City of Vancouver

# Central Park Plan Update

Adopted January 2008

Ex3093-0001-VAN

# Acknowledgements


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### Major Stakeholders

Arnada Neighborhood Association
Hudson's Bay Neighborhood Association
Central Park Neighborhood Association
Columbia Way Neighborhood Association
Rose Village Neighborhood Association
Aviation Advisory Committee
Pearson Field Airport
Clark Public Utilities
Department of Veterans Affairs
Fort Vancouver National Historic Society
Vancouver National Historic Reserve Trust
Fort Vancouver Regional Library
Federal Highway Administration
Vancouver School District
Clark College
C-TRAN
Marshall Community Center
Luepke Senior Center
Affordable Communities and Environments
Parks and Recreation Commission
Department of the Army
Who Song and Larry's
Joe's Crab Shack
Washington State Dept. of Transportation

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**Other Plans for the Area**

- Department of Veterans Affairs Master Plan
- Vancouver School District Facilities Plan
- Clark College Facilities Master Plan
- Fort Vancouver Regional Library (FVRL)
- Clark Public Utility District
- City of Vancouver Water Works Park Facilities Master Plan
- Vancouver Historic Reserve Comprehensive Management Plan
- National Park Service General Management Plan
- Vancouver Historic Reserve Long Range Plan
- Vancouver Historic Reserve Cultural Landscape Report
- Vancouver Historic Reserve Long Range Interpretive Plan
- West Barracks Reuse Plan
- Vancouver National Historic Reserve—Public Art and Commemorative Works Policy
- Pearson Field, Airport Master Plan
- City of Vancouver Officer's Row
- Vancouver-Clark Comprehensive Parks, Recreation and Open Space Plan
- Marshall Community Park Master Plan

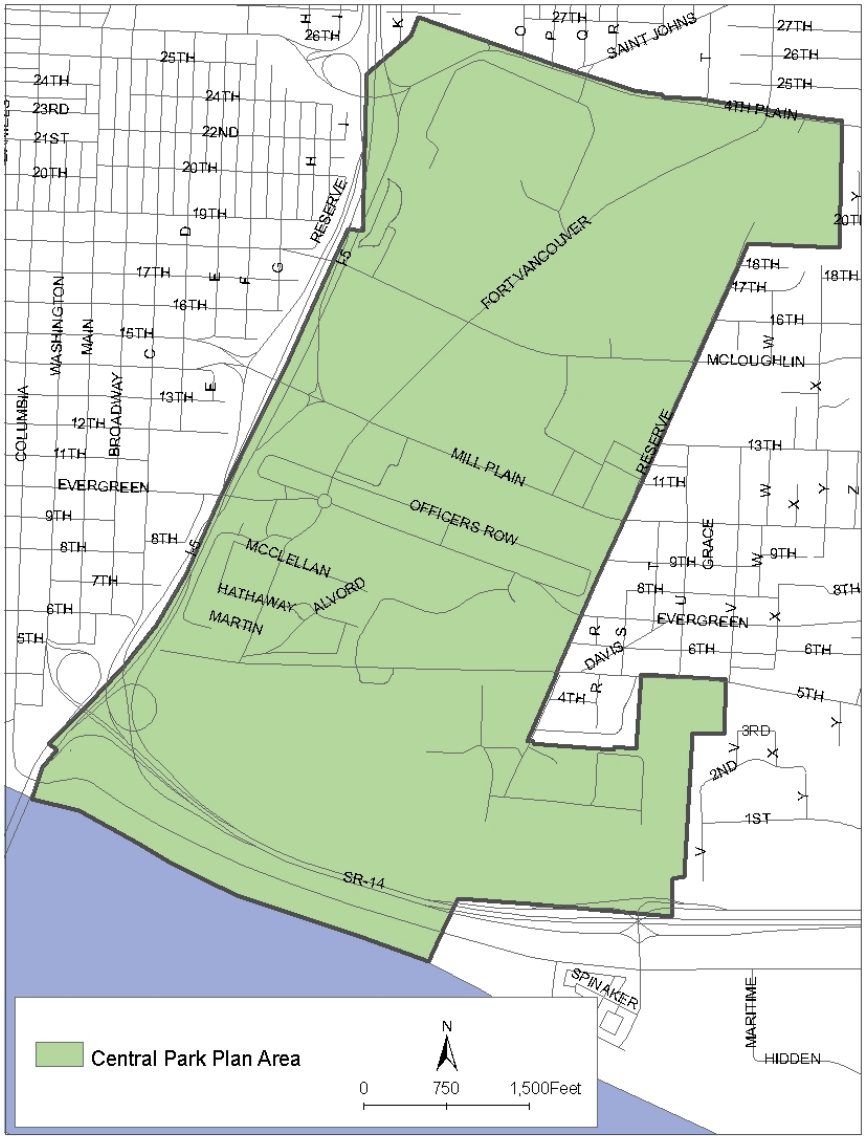
# Background

The Central Park Plan was adopted on September 10, 1979, to implement the plan "A Park for Vancouver". The Vancouver Comprehensive Plan 2003 – 2023, identified updating the Central Park Plan as an implementation strategy and in 2004, the Planning Commission identified it as one of their top priorities.

Since the Plan's adoption, nearly 30 years ago, the area has seen dramatic changes. Over the years, many steps were taken to implement the plan, but many measures were never implemented. As permitted by the 1979 Central Park Plan , several entities within the area have over time and through active public engagement adopted facility or campus master plans that followed the prescribed process and requirements of Vancouver Municipal Code (VMC)20.268. (These master plans are referred to on page 2 ). Similarly, all future facilities master plans within Central Park will be processed under VMC20.268. The 1979 Central Park plan and implementing ordinances no longer reflect the alterations to the institutions, open spaces, and circulation networks within the planning area or the relationships to adjacent more recently planned subareas.

This update was conducted to reevaluate the plan and determine what has been accomplished, with regard to the original goals and implementation strategies, what remains to be done and what needs to be amended.

Based on the evaluation and public process the following Central Subarea Plan updates the 1979 Central Park Plan. This Central Park Plan Update replaces the 1979 Central Park 'A Park for Vancouver' Plan and the Vancouver Central Park Design Guidelines.



# History

Central Park is rich with history and includes one of the Pacific North West's oldest settlements. In 1825 Fort Vancouver was established by the Hudson's Bay Company. From 1825 to 1846, it was the administrative center and principal trading post for the Hudson Bay Company's vast 'Columbia Department'. The Columbia Department spanned from the Rocky Mountains to the Hawaiian Islands and from Alaska to California. A village grew up near the fort and extensive farming and manufacturing occurred at and around Fort Vancouver during this time.

In 1846, the 49th parallel was established as the boundary line between the U.S. and British Canada. The Hudson's Bay Company then moved its administrative headquarters to Victoria, Canada and by 1860 had completely abandoned Fort Vancouver. In 1849 the U.S. Army established a post northwest of Fort Vancouver and eventually held all of the property that is now Central Park. The military base has changed names through time; it has been called the Columbia Barracks, Vancouver Barracks and Fort Vancouver.

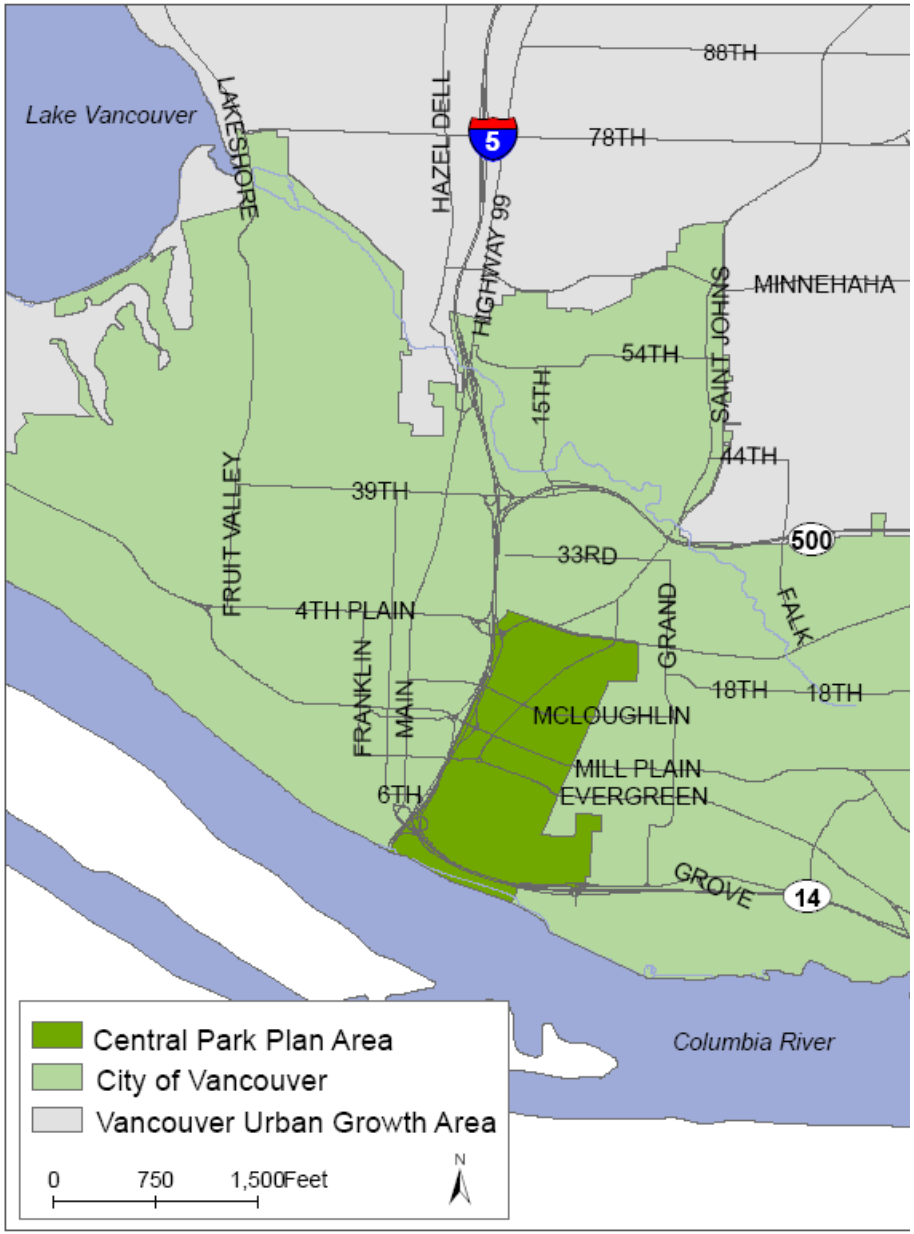
The military's use of the area peaked during WWII and quite a bit of development occurred on the base during this time. After the war, the Army needed less land and around 1950 began to sell off surplus parcels for other public uses. Currently the War Assets Department still owns the majority of the property in the Central Park Plan area and the Army's lasting influence can clearly be seen in the VA Hospital, Army Cemetery, Officer's Row, the Parade Grounds and the barracks.

# Setting

## *Plan Area*

Prominently located at the Columbia River gateway to Washington state and the Vancouver City Center, the Central Park Planning area possesses unique public destinations of national, state and local significance.

Located just east of the Vancouver City Center, the large plan area includes approximately 692 acres. It is bounded to the west by Interstate-5; on the south by the Columbia River; and on the east, north and northwest by residential neighborhoods. Three City Subareas connect to the Central Park Plan subarea, the Fourth Plain Corridor to the north, the City Center to the west, and the Lower Grand Employment Center to the southeast .



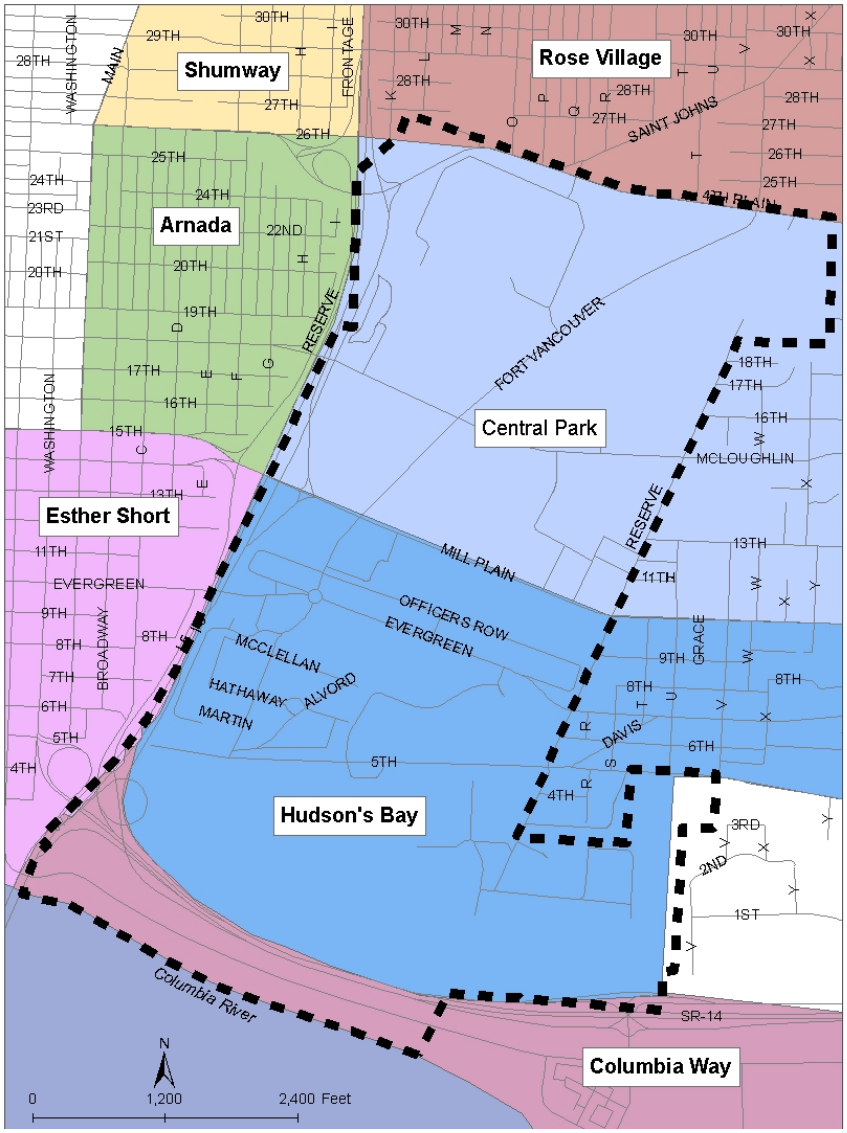
## *Neighborhoods*

The Plan area includes sections of the Hudson's Bay, Central Park and Columbia Way neighborhoods. It is also bordered by Rose Village on the north and, directly across I-5 to the west, by downtown Vancouver's Esther Short, Shumway and Arnada neighborhoods.

The Hudson's Bay and Central Park neighborhoods are larger than the Central Park Plan area, and most of their residential population borders it to the east. These neighborhoods have a combined population of 3,224 persons (2000 Census) and are characterized by a mix of older single- and multi-family housing.

The Rose Village neighborhood, found north of Central Park across Fourth Plain Road, is comparable to the Hudson's Bay and Central Park neighborhoods. It is made up of a mix of older housing types and has a population of 5,737 persons (2000 Census).

The City of Vancouver has recently focused a lot of energy on revitalizing its downtown. These efforts have had a positive effect on the residential neighborhoods surrounding downtown. The Arnada and Shumway neighborhoods, with a combined population of 1,905 persons (2000 Census) are located northwest of Central Park, have experienced a renewed interest by homebuyers and have realized an overall improvement in housing conditions and an increase in property values.

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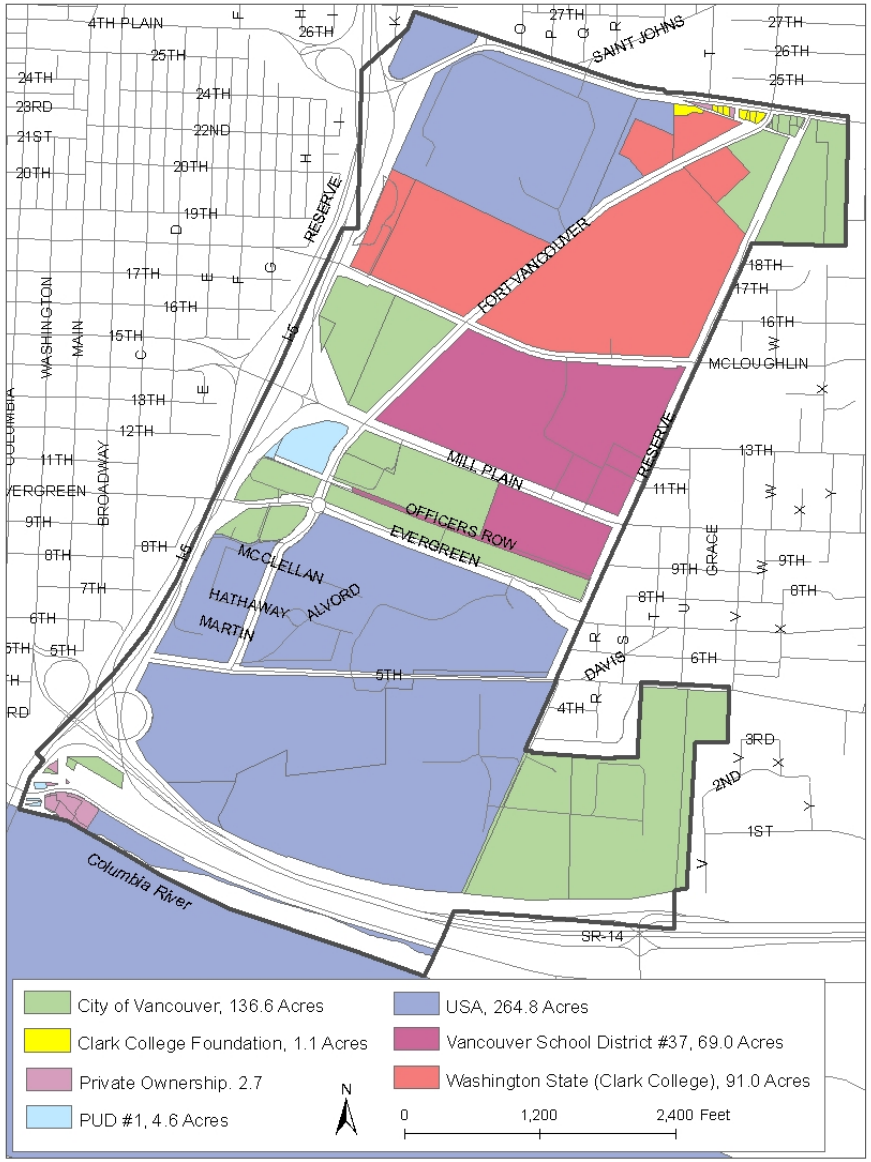
## *Current Ownership*

Public agencies own the majority of property in the Central Park Plan area while only 2.7 acres are owned privately. The following significant uses are located inside Central Park:

- Army Cemetery
- Veterans Administration Hospital
- Clark County Community Health Center
- Water Works Park Facilities
- Swift Skate Park
- Clark Community College and athletic fields
- Hudson's Bay High School and athletic fields
- Marshall Recreation Center and Park
- Luepke Senior Center
- Fort Vancouver Regional Library
- Fort Vancouver Little League Fields
- Clark Public Utilities main office
- Officer's Row
- Fort Vancouver National Historic Site
- Army Barracks
- Pearson Field Airport and Museum
- Vancouver Police Dept. headquarters
- Federal Highway Administration offices
- Water Front Park

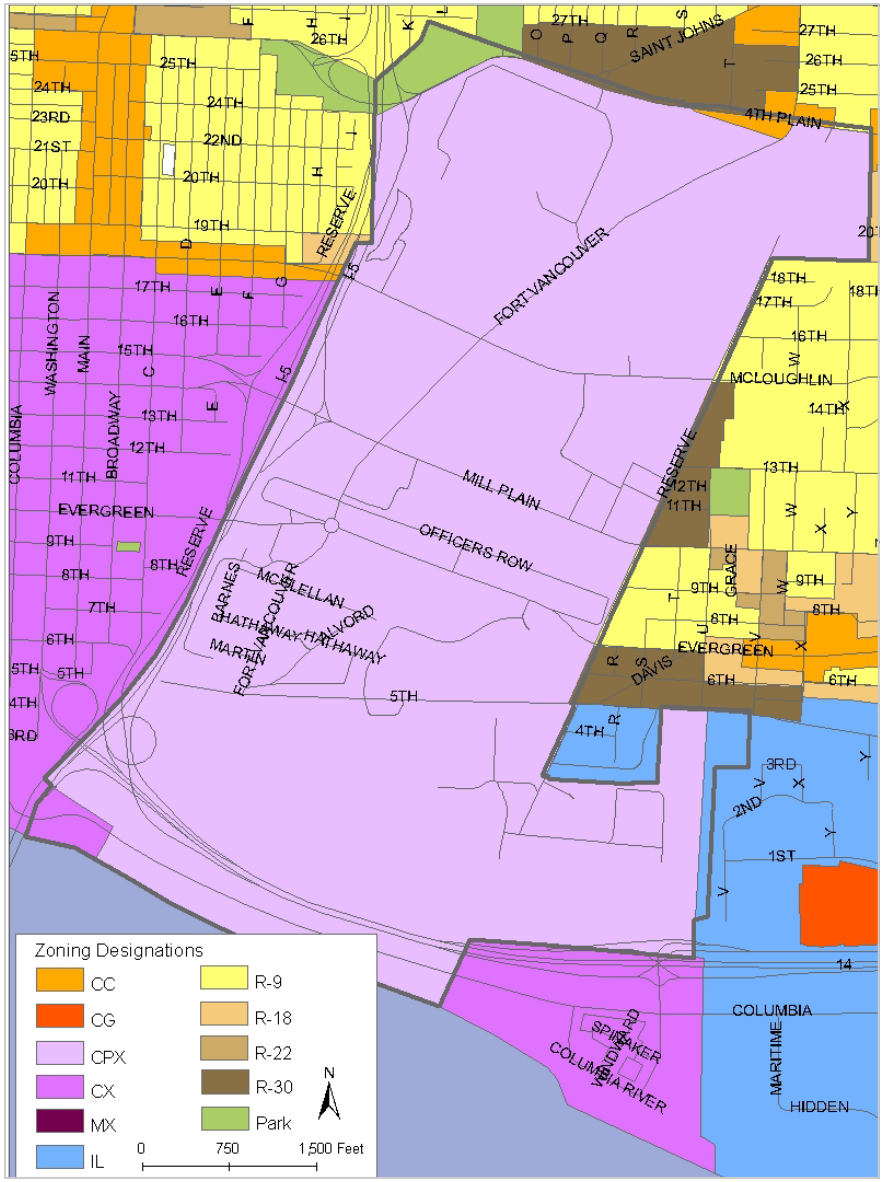
The privately owned parcels include small commercially used parcels and vacant parcels. Residential land use is minimal and is mostly located on the Veterans Affairs Campus and Officers Row within the Historic Reserve.



## *Zoning*

The primary zone in the Plan area is Vancouver Central Park Mixed Use (CPX). There is a small area of City Center Mixed Use (CX) on the southwest corner and an area of Light Industrial (IL) in the southeast section adjacent to Pearson Airpark. A small area of Community Commercial (CC) is located in the northeast along Fourth Plain Blvd.

The area surrounding Central Park on the north and northeast is predominately zoned residential with a small amount of commercial along Fourth Plain Blvd.; south of Pearson Airport is zoned City Center Mixed Use (CX). West of I-5 the zoning of adjacent areas is residential with some commercial to the north and CX to the south. Overall, the majority of surrounding zoning is residential .

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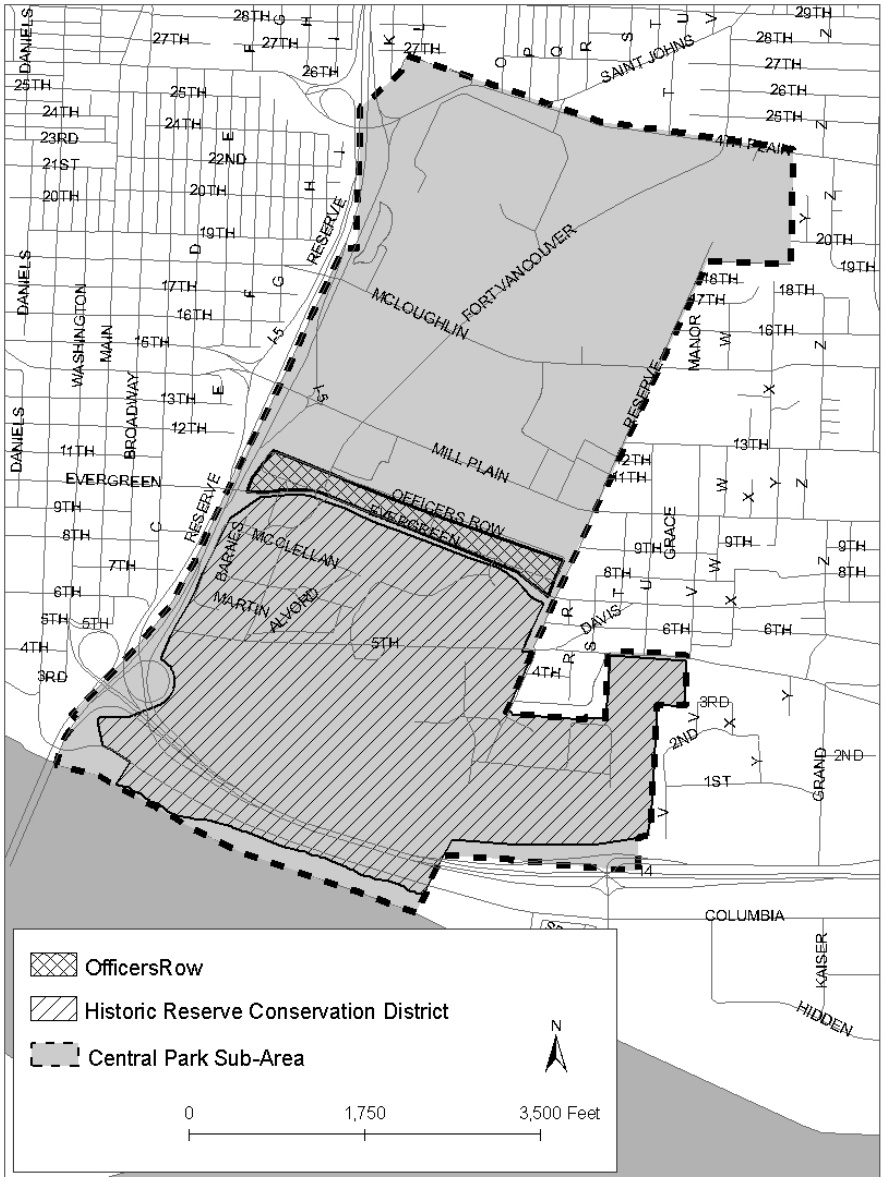
## *Zoning Overlays*

There are five zoning overlays included in the Vancouver Municipal Code for Central Park. Two of the five, the Officer's Row Conservation District VMC 20.640.030 and the Historic Reserve Conservation District VMC 20.640-040 are shown on the map. Each of these conservation district overlays establish a boundary, uses, and special development standards to help preserve and enhance their unique historic character.

The remaining three overlays, the Airport Height Overlay VMC 20.570; the voluntary Transit Overlay District VMC 20.550; and the Design Review VMC 20.265 are not shown on the map.



## *Access and Transportation*

Central Park is accessible from all parts of the city and region. It is bounded by Interstate 5, the main north-south freeway on the west coast, and SR 14, the main east-west highway along the Columbia River in Washington. Mill Plain and Fourth Plain Boulevards are major east-west arterial streets linking the area to the rest of the city. The area itself is crossed by few local streets and the internal circulation patterns of the individual facilities are not well connected or integrated.

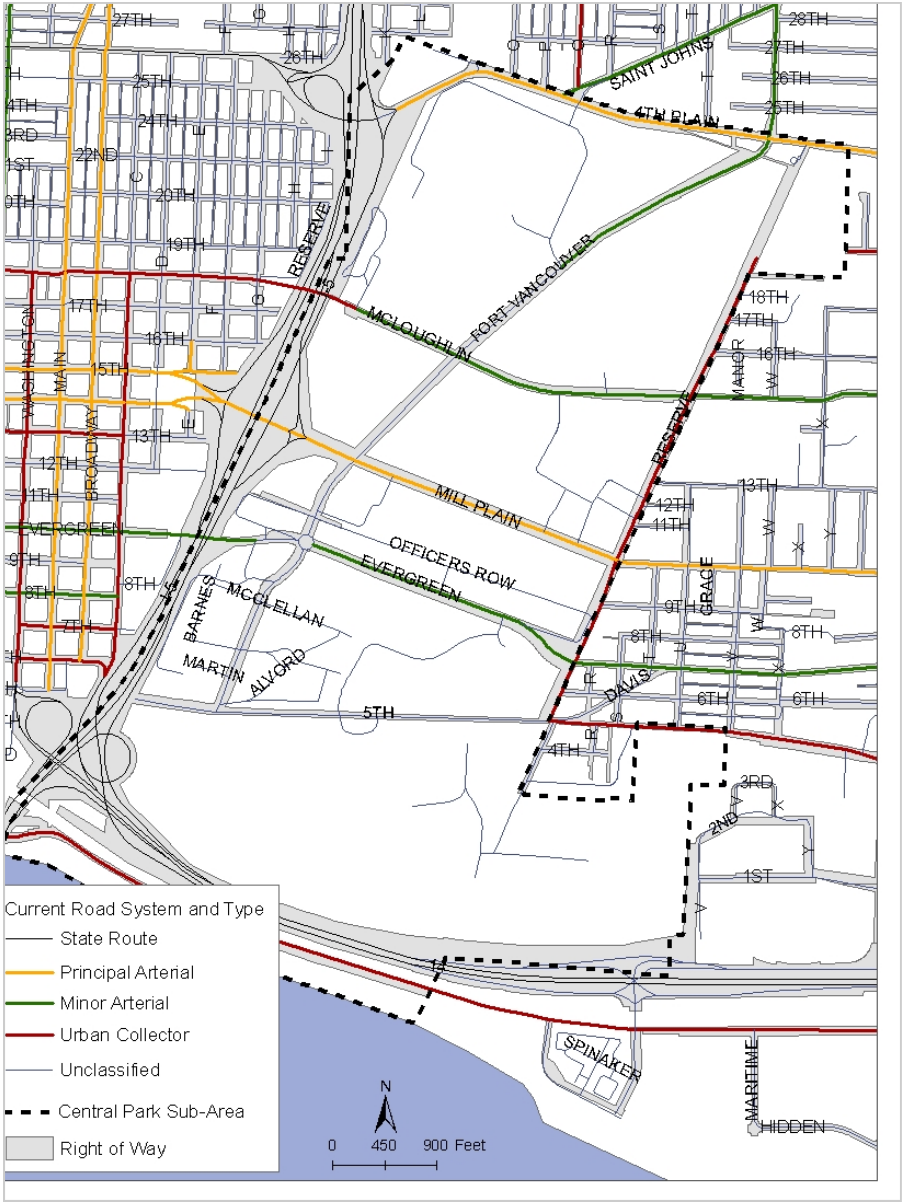
I-5 also serves as a barrier to easy access from downtown Vancouver, where most of the facilities and services used by visitors are located (e.g., hotels, restaurants, shopping). Likewise, SR 14 and the parallel railroad berm are barriers between Central Park and the river, however the "Land Bridge" currently in construction is a pedestrian bridge that passes over the railroad and SR-14.

*Bus Service*

CTRAN, the transit agency for Clark County, provides bus service in Central Park and the surrounding area. Currently seven major bus routes serve Central Park and are well connected to the rest of the CTRAN service area. Several new proposed routes will provide additional service to the plan area.

*Airport*

Pearson Field is one of 140 public use airports in the state of Washington and is identified in the Washington State Aviation System Plan and National Plan of Integrated Airport Systems as an important regional, state and local transportation facility. With over 50,000 annual operations and 175 based aircraft, Pearson Field is the largest airport in the South West regional transportation area.

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## *Bike Lanes and Paths* ————————

Existing pedestrian and bike pathways are located on a number of streets and within the individual agency and institution campuses of Central Park. However. to create a convenient, cohesive, and interconnecting pathway network throughout the planning area additional pathways need to be identified and provided.

# Public Process

With the help of a grant provided by Community Trade and Economic Development, the City with the consultants JD White a division of BERGER ABAM Engineers Inc., and OTAK embarked on a visioning process to examine the existing plan, determine its present day purpose, and identify its potential future role, including recommended changes to the plan, maps, design standards, and implementing ordinances. The process included a report on existing conditions and an identification and gap analysis of approved master plans implemented since the original plan adoption and how they relate to key elements of an updated plan.

Following the analysis report, the City identified key stakeholders and the consultants conducted 35 stakeholder interviews with people associated with the entities located in and around Central Park, property owners, members of neighborhood associations, and City staff members, about the plan's purpose, its potential future role, and the key elements of an updated plan. The outreach process revealed three stakeholder groups one that represents the north portion of the subarea, one that represents the south portion and one that represents the neighborhoods. Stakeholders who represent property owners or interests south of Mill Plain Boulevard seem to be most concerned with history, the performing arts, consistent themes, and connectivity. Those who represent property owners or interests north of Mill Plain seem to be more concerned with preserving open space, parking, growing their institutions within the subarea context, and the perception/reality of crime within the subarea.

Neighbors seem most concerned about preserving open space, encouraging connectivity for pedestrians walking and biking, and possible intrusions by institutions and traffic into the neighborhoods. These three groups all want to connect the subarea's two halves into a seamless whole that will preserve open space and the subarea's existing assets. A copy of the stakeholder interview report is attached as Appendix A.

Following the interviews, two visioning workshops were held and at the conclusion of the second workshop, stakeholders reached a consensus on a preferred Central Park Subarea Plan Concept . They also identified and prioritized key features of the concept. The consultants then completed a final recommendations report.

Guided by the existing conditions/gap analysis report, and final recommendations report which includes summaries from the stakeholder interviews and workshops, city staff generated a draft Central Park Subarea Plan Policy document. Upon stakeholder review and comment a final draft evolved, which includes a concept map and implementing policies found on the following pages of this plan.

This Central Park Plan Update replaces the 1979 Central Park 'A Park for Vancouver' Plan and the Vancouver Central Park Design Guidelines.

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# The Concept

Create a unified sense of place by celebrating a shared historic landscape, announcing gateways into the plan area and to key features, establishing an enhanced and cohesive great street and interconnecting trail network within the plan area and to its neighbors. At the same time, allow the distinct public use and characteristics of the three districts to expand and flourish.

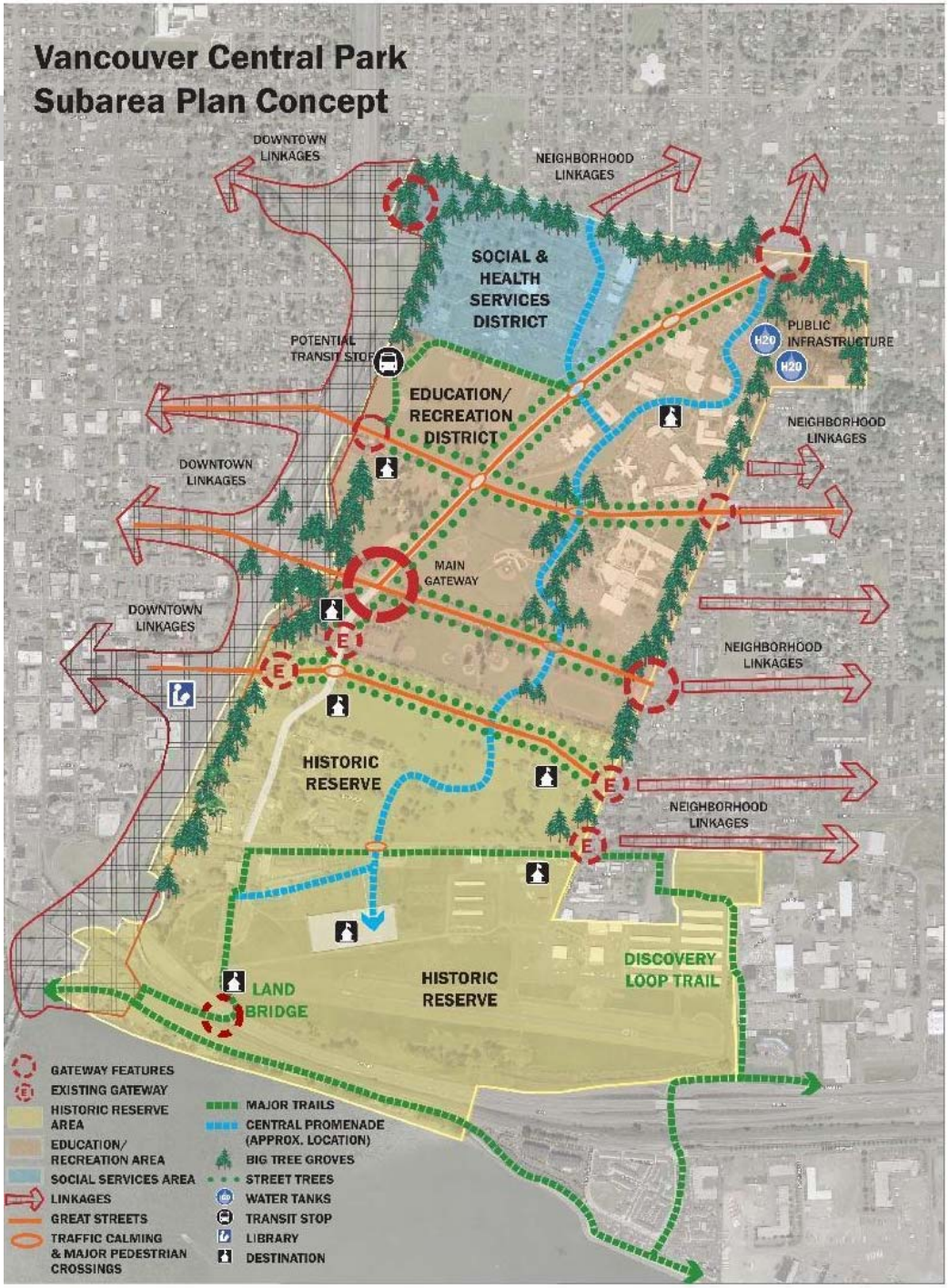
Identified key features of the concept include: gateways, existing gateways, traffic calming and major pedestrian crossings, great streets, linkages, central promenade, major trails, street trees, and groves of big trees.

## Districts

Social and Health Services District is located in the northern portion of the Subarea. The District includes the Veterans Administration facilities, the Historic Army Cemetery, Clark County's health and social services and special needs housing.

Education and Recreation District is located in the central and northern portion of the Subarea. This District includes Hudson's Bay High School and its sports fields, Vancouver Library, Clark PUD Public Services building, Marshall Community and Recreation Center, Clark College and its sports fields, and Water Station #1 Facility and Park.

Historic Reserve District is located in the southern portion of the Subarea. The District includes Officer's Row, the West and East Barracks, Parade Ground, Visitor Center, Pearson Air Field, the Land Bridge, and Columbia River Shoreline.

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# Policies

The following policies are statements that describe the direction or preferred course of action that will implement the Plan Concept. The polices may include more refined objectives to provide more detail about understanding, applying and implementing the plan.

## PUT CENTRAL PARK ON THE MAP

*Residents and visitors of Vancouver are aware of Central Park and its significant historical, natural, educational, recreational, and social service resources.*

**CP-1** Promote awareness and use of Central Park's amenities with strategies such as:

A. When advertising events, or directing and educating the public about the agencies and opportunities in Central Park, when appropriate, use 'Central Park' in the title or location details;
B. Encourage agencies and institutions to coordinate programs and events;
C. Advertise events in the Central Park Subarea using existing resources such as Van couver's calendar of events and agency fliers; and
D. Encourage and develop opportunities for tourism and to attract day and overnight visitors.

## LAND USE

*Central Park's preserved and enhanced significant resources continue to attract and to serve the needs of a diverse resident and visitor population.*

**CP-2** Retain and enhance Central Park's significant historical, natural, educational, recreational, transportation, public utility service, and social service resources.

**CP-3** Ensure that Central Park continues to support and enhance public use and gathering places in a vibrant, and compactly-clustered developed environment.

**CP-4** As future opportunities arise at the identified gateway of Mill Plain and Fort Vancouver Way, encourage signature public projects that maximize the gateway location to Central Park and the Historic Reserve.

**CP-5** The institutions and services that are currently located in the Central Park area are significant community resources that should continue to grow as needed to meet future requirements, be centrally located, and easily accessible to all.



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**CP-6** The City in partnership with the Vancouver School District should preserve and enhance the open space located between Officer's Row and Mill Plain Boulevard for recreation, insomuch as, it does not hinder future development of the Historic Reserve gateway.

## GATEWAYS

*Attractive gateways located on the existing auto, bike, and pedestrian connections to and from Central Park welcome visitors to a very special part of Vancouver's past and future and differentiates the area from its surroundings.*

**CP-7** Develop gateway features at existing auto, bike and pedestrian entryways to Central Park that define its borders and visually signal arrival. The gateway features should include but not be limited to, special signage, way-finding, landscaping, street trees, paving and/or structures.

A. Develop a primary gateway at Mill Plain Boulevard and Fort Vancouver Way.
B. Develop secondary gateways at Mill Plain Boulevard and East Reserve; McLoughlin and East Reserve; Fourth Plain and Fort Vancouver Way; Fourth Plain and the I-5 off ramp; and on McLoughlin just east of the I-5 under pass.
C. Maintain and enhance the five existing gateways, located at East Reserve and 5th Street; East Reserve and Evergreen Boulevard; Evergreen Boulevard and Fort Vancouver Way; Evergreen Blvd at I-5; and the Land Bridge.
D. Develop gateways at primary pedestrian trail entrances.

## GREAT STREETS

*Great streets provide places for people to walk, physical comfort, spatial definition, qualities that engage the eyes, transparency, a complementary built environment, quality of construction, a safe atmosphere for everyone, and treat pedestrians and bicyclists as important users, while continuing to provide access for autos and public transit. Great Street amenities such as trees, landscaping, paving, lighting, street furniture and clearly defined way-finding adorn Central Park streets.*

**CP-8** Develop all Central Park Streets as "Great Streets" to include a full complement of amenities and way-finding linkages appropriate to a large urban civic space.

A. Develop the streets and street environment within Central Park to achieve "Great Street" character. This will include features that create a safe atmosphere to drive, walk, and bicycle in, and provide attractive and vital streets that are active throughout the day.
B. Create direct transitions from all Central Park streets, sidewalks and bike lanes to streets, sidewalks and bike lanes outside of the Central Park Subarea and to on-site facilities and land uses within Central Park.
C. The City shall make the following safety, environmental, aesthetic and pedestrian friendly improvements to the following streets:

1. ***Fort Vancouver Way, McLoughlin Boulevard and East Reserve***

   a. Provide passive and active traffic calming elements, such as bulb extensions, street textures, medians, raised crosswalks and intersections, landscaping and trees, as well as, additional pedestrian crossings to manage traffic and improve pedestrian safety;
   b. Install sidewalks to create a continuous dedicated walkway over the length and width of the Central Park and connect to existing sidewalks that link to the areas outside;
   c. Provide bike routes to create a continuous bikeway where feasible the entire length of Fort Vancouver Way and McLoughlin Blvd. and to link to bikeways outside the Central Park planning area;
   d. Provide for the necessary adjustments that allow for high capacity transit to the route chosen through the Columbia River Crossing project.
   e. Establish design standards for building orientation and frontage that reflect the characteristics of Central Park.

2. ***Mill Plain Boulevard***

   a. Provide full multi-modal access on both sides of the boulevard and any new interchanges built to access Mill Plain Blvd shall be built for full multi-modal access on all sides;
   b. Provide passive traffic calming elements as mentioned in (1a) above;
   c. Provide safe pedestrian crossings to make Mill Plain safer and easier for people to travel from the northern agencies and recreational facilities to the southern agencies and recreational facilities; and
   d. Manage the plantings located in the median strip near the mid-block pedestrian crossing to improve visibility for autos, bicyclists and pedestrians.

3. ***Fourth Plain Boulevard***

a. Provide full multi-modal access on both sides of the boulevard. Any new interchanges built to access Fourth Plain Boulevard shall be built for full multi-modal access on all sides;
b. Provide passive traffic calming elements as mentioned in (1a) above;
c. Provide safer and more convenient pedestrian crossings on Fourth Plain Boulevard for people to access the facilities in the Central Park area from the north;
d. Provide sidewalks to create a continuous dedicated walkway and connect to existing sidewalks that link to the areas outside;
e. Provide bike lanes to create a continuous bikeway that link to existing bike lanes and those outside the area; and
f. Improve pedestrian access at entrances of the Veteran's Affairs Campus, Clark County Community Health Center and the Historic Army Cemetery.

4. ***Evergreen Boulevard***

a. Design the Evergreen Boulevard I-5 crossing and the Boulevard west to 'C' Street to extend the Historic Reserve streetscape ambiance into the downtown; and
b. Create "Heritage Street" standard plan details for Evergreen Boulevard within Central Park consistent with VMC Section 11.70, Scenic Route Designation and existing Reserve Cultural Landscape Report.

5. ***Fifth Street***

a. Designate Central Park's Fifth Street as a "Heritage Street" (VMC Section 11.70); and
b. Develop complimentary street design elements as found on Evergreen Boulevard and that are consistent with the National Park Service General Management Plan.

6. ***Columbia Way***

a. Provide full multi-modal access on both sides of the street when reconstructed and relocated;
b. Provide passive and active traffic calming elements to manage the auto traffic, improve safety on Columbia Way, and improve pedestrian access to the waterfront;
c. Provide enhanced pedestrian crossings to make it safer for people to access the facilities in the Central Park Subarea from the north and the waterfront. These crossings may include active traffic calming, such as raised crossings, speed cushions, raised intersections;

d. Provide sidewalks on the north side to create a continuous dedicated walkway and connect to existing sidewalks that link to the Land Bridge and to outside the plan area;
e. Provide bicyclists a traffic-calmed-shared street or bike lane to create a continuous bikeway that links to existing bike lanes and provides a safe location for faster bike traffic to travel more appropriately separated from the slower waterfront trail pedestrian traffic; and
f. Enhance bi-state pedestrian and bicycle access to the I-5 Bridge paths by providing direct connections to the surrounding streets and paths.

## LINKAGES

### Pathways

*Pedestrian paths and bikeways allow for pleasant, convenient, and safe connection between land uses and recreational opportunities and to existing paths outside the area. The Central Promenade, a key unifying element connects in the north to the Burnt Bridge Creek Regional Trail, in the south to the Discovery Loop Trail and waterfront, and to the internal path network.*

**CP-9** Develop strong pedestrian and bicycle connections within Central Park and between the planning area and surrounding neighborhoods.

A. Create a Central Park internal pedestrian and bicycle network connecting transit stops and facilities and services to each other and to the Central Promenade;
B. Provide shared-use facilities to and from developed high capacity transit stops and/or park and rides ensuring direct pedestrian and bicycle connection to the varied facilities and services and the central promenade; and
C. All park and path development shall be consistent with the Comprehensive Parks & Recreation, Open Space Plan and the Paths and Trails element.

**CP–10** Create a “Central Promenade” that is a shared-use, off-road path running through the center of the Central Park Plan area (see concept map).

A. The promenade shall operate as a major organizing and connecting element in Central Park linking the three districts, their respective facilities and services and the existing and planned local and regional trails located inside and outside the planning area; and
B. The design elements of the Central Promenade shall reinforce a continual unifying path while respecting the existing agency’s and institution’s design guidelines and way-finding.



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## Design Features

*Elements that are more specific to Central Park reinforce the obvious linkages of streets and paths and unite Central Park into a seamless whole.*

**CP-11** Connect the south and north Central Park Subarea, connect the Central Park Subarea to the Vancouver City Center, the waterfront, bi-state walkways, and surrounding neighborhoods with the following strategies and consistent with the existing institution's design standards.

A. Identify common elements between the Historic District, the Education/Recreation District, and Social and Health Services District to reinforce the links between these districts;
B. Use common plantings, vegetation type, light fixtures, street furniture, signage, crosswalk and sidewalk enhancements, and public art to reinforce the identity of the Central Park Subarea. These design elements, as much as possible, should share a complementary design vocabulary such as color, size, pattern, shape, and materials;
C. Plant small groves of trees strategically throughout the Subarea to emphasize outdoor spaces and create a strong visually unifying element;
D. Plant the similar street trees through out the Central Park Subarea and into the surrounding areas (in accordance with the Urban Forestry Management Plan);
E. Preserve and enhance existing arboretums and plant collections throughout the planning area;
F. Remove or reduce physical and visual barriers that block the flow within the Central Park Subarea and to the surrounding areas such as:
    1. Reduce the barrier that Interstate-5 creates between the Central Park Subarea and the City Center with the addition of the "Heritage Bridge", the addition of a cap, and the enhancement of Evergreen, Mill Plain, McLoughlin and Fourth Plain Boulevards.
    2. Reduce the barrier that Fort Vancouver Way creates between the east and west portions of the Central Park Subarea with improved pedestrian connections such as bridges over or tunnels under Fort Vancouver Way.
    3. Manage the hedge row between the Fort Vancouver Little League fields and Officer's Row to open view corridors while at the same time preserve privacy for Officer's Row.
    4. Remove the fence or soften its appearance between the Veteran's Administration and Clark College.
    5. Manage vegetation to create view corridors from Fort Vancouver Way and McLoughlin Blvd to Clark College.

6. Manage the Mill Plain Boulevard median strip landscaping to improve visibility for autos, bicyclists and pedestrians and to open the visual connection between the north and south districts of the Central Park Plan area.
7. Provide appropriate plantings for all street medians.

G. Enhance future high capacity transit facilities with urban design treatments to integrate the facilities into Central Park's setting.

## WAY-FINDING

*Clear and consistent way-finding tools direct visitors to and through Central Park. Way-finding means knowing where you are, knowing your destination, following the best route, recognizing your destination, and finding your way back. Many cues can alert people to where they are such as landmarks, buildings, natural features, and signs. In the broad sense many of the Central Park policies, reinforce way-finding.*

**CP-12** Develop a design palette for all gateway, street, way-finding, and central promenade signs. If appropriate, the design palette should complement existing sign vocabulary.

## OPEN SPACE

*Open space is preserved and provides a place for people to recreate, relax, and feel far away from the hustle and bustle of daily life. Central Park's abundance of open space is unique for an area so close to the city center and Vancouver is fortunate to have this resource.*

**CP-13** Encourage the agencies and institutions inside the Central Park Subarea to build more compactly to use the land more efficiently, thereby reducing or eliminating the need to use open space to expand their facilities.

**CP-14** Encourage more people to use the existing open spaces with the addition of shared use paths, and amenities such as benches, trash receptacles and lighting.

**CP-15** Develop an urban park on a future I-5 cap connecting Central Park with the city center.

## PARKING

*Parking is neither the first thing visitors see nor the most extensive land use.*

**CP-16** Manage parking and design parking facilities in Central Park to minimize impervious surface, reduce its prominence as a land use and to meet user needs.

**CP-17** New Park and Ride facilities shall be located and built to facilitate shared non-peak-hour parking with Central Park institutions and to minimize impervious surface and land used for parking.

**CP-18** The City with other agencies and institutions of Central Park should cooperatively work to ensure a complementary on-street and off-street parking system.

**CP-19** Develop a master parking management plan for the Central Park Subarea to make efficient use of limited land and cater to the needs of priority users. The parking plan shall:

A. Address known parking and access constraints with immediate to near-term improvements;
B. Provide mid and long-term solutions and decision making guidelines and triggers to ensure parking management strategies and programs are implemented;
C. Consider the design of new surface parking lots and the appropriateness of surface parking as a long term solution;
D. Manage the location and screening of new parking facilities;
E. Manage the conversion of 'open space' to parking spaces;
F. Consider shared structured parking that serves all agencies and institutions in Central Park;
G. Develop a shared parking plan between agencies, as use and schedules vary;
H. Require agencies to provide bicycle parking facilities; and
I. Consider the role of park and ride facilities in the subarea.

## TRANSIT

*Excellent transit service connects Central Park to and from all parts of the region and provides good connections between Central Park's amenities. Transit service is critical for the access needs of people who visit Central Park, as there is a high population of students, seniors, low-income, and disabled citizens.*

**CP-20** Enhance transit service to Central Park that may include additional C-Tran routes, additional and improved C-Tran stops, a street car route, high capacity transit, and trip reduction programs.

**CP-21** Allow for land use and street adjustments as necessary for potential high capacity transit and/or street car routes and associated facilities to be developed in the Central Park Plan area.

## I-5 COLUMBIA RIVER CROSSING

*Vision: The I-5 Columbia River Crossing improves access to Central park from all parts of the city and region.*

**CP-22** Work with Project Partners to ensure that the Columbia River Crossing project is consistent with the goals and policies of the Central Park Plan and by addressing the following:

A. Create new linkages between Central Park and the Vancouver City Center;
B. Enhance the Mill Plain connection as the primary gateway to the Central Park Subarea;
C. Enhance the Evergreen, McLoughlin, and Fourth Plain Boulevard connections as gateways between the City Center and the Central Park Subarea;
D. Integrate all modes of transportation, including high-capacity transit, bicycle and pedestrian circulation, to achieve a true regional multimodal corridor;
E. Coordinate I-5 improvements with Central Park Subarea access and circulation needs;
F. Any new interchanges that are to be built due to the realignment of I-5 shall provide multi-modal access on all sides and shall provide smooth connections to existing paths, sidewalks and bike lanes between Central Park and the City Center; and
G. To reduce potential impacts of an expanded I-5 freeway and bridge, a cap(s) over I-5 should be provided linking Central Park and the City Center.

## SUSTAINABLE SITE AND DEVELOPMENT DESIGN

*Site and development design in Central Park incorporates sustainable practices minimizing the use of energy, water, and other natural resources and provides a healthy productive environment.*

**CP-23** Invite and consider new innovative sustainable design practices in all Central Park development.

**CP-24** Incorporate sustainable design concepts, as much as practicable, as integral components of urban site and development designs. Examples include:

A. Reduce heat islands using landscaping and building design methods for example maximize the use of existing trees and other vegetation to shade walkways, parking lots



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and other open areas, use roof materials to reduce energy loads and extend the life of the roof, minimize impervious surfaces;

B. Manage and enhance wildlife habitat: keep disturbance to a minimum and retain prime vegetation features to the extent possible, reduce building and paving footprints, limit site disturbance, add a diversity of vegetation;
C. Restore the health of degraded sites where appropriate by improving habitat for indigenous species through native plants and closed-loop water systems;
D. Incorporate transportation solutions along with site plans that acknowledge the need for bicycle parking, carpool staging, and proximity to transit. Encourage alternatives to traditional commuting;
E. Minimize development of open space by replacing and renovating buildings and by using land efficiently.
F. Consider energy implications in site selection and building orientation for example site buildings to be able to integrate passive and active solar strategies, take advantage of natural ventilation, maximize daylight use;
G. Develop special landscape environments, such as rain gardens, drought tolerant gardens, shade or sun gardens, pea patch gardens, therapeutic gardens, gardens to attract birds and butterflies, sculpture gardens etc;
H. Create interior spaces within buildings that relate to or take advantage of exterior environments;
I. Incorporate sustainable building practices or techniques into development designs;
J. Incorporate sustainable building practices into development design such as LEED, and to the extent possible, reduces its energy consumption or that generates its own energy with renewable resources, that captures and treats all of its water on site, and uses resources efficiently and for maximum beauty; and
K. Incorporate interpretive educational signage with innovative sustainable features.

**CP-25** Consider innovative stormwater management systems, as much as practicable, with the overall site and development designs. Examples include:

A. Develop multifunctional stormwater management systems such as pervious pavements, vegetated swales, infiltration systems, vortex treatment systems, rain gardens;
B. Consider the potential aesthetic functions of stormwater management systems;
C. Artistically emphasize the stormwater function of typical building elements;
D. Integrate functional rooftop facilities;
E. Create comprehensive systems that advertise and attractively display the building's stormwater; and
F. Incorporate eco-roofs.

**CP-26** Consider sustainable landscape practices, as much as practicable, in Central Park. Examples include:

A. Select and group plants appropriately;
B. Use native vegetation and incorporate appropriately;
C. Create practical turf areas or a "less-lawn landscaping concept;
D. Increase infiltration capacity such as improve top soil and include mulch; and
E. Use efficient irrigation systems that incorporate features such as timers, rain sensors, and proper zoning.

**CP-27** The City should work cooperatively with all Central Park entities to develop maintenance management plans for all sustainable design features and to provide plan compliance education and training for maintenance and operations staff.

# Implementing Recommendations

- Update all sections of the Vancouver Municipal Code, Chapter 20.430 that refer to the Central Park Mixed Use zone (CPX).

- Update the Vancouver Municipal Code, Chapter 20.640, Vancouver Central Park Plan District.

- Provide new design standards for the Central Park Plan area that include, but not limited to, sustainable site and development practices, sidewalk and street detailing, signage for gateways and the Central Promenade, primary gateway design, secondary gateway design, street tree palette, landscaping, lighting, street furniture, and paving materials and patterns.

- Revisit Vancouver Municipal Code 20.945.070-2, off-street parking requirements for college campus

- Provide locations where additional groves of big trees may be planted.

- Create "Heritage Street" standard plan details for the designated Scenic Route, Evergreen Boulevard within Central Park consistent with Section 11.70.030, Scenic Route designation.



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- Rezone the identified Pearson Airfield property SN30850000 from Light Industrial (IL) to Central Park Mixed Use (CPX) to allow airport supported uses and to be consistent with the existing Central Park Plan Mixed Use zone.

- To ensure continuity, enhance access, and promote use of the National Historic Reserve, the City should create partnerships in acquiring the in-holding of Light Industrial zoned properties located adjacent to the southeast portion of the Central Park Planning area.

- Update VMC20.265, Design Review to better coordinate and streamline development review in reference to the Central Park Plan.

- Prepare an area-wide pedestrian path plan that locates pedestrian connections to neighboring areas and to entities within.

- Determine the Central Promenade alignment.

- Identify funding sources for implementation.

- To promote awareness of Central Park's history and historic resources, the City of Vancouver should create partnerships in organizing a grand event that may include history walks, lectures given at Clark College, and historic reenactments.

For more information
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