

## Exhibit A

### THE VISION

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, and working and visiting populations in and adjoining the city center.



*Waterfront housing with dining and entertainment at street level.*



*Esther Short Park*



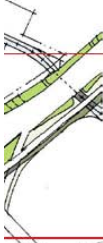
*Urban waterfront*



## Exhibit B



*High capacity transit is an important part of the vision for the City Center. Mode and route will be determined through a future public process.*



*Main Street extension with waterfront park*



*Daniel Street pedestrian connection*



*Main Street*



*7th Street*



*Landscape/penetrate BNSF rail berm*

While the Main Street Corridor will extend active uses from uptown to downtown, the nature of those uses will differ from block to block. Retail uses will be focused in places where conditions are particularly favorable. Public participation in joint developments will be focused at pulse points where they will leverage the most beneficial private investment, and on residential development. Other segments of the corridor will be dominated by different types of housing, business and open space, each configured to complement and support its neighbors. Ties between downtown and the waterfront will be strengthened so that views across the Columbia River are opened to most of the downtown. Vancouver will at last be perceived as the largest waterfront city on the Columbia River.

## Exhibit C

### Parking Management

Parking management supports the development of a vibrant city center for shopping, working, living, recreation and entertainment and the customers, visitors, employees and residents of those uses. People do not come downtown to park. People come downtown to experience an environment that is unique, active and diverse. The role of parking management is to assure that the desired vision for the city center is fully supported.

A primary goal of parking management is to create an effective and efficient parking system that caters to the needs of priority users. The City's identified priority user for the public parking system is the "city center patron", the person who shops, visits or recreates.

### Policy

Current City code requires minimum numbers of parking spaces for new commercial and residential buildings in downtown. These minimums often require more parking than is necessary to (a) support the development project and (b) establish compact and efficient land use and urban form.

The City should create an effective and efficient parking system that caters to the needs of priority users, "the city center patrons" through the following means:

- 1) Eliminate parking minimums for commercial development in the downtown thereby encouraging tighter, more pedestrian-friendly development.
- 2) Reduce parking minimums for residential development in the downtown commercial zone in tandem with restrictions on residential on-street permit parking in the same zone to assure that priority users are accommodated within the on-street supply.
- 3) Implement maximum parking ratios on both residential and commercial development, until such time that surface parking lots are prohibited within the Parking Control District 20-630-5, to support and facilitate (a) more efficient land use and (b) integration with City goals for increased use of alternative transportation modes (i.e., transit, bike, walk and rideshare).
- 4) Limit/restrict the development of new surface parking facilities in the downtown, recognizing the inefficiency of land use that such facilities create.
- 5) Provide incentives to encourage structural parking in the downtown to prevent excessive use of downtown land for parking and to preserve the continuity of retail use and building frontage in the downtown shopping area,
- 6) Coordinate parking policies, programs and strategies to facilitate the transition of a greater percentage of users of the downtown (particularly employees) into alternative modes of access (i.e., transit, bike, walk). This will assure that public investment in parking will (a) be prioritized for customer/visitor access and (b) reduce the overall supply of parking built utilizing public resources.

- 7) Preserve on-street parking by requiring replacement of spaces lost to development. Replacement parking should be located as close as possible to the place it is removed, but no more than 750 feet. Replacement parking may include re-designation of existing long-term parking, re-striping of existing on-street space to add capacity, or payment in lieu of providing replacement spaces (only if it is sufficient to provide structural parking) or other programs. Mitigation must demonstrate how it will meet demand for on-street short-term parking at the location of the proposed impact.