sides of the block for the first story wall facing the street and shall be devoted to interest-creating features, pedestrian entries, display windows, or windows affording views into retail, office or lobby space. Additional curb cuts may be allowed and curb-cut dimensions can be varied when those changes are supported by an analysis prepared by a qualified traffic engineer and when the change is necessary to provide adequate access. Any change shall be required to maintain, or enhance, the character of the street and building design.
7.12.1 Access Streets (Those streets running north south other than Grant and Esther Street):
Street parking is permitted; 1 curb cut is permitted per block for parking and services.

7.12.2 Urban Green Streets (Those access ways running north –south that function primarily for pedestrians):
Pedestrian plazas, water features and landscaping is required. Exception is made for the easement between Blocks 4 and 6 to permit limited vehicular access on a portion of the easement and permit 1 curb cut for parking and services.

7.12.3 Columbia Way Street:
Street parking is permitted; curb cuts are generally not permitted unless the project design cannot demonstrate other feasible points of access and service.

Design Standards:
Provide seating along sidewalks.

7.12.4 Experience the Retail Street:
Street parking permitted; curb cuts are generally not permitted unless the project design cannot provide other feasible points of access and service.

Design Standards:
Provide seating along sidewalks.

7.12.5 Grant and Esther Street:
Street parking is permitted; 1 curb cut is permitted per block for parking and services. Access may be limited to one way, right-in/right-out.

Design Standards:
Grant and Esther Street are the two main gateways into the Vancouver Waterfront from the downtown area and are intended to be a main pedestrian and vehicular connection to the downtown area. The corners of the building are the first impression pedestrians have of the area as they enter the Waterfront. The northern corners of the sites on Grant and Esther Streets shall be treated as a gateway by the treatment of the building massing, highlighting of the entries and corners with unique lighting, signage canopies, landscaping, public art, etc.

7.12.6 Residential Park Street:
Street parking is permitted; For Blocks 18 and 20, one curb cut is permitted per block for parking and services.
7.12.7 Service Street:
No on-street parking is permitted due to the narrow width of right-of-way; two curb cuts are allowed per block for parking and service entries.

Design Standards:
The north facing façade shall have interest creating design, building modulation or material variety to provide visual interest along the frontage. The building shall modulate at least 18” every 20 feet, change building material every 20 feet or a combination of interest creating design, modulation and material change, every 20 feet.

In the service overlay, structured parking is allowed above grade up to 120’ from the property line perpendicular from the alley. The parking can be an open parking garage provided the openings are high enough to avoid headlights from being seen from other buildings in the Vancouver Waterfront. Structured parking shall also be allowed consistent with Section 7.11 (Integrate Structured Parking and Screening).

No dumpsters or other service items shall be stored in the alley.

7.13 Parking:
Parking is governed by VMC 20.945, in effect at the time of adoption of the Design Guidelines. For the purposes of the Vancouver Waterfront, the following standards shall apply in the CX zoning district:

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Parking Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>1 space/ dwelling unit</td>
</tr>
<tr>
<td>Transient lodging</td>
<td>1 space/living unit</td>
</tr>
<tr>
<td>Congregate care Facilities</td>
<td>1 space/two (2) living units</td>
</tr>
<tr>
<td>All other uses</td>
<td>1 space/1,000 sq. ft. of floor area</td>
</tr>
</tbody>
</table>

The Vancouver Waterfront will have a great mixture of uses to create a vibrant community. A result of the variety of uses comes with a variety in peak parking demand. Shared parking agreements should be recorded.

Loading docks and berths are not required and may take place at the location of curb cuts provided for each block and on the adjacent street when properly signed and marked for specific times of the day and week.
7.14 **Solid Waste and Recycling:**
Encourage proper disposal of waste by providing adequate containers for the public to use as well as adequate space in the building to accommodate trash, recycling and compost.

In buildings, provide both trash and recycling chutes, or chutes that have the ability to multifunction to different dumpsters. Consider compost in the building design, and how it can be accommodated during the initial design or in the future. Generate plan with waste haulers for frequency of pick up and size of containers required to provide adequate room at the street level for collection.

In the streetscape or landscaping, wherever a trash can is provided a properly labeled recycling can shall be placed directly next to the trash can.

7.15 **Establish a Transition Between Buildings and Open Space:**
Open space should be sheltered to create a serene place for people to feel comfortable gathering or resting, however not provide a feeling of isolation. The transition between the building and the open space shall be softened with landscape, furniture, water feature, etc.
Section Eight

Section 8.0 Signage:

8.1 Building Signage:

Signage is considered as an integral component of building design. It can add visual interest and life to buildings and to the street; it can provide information and wayfinding for users, and it can meet the advertising needs of tenants. The following general requirements apply to all development within The Waterfront:

1. The development of individual parcels shall require a building and site signage plan for the review of the ARC.
2. All signage shall conform to the Sign Ordinance of the City of Vancouver (VMC 20.960). The VMC sign requirements may be less restrictive than the provisions of the Design Guidelines. The signage plans must be approved by the ARC prior to soliciting approvals from the City of Vancouver.
3. All signage shall conform to the requirements of the Design Guidelines and any Master Sign Program that may be adopted by the ARC, and amended from time to time. The Master Sign Program may include an exempt category of signs.
4. All signage shall be complimentary to building designs and to other elements of site design and landscaping.
5. All signs except the corporate identify signs and directory signs shall be unlit, halo lit, or indirectly lit.
6. Retail and office tenant signs at the ground floor shall not exceed 27 sq. ft. in area, except up to 32 square feet may be permitted by the ARC based on a unique design that provides a complementary design component to the building.
7. Lettering shall be individual dimensional letters 1-3 inches thick, arranged in a single line.
8. Lettering shall be limited to the business name. Logos are only permitted upon ARC approval.
9. Maximum letter height shall be 24 inches. Larger letters may be approved on a case by case basis only by the ARC.
10. Lettering shall be mounted directly to the building, pegged off, or mounted to a thin backer board (no more than 3-inches). Exposed raceways are not permitted.
11. Window signage is limited to business name, logo and hours of operation in white vinyl. sized no more than 1 square foot for every 5 feet of linear storefront. Opaque window films may be used to block view into interior spaces based upon a case by case ARC review and approval.
12. Only two signs per building face may be erected above the first floor cornice, to accommodate an upper floor tenant. Upper
floor tenant signs are subject to the same design criterion as the ground floor tenant signs. A projecting sign may take the place of an upper story sign with a maximum projection into the right-of-way of 6 feet, provided the sign is mounted above 12 feet from grade. The ARC shall determine the size on a case by case basis.

13. In addition to allowed building signage, individual tenants at the ground floor shall be allowed a pedestrian-oriented projecting blade sign of up to 8 sq. ft. in area. If the business is located at a building corner, a second projecting blade sign may be allowed. Such projecting signs shall have decorative brackets and the bottom of the sign be at least 8 feet clear from the finish grade.

14. Outdoor Corporate Identity Signs: The ARC may authorize corporate identity signs (monument signs) when they are erected on landscape or planter walls, on courtyard or entry kiosks or on masonry walls that have an integral relationship to the proposed building. The signs shall not be erected in the public right-of-way. The size and character shall be in scale with the building, the building entry and other elements of the ground floor design. In no case shall they exceed 32 sq. ft. in area. A building with two or more street frontages may have a second sign erected along one of the other frontages, outside of the public right-of-way. The top of the sign authorized by this section shall not exceed a height of 8 feet. Illumination shall be internal or indirect.

15. A directory sign may be combined with, or substituted for, the corporate identity sign. All other provisions of the corporate identity sign shall apply to the directory sign.

Total of all sign face areas shall not exceed 250 sq. ft. for each building. In the Experience/Retail District, signage shall be designed for both vehicular and pedestrian traffic. Auto-oriented fascia signs should be of minimum area required for readability from no more than one block away.

8.2 Parking Signage:
Parking signage for Waterfront shall comply with the Unified Parking Signage Plan that may be adopted by the ARC. Parking signage would include street parking and those temporary surface parking lots in addition to public/private parking structures. All projects will be required to follow the signage plan to provide a cohesive feeling and make it clear to all visitors where to park and enter buildings.

8.3 Way Finding Signage:
The ARC may adopt a Way-Finding Signage Plan. Project development may be required to implement portions of the Plan to insure a cohesive feeling and make it clear to all visitors where to park, enter buildings, locate public restrooms and other public amenities.
8.4 Hazardous Materials Discharge:
Label drain inlets to educate people about where the drain discharges in hopes to discourage people from dumping hazardous material down storm drains.

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Section Nine

Section 9.0 Parks and Open Space (Internal Neighborhood Park, Grant Street Plaza and Pedestrian Mews):

9.1 Grant Street Plaza (Portions of Blocks 9 and 12):
Grant Street Plaza marks the terminus of Grant Street where it meets the River’s edge. It is intended as the most intensively used public space on the Vancouver Waterfront, comprised of a terraced plaza with a pier extension over the Columbia River. The plaza is an active gathering space that is animated with commercial/restaurant uses and their constituent patio zones that line its perimeter. Benefiting from its southern exposure, the Grant Street Plaza can accommodate small outdoor events during the peak periods of the year along with comfortable areas for passive seating and viewing of the river. A proposed seating feature at the plaza prow provides an optimal viewing opportunity and will serve as a memorable landmark defining the epicenter of the Vancouver Waterfront community.
9.2 Internal Neighborhood Park (Block 15):
The Internal Neighborhood Park provides an active outdoor amenity for the residential and commercial/retail blocks that define its perimeter. The development of this park is a private effort that will be constructed when the site is not required for temporary parking or construction staging. The park marks a significant destination point for the commercial shopping mews that extends easterly to the curvature of Festival Street.

Vancouver Waterfront - Internal Neighborhood Park

9.3 Mews - Pedestrian Ways / Urban Green Streets:
There are several mews throughout the project that connect the waterfront to the internal blocks, as well as mews that create public walkways within the project blocks. These mews should be considered as urban park extensions that will be designed and constructed together with the development of the abutting development parcels. The mews should include seating, public art and plantings. Although private land, the mews will be publicly dedicated to preserve views through the project, maintain spacing between buildings and to ensure ease of movement and public spaces throughout. Easements for any public utilities and for pedestrian access will be required. Such easements are identified on Figure 3.

Provided that pedestrian access and views are maintained, the ARC may authorize limited vehicular access from the mews.
Mews – Precedent Images

9.4 **Materials Palette:**
A variety of materials are envisioned in the parks and open space system. Where possible, local and regional materials should be used for paving, walls and landscape features. Their design character and application should be contemporary in their expression and harmonize with the natural character of the river’s edge while providing imaginative references to the historical context of the site and the region.

Such materials may include regionally quarried/recycled stone such as basalt, locally produced/recycled concrete and concrete products, and regionally and/or sustainably harvested/recycled timber. Special provisions should be made for the application of “found” materials or artifacts that may have been specific to past activities on the site, whether in its more recent industrial period, its earlier aboriginal settlement period, or during periods pre-dating human settlement.
9.5 Plant Materials:

9.5.1 Selection Criteria:
Selected plant materials will play an important role in the parks and open spaces. Plant material should be selected and designed to reinforce the park or open space character and enhance the quality of the outdoor spaces. The following principles apply to all selected and proposed plant material.

• Plant material should have minimal/limited maintenance requirements.
• Plant material should be hardy and selected for specific biodiversity zones.
• Plant material should be of a significant scale so the impact can be realized and appreciated soon after parks are completed.
• Native and adaptive plant materials are encouraged over highly ornamental plant materials.
• Plant material should be utilized to create a variety of ecosystems and increase the biodiversity of the area.
• Plant material selection should reinforce the Urban Forest goals of the City of Vancouver.

9.6 Site Furnishings and Public Art:

9.6.1 Site Furnishings:
Site furnishings, coordinated with paving materials and lighting, help define the character of public places and can play a key role in creating a unified character in urban areas characterized by a variety of architectural styles. Site furnishings include benches, trash receptacles, recycling receptacles, bollards, bike racks, landscape structures, and drinking fountains. All development proposals shall submit proposed site furnishings for the review of the ARC.

All site furnishings should be durable, well made and easily maintained.

Stand-alone furnishings should be limited in favor of integrating seating, receptacles and planters into landscape walls where grade changes occur alongside pathways and
park edges. These are intended to provide places for social interaction, viewing of the river, eating, and spectator seating for small performances. Where they are required, locate modular furnishings such as free-standing benches, planters, kiosks, patio seating and receptacles to the edges of the plaza and/or parallel to the flow of pedestrian and bicycle movements, to allow continuous access and maximize flexible use of the plaza.

Seating surfaces, railings and other finer components that are in direct human contact should be constructed with regional and/or sustainably harvested hardwoods that maximize comfort, visual warmth and longevity. Supporting structural components may be a combination of steel (powder coated, hot-dipped galvanized or corten), architectural concrete and stone (saw cut or flame finished).

Avoid large exposed faces without texture or articulation that are easily tagged or vandalized. Avoid continuous edges that exceed 36” on surfaces that can be accessed by skateboards. Where possible, skateboard deterrents should be integrated into the design of furnishing components to avoid add-on applications at a later date.

Recycling containers should be integrated with the trash receptacles.

9.6.2 Public Art:
Public art is a way to incorporate culture and bring a sense of place and interest to a community. Incorporate public art into the project wherever possible. Public art in the project can augment the creation of places that have significance for people such as the parks, streets, mews, and neighborhood gathering places. To achieve this the art should be well integrated into the public realm and not added as an afterthought.
NO FURTHER TEXT ON THIS PAGE