PORT OF VANCOUVER
WATERFRONT DEVELOPMENT

Concept Development Plan
City Center Redevelopment Authority
April 20, 2017
### Project Timeline

<table>
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<tr>
<th>TIMELINE</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
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<tr>
<td>2007</td>
<td>Q1</td>
<td>Q2</td>
<td>Q3</td>
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<td>Q4</td>
<td>Q1</td>
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#### Phase I:
Port of Vancouver Framework Master Plan
- WATERFRONT VISION
- PORT COMMISSION GUIDING PRINCIPLES
- PUBLIC ENGAGEMENT
- APPROVED CONCEPTUAL SITE PLAN NOVEMBER 2016

#### Phase II:
Concept Development & Entitlements
- DEVELOPMENT PROGRAM
- ALTERNATIVES
- COMPARATIVE EVALUATION
- CDP SUBMITTAL
- REVIEW AND APPROVALS

#### CDP Review / Approval Process
- CITY REVIEW
- CCRA PRESENTATION
- HEARING EXAMINER
- CITY COUNCIL

#### Schematic Design
- ENGINEERING / ARCHITECTURAL
- IMPROVEMENTS
- T.D. BUILDING CONCEPTS
- COLUMBIA RIVER ENVIRONMENT THAIL
Waterfront Development Vision

WATERFRONT VISION STATEMENT

The Port of Vancouver’s waterfront development will represent our community’s aspirations, rich history and culture.

As a gateway to Washington State and a vibrant urban waterfront, the port’s mixed-use development will welcome the public to the banks of the Columbia River, the waterfront and to downtown Vancouver.

It will contribute to the region’s economic prosperity and promote a healthy, sustainable space where the community feels a sense of pride and ownership.

Port Commissioner Nov. 2015

PORT COMMISSION GUIDING PRINCIPLES

• Public Access to the Columbia River Waterfront
• Financial Responsibility
• Sustainable Development Practices
• Port History
• Economic Growth and Job Creation
Conceptual Development Plan Overview

PROPOSED LAND USES

10.37 ACRES  
BLOCK A - MIXED USE  
BLOCK B - MIXED USE / RETAIL PAD  
BLOCK C - MIXED USE / RESIDENTIAL  
BLOCK D - HOSPITALITY  
OVERWATER PIER  
TERMINAL 1 BUILDING MARKETPLACE  
OPEN SPACE / PUBLIC PLAZA AREA  
COLUMBIA RIVER RENAISSANCE TRAIL

PROPOSED MASTER PLAN PROGRAM - BUILDOUT

<table>
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<tr>
<th>Development Type</th>
<th>Proposed Amount</th>
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<tr>
<td>Terminal 1 Renovation, “Marketplace”</td>
<td>25,000</td>
<td>4%</td>
<td>Pier Area</td>
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<td>Office Buildings</td>
<td>200,000</td>
<td>21%</td>
<td>A,B,C,D</td>
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<td>Retail (including restaurant)</td>
<td>62,000</td>
<td>6%</td>
<td>A,B,C,D</td>
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<tr>
<td>Hotel</td>
<td>105,500</td>
<td>12%</td>
<td>D</td>
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<tr>
<td>Residential: Apartments</td>
<td>245,500</td>
<td>25%</td>
<td>A,B,C</td>
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<td>SUBTOTAL GSF</td>
<td>638,000</td>
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<td>Parking</td>
<td>310,500</td>
<td>32%</td>
<td>All</td>
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<td>TOTAL DEVELOPABLE AREA</td>
<td>948,500 SF</td>
<td>100%</td>
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KEY DESIGN STRATEGIES

The waterfront is envisioned as an active 24-hour mixed-use district.

Terminal 1 Building “Marketplace” and waterfront pier are key attractions.

A mix of uses work in harmony: attracting residents and visitors to the Columbia River waterfront.

Universal access, sustainability and a healthy environment support cultural and community values.

*Retail includes restaurants and T1 Building.
** Includes ROW, public trail and civic space, Daniels Way and shoreline area.
Key Challenges

- Future Columbia River Crossing
  - I-5 Bridge Improvements
- FAA Standards Height Restrictions
- Terminal 1 Building Rehabilitation
- Pier Infrastructure Phasing
  - (Replacement /Rehabilitation)
- Shoreline Management Plan Amendments
- Parking Requirements

TERMINAL 1 BUILDING CIRCA 1920'S
Vehicle Circulation

VEHICLE CIRCULATION DIAGRAM

- Primary Circulation
- Secondary Circulation
- Service / Parking Entrance
- Fire Apparatus Lane

[Diagram of Vehicle Circulation with labels for different areas and pathways]

Port of Vancouver Waterfront: Phase II CDP

April 20, 2017
Pedestrian Circulation

PEDESTRIAN CIRCULATION DIAGRAM

- Future Transit Stop
- Primary Off-street Circulation
- Secondary Circulation
- Columbia Renaissance Trail
- Proposed Cycle Track (by others)
Phasing Strategy

PHASE 1:  Demolish Red Lion (North / West Wing)
          Terminal 1 Rehabilitation
          Pier Maintenance

*Phasing Strategy subject to change*
Phasing Strategy

PHASE 1:  
- Demolish Red Lion
- Terminal 1 Rehabilitation
- Pier Maintenance

PHASE 2:  
- Columbia River Renaissance Trail
- Daniels Way Connection
- Interim Surface Parking (Blk. B)
- Interim Amphitheater / Pier Improvements

*Phasing Strategy subject to change*
**Phasing Strategy**

**PHASE 1:**
- Demolish Red Lion
- Terminal 1 Rehabilitation
- Pier Rehabilitation

**PHASE 2:**
- Columbia River Renaissance Trail
- Daniels Way Connection
- Interim Surface Parking (Blk. B)
- Interim Amphitheater / Pier Improvements

**PHASE 3:**
- Block D Hotel Development
- Block A Development

*Phasing Strategy subject to change*
Phasing Strategy

PHASE 1: ● Demolish Red Lion
          Terminal 1 Rehabilitation
          Pier Rehabilitation

PHASE 2: ● Columbia River Renaissance Trail
          Daniels Way Connection
          Interim Surface Parking (Blk. B)
          Interim Amphitheater / Pier Improvements

PHASE 3: ● Block D Hotel Development
          Block A Development

PHASE 4: ● Block C Development
          North Access Way and Access Way 5 Improvements

*Phasing Strategy subject to change
PHASE 1:  
- Demolish Red Lion
- Terminal 1 Rehabilitation
- Pier Rehabilitation

PHASE 2:  
- Columbia River Renaissance Trail
- Daniels Way Connection
- Pier & Civic Space Improvements

PHASE 3:  
- Block D Hospitality Development
- Block A Development

PHASE 4:  
- Block C Development
- North Access and Access Way 5 Improvements

PHASE 5:  
- Block B Mixed-Use Development
- Columbia Street Cycle Track Improvements (by other)

*Phasing Strategy subject to change*
Phasing Strategy

PHASE 1:  Demolish Red Lion
          Terminal 1 Rehabilitation
          Pier Rehabilitation

PHASE 2:  Renaissance Trail
          Daniels Way Connection
          Pier & Civic Space Improvements

PHASE 3:  Block D Hospitality Development
          Block A Development

PHASE 4:  Block C Development
          North Access and Access Way 5 Improvements

PHASE 5:  Block B Mixed-Use Development
          Columbia Street Cycle Track

PHASE 6:  T-1 Redevelopment &
          Pier Rehabilitation

*Phasing Strategy subject to change
Urban Design Standards and Guidelines

CITY OF VANCOUVER CX ZONE (COVMC 20.630.080.D) DESIGN & DEVELOPMENT STANDARDS

1. Street Grid
2. Traffic Calming
3. Sidewalk
4. Street Lights
5. Parking
6. Link to City Center
7. Pathways, Open Spaces & Connections
8. Landscape Plans
9. Building Design
10. View Protection
11. Sustainability

GUIDING PRINCIPLES

1. Connectivity
   a. Compact Urban Form
   b. Ground Level Retail
   c. Columbia River Renaissance Trail
2. Walkability
   a. Access to Waterfront
   b. Safe Streets
3. Diversity
   a. Mix of Uses
   b. Welcome Feeling
   c. Public Use & Activities
   d. Education & Teaching Opportunities
4. Authenticity
   a. Terminal 1 ‘MarketPlace’
   b. Maritime Cultural Heritage
   c. Architectural Elements & Finishes
4. Sustainability
   a. Economic
   b. Environmental
   c. Social Equity
Urban Design Standards and Guidelines

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Urban Design Standards and Guidelines

PRIMARY DESIGN PRINCIPLES

- SUSTAINABLE BEST PRACTICES
- HUMAN SCALE
- ACTIVE GROUND FLOOR USES
- RETAIL TRANSPARENCY
- BUILT ENVIRONMENT
  - BUILDING MASSING & SCALE
  - BUILDING ORIENTATION
  - TERRACED (GREEN) ROOFS
  - ENTRIES
  - BLANK WALLS
- PARKING
  - LIMITED INTERIM SURFACE PARKING
  - INTEGRATED PARKING STRUCTURES
Urban Design Standards and Guidelines

**MIXED-USE / RESIDENTIAL**

- **Taller Building Heights**
  - Stepbacks at Columbia Way
  - Tower separation if >80’

- **Proximity to Railroad**
  - Visual protection (without blank walls)
  - Noise protection

- **Four side architecture**
  - Front 3 sides; “backs” to north access road

- **Service from the North Access Way**
Urban Design Guidelines

MIXED-USE / HOSPITALITY

• Lower Building Heights
  - Stepbacks at Columbia Way
  - Step down to views to Columbia River
  - Daniels Way as key design feature

• “Fronts” on all 4 sides
  - No back of buildings
  - Engage public open space areas with storefront retail, sidewalk usage

• Service access
  - Limit visual and pedestrian disruption
  - Screening
  - No service off of Daniels Way
Urban Design Guidelines

PUBLIC SPACE

- Terminal 1 Building
  - Public market use
  - Local destination
  - Tourism

- Maximize access to waterfront

- Passive & active public uses
  - Columbia River Renaissance Trail
  - Daniels Way connection
  - Maintenance & ownership
  - Event programming
  - Itinerant boat moorage
  - Cruise ship moorage

- Parking
  - No public parking on pier

- Service access
  - Limit visual and pedestrian disruption
  - Screening
  - No service on Daniels Way
  - Remote delivery / handtrucks
Program Strategies

- Target Areas
  - Habitat & Ecology
  - Water Management
  - Urban Infrastructure
  - Economic Value
  - Energy & Carbon
  - Materials & Waste Reduction
  - Thriving Community
  - Healthy Place

- Potential Outcomes
  - Establish a minimum of 25% of the site as open space
  - Reduce landscape potable water use by 25%
  - Meet certified LEED Gold Standard or better
  - Divert a minimum of 50% of construction waste from landfill

- Ongoing Operational Programs
Wayfinding & Signage

- Simple, intuitive, and memorable wayfinding system
- Guide people to and throughout the Waterfront site
- Incorporates art into landmark identifiers and directionals
- Create memorable spaces by which people can easily navigate
Public Art

PUBLIC ART PROGRAM

• Significant Artwork
  Permanent artworks at key locations

• Temporary Art Exhibit Space
  Activation of site through short term exhibits

• Artists-in-residence, local artists, or open call

• Performance, events, cultural celebrations

Public Art Location
THANK YOU

QUESTIONS
Market Place Precedents

TERMINAL NO. 1 - MARKETPLACE

- Open-air Market Concept
- Local Crafts
- Makers Production Space
- Local Food
- Educational & Training
Public Realm Precedents

PUBLIC GATHERING / PIER OPEN SPACE

- Open Flexible Space
- Urban Plazas
- Waterfront Pier
- Natural Shoreline

ACTIVE PLAZA; ART & WATER PLAY

MILLENIUM PARK; CHICAGO, IL

PALEY PARK; NEW YORK CITY, NY

BOSQUE OF TREES, DINING TERRACE; LINCOLN CENTER PLAZA, NEW YORK

ACTIVE PLAZA; ART INSTALLATION; BLOCK 45 SEATTLE, WA

GEOMETRIC - SLOPING - FOLDED
Mixed Use / Flexible Design / Housing Diversity

LIVE / WORK / SHOP

- Adaptable / Open Flexible Design
- Active Public Space
- Residential
  Market / Workforce Apartments
  Live / Work

ADAPTIVE REUSE RETAIL - CHOPHOUSE ROW; SEATTLE, WA

LIVE / WORK LOFTS; SEATTLE,

LIVE / WORK LOFTS; FRESNO, CA
Urban Design Guidelines

GREEN ROOFS

- Occupied Garden Deck
  - Mix of paving surfaces & plantings
  - Space for building occupants to explore
  - Programmed uses
  - Security / limited access
  - Visual appeal

- Unoccupied Green Roof
  - Majority planting materials
  - Limited / no people access
  - Visual appeal
Preferred Site Plan Block Diagram

Block A - Office Mixed Use
Block B - Office Mixed Use
Block C - Residential Mixed Use
Block D - Hospitality
Public Pier / T-1 Building