

PORT of VANCOUVER USA
Vancouver, WA

Waterfront Development Master Plan

Port Commissioner Regular Meeting
September 8, 2015

DRAFT PREFERRED CONCEPT PLAN

PROJECT TEAM

- NBBJ
- Heritage Research Associates
- JLA
- Kittelson Associates
- Leland Consulting Group
- Reid Middleton



Tampa, Florida

AGENDA

- 1. Welcome and Introductions
- 2. Brief Re-Cap: Preliminary Concepts
- 3. Draft Preferred Concept Master Plan
- 4. Commissioner Input
- 5. Sustainability 101 Goals and Measures
- 6. Next Steps
- 7. Open Public Comment





Waterfront - VISION STATEMENT

VISION STATEMENT

“The Vancouver Waterfront represents the values and aspirations of the citizens of Vancouver. The mixed-use entertainment district is grounded in the rich history, culture and traditions of the community. As a gateway to the State of Washington, the Waterfront provides universal accessibility to the Columbia River, contributes to the region’s economic prosperity, and promotes a healthful and sustainable lifestyle.”



GUIDING PRINCIPLES

1. Provide for public access to the Columbia River waterfront.
2. Develop public assets in a financially responsible manner.
3. Utilize sustainable development practices.
4. Interpret the port’s history as an economic development engine for Southwest Washington.
5. Create a waterfront development that supports the community through economic growth and job creation.



PUBLIC FEEDBACK

....Integrate Vancouver's *history, culture, natural beauty, and hi-tech environment*

....Make this a special place

....Focus on *sustainability*

....Integrate the *Terminal 1 Marketplace*

....Create a *vibrant, active waterfront* for all ages





Preliminary Concepts

PRELIMINARY DEVELOPMENT PROGRAM

Proposed Use

Estimated Area



Terminal 1 Building **'Marketplace'**

Adaptive Reuse mixed-use retail, business incubator, specialized craft production uses (brewery, distillery, other regional crafts).

16,000 -32,000 sq. ft.

Retail

10,000 - 20,000 sq. ft

Mixed Use / Multi-tenant Office

New construction, ground floor retail/ services, mixed office uses

60,000 - 90,000 sq. ft.

Hotel / Hospitality

Ground level lobby, meeting room, restaurant and retail

125-150 keys

Residential

100-150 units (est.)



Open Space

Natural and/or planted landscape areas

TBD

Plaza/ Pier / Promenade

Paving/hardscape areas w/plant materials

TBD

Multi-use Shared Pathway

Min. 15-20 ft. wide

Future Phases

Office, retail, restaurant, residential

TBD



Concept 1: "Baseline"



Concept 2: "Grid Shift"



Concept 3: "Daniel's Way"



Concept 4: "Pier First Restoration"



Phase 1 Program

Multi-Tenant Office, Hotel/Hospitality/Terminal 1 ‘Marketplace’

Terminal 1 ‘Marketplace’

Keep in place, if possible

Residential

Clarify product type / housing mix
Rental apartment and workforce housing





Open Space / Civic Uses

Shoreline Modification / Cove
Option to remove existing Amphitheater
Columbia River Renaissance Trail
Fly-Over Pedestrian Bridge

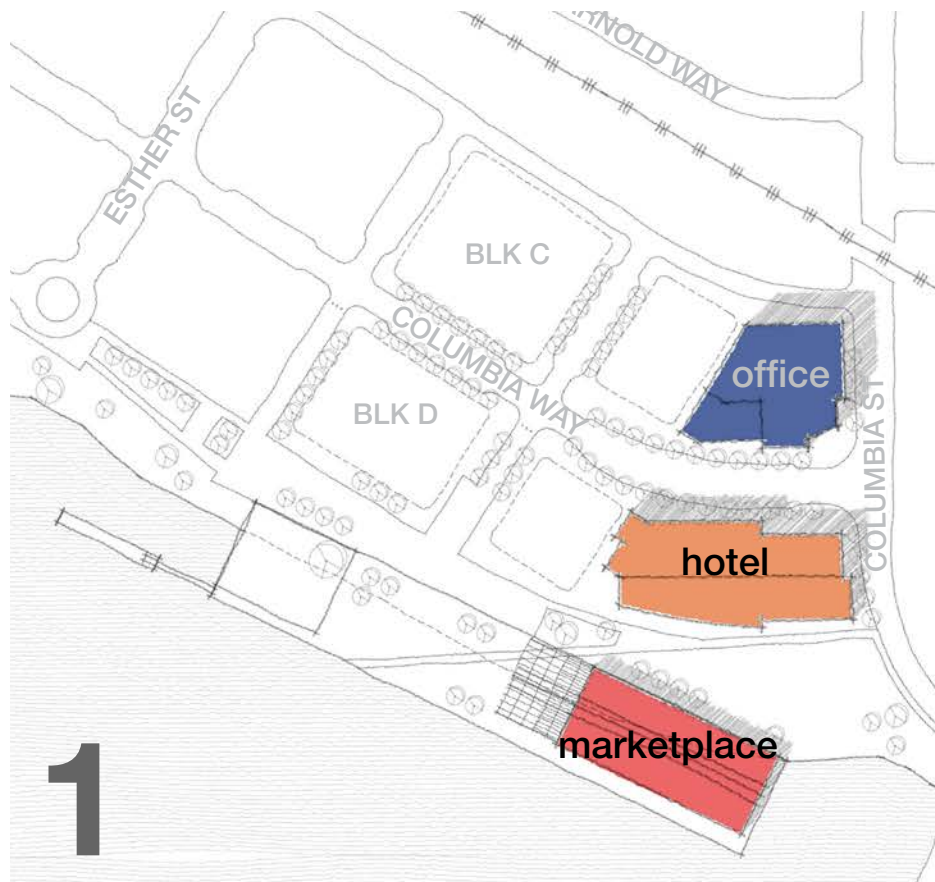
Parking

Combination of surface parking, above ground and/or underground if feasible

Enhance waterfront access, encourage innovation, create a healthy environment, build a community experience.

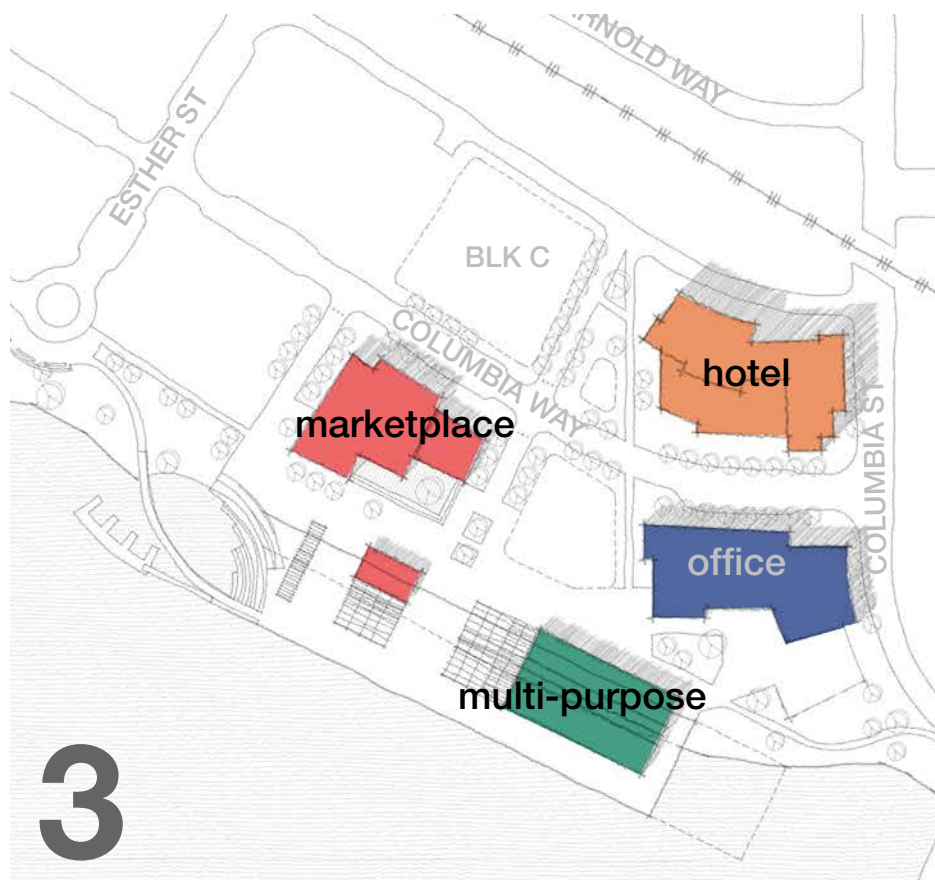
		Restoration of Terminal 1 Building	Pier Structure	Amphitheater	Shoreline	Phase 1 Office	Hotel	Live / Work Residential	Daniel's Way Extension	Parking Strategy	Renaissance Trail Location	Block Design
"BASELINE"		In-place 28,000 SF Market-place	Restore as needed	Renovate amphitheater as terraced lawn area	No changes	Block A 90-100k SF + future building	Block B 150 keys + future building	Blocks B & C # units TBD Phase 1 & future	Not precluded	Self-parked blocks include structured parking for each use	Along north edge of pier & through Block B	No changes; Largest block areas on Blocks A & B
"GRID SHIFT"		In-place 32,000 SF Market-place	Restore as needed Remove steel pier	Remove amphitheater	Natural shoreline cove restoration near Block D	Block C 90-100k SF	Block D 150 keys	Block A # units TBD future phase	Not precluded	Phase 1 underground parking on Block A + shared structure on Blocks A & C	On Columbia Way	Access roads as woonerfs w/raised intersection; Radial alignment; Equal blocks
"DANIEL'S WAY"		Relocated 32,000 SF Multi-Purpose Center	Restore as needed; Remove steel pier; Shorten east pier for shoreline restoration	Remove amphitheater	Build terraced shoreline edge near Block D	Block B 90-100k SF + future building	Block A 150 keys	Block B # units TBD future phase?	Connects to the river	Phase 1 underground parking on Block A + shared structure on Blocks C & 1	Along new pedestrian bridge & north edge of pier New pedestrian bridge	Access roads as woonerfs; Largest block areas on A & B
"PIER FIRST"		Relocated 22,000 SF Market-place	Restore as needed; Infill steel pier area for Terminal 1 site	Infill / level amphitheater for Terminal 1 site	No changes	Block A 90-100k SF	Block D 150 keys	Block B # units TBD future phase?	Connects to the river	Shared parking structures on Blocks A & C	Along new pedestrian bridges & north edge of pier Two new pedestrian bridges	Access roads as woonerfs; Largest block areas on A & B

Phase 1 Program



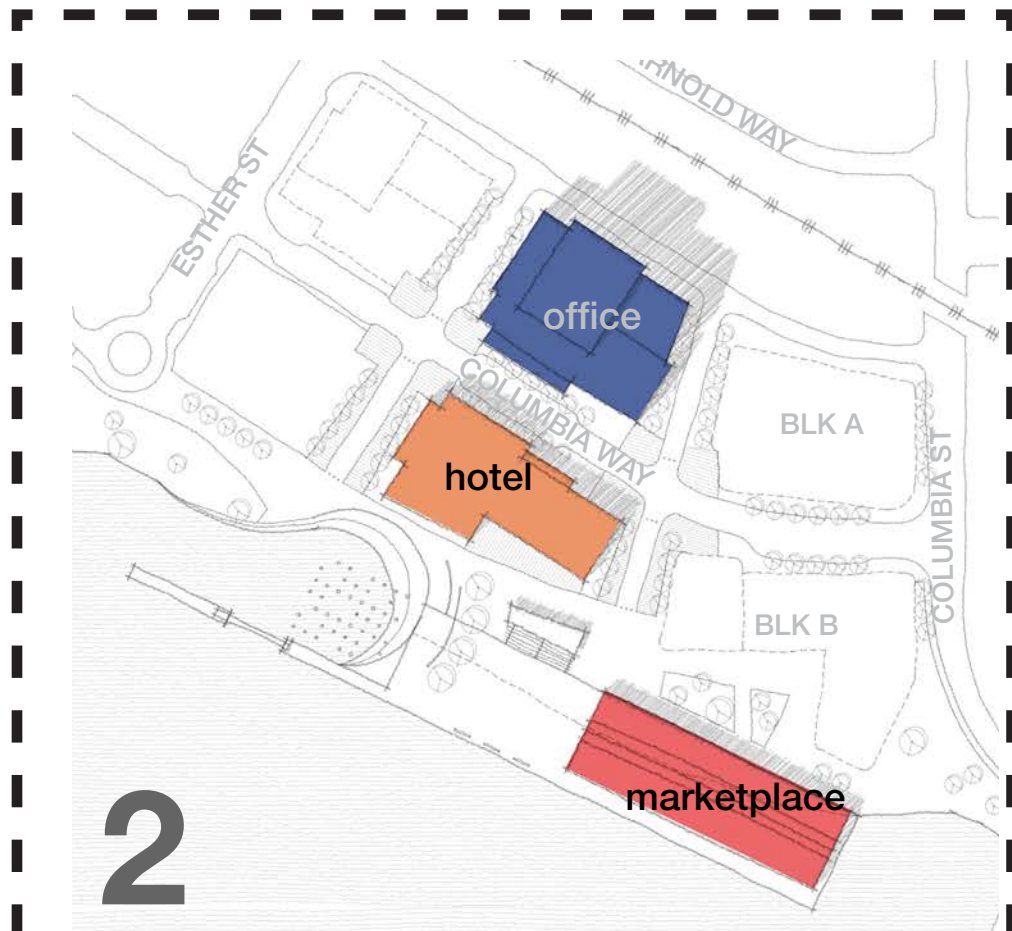
1

OPTION 1
 Hotel/ Hospitality
 Block B
 Multi-Tenant Office
 Block A
 Terminal 1 /
 Marketplace
 Restored in place
 (28,000 SF)



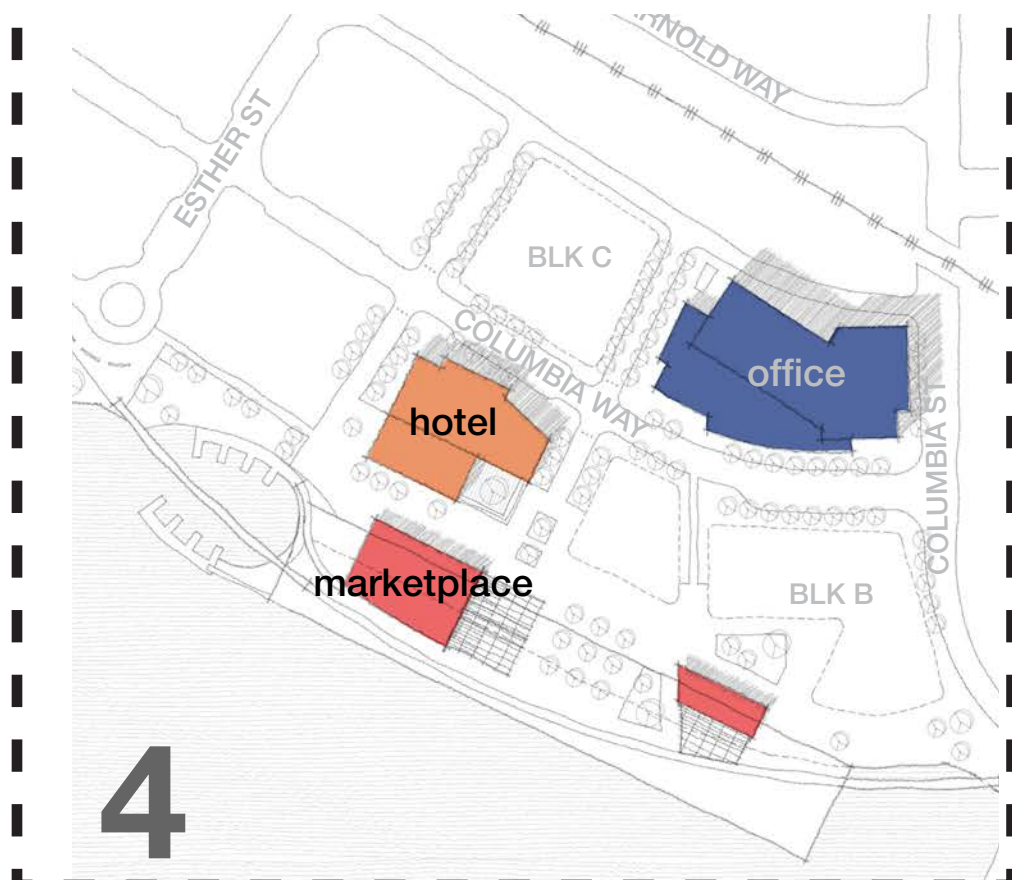
3

OPTION 3
 Hotel/ Hospitality
 Block A
 Multi-Tenant Office
 Block B
 Terminal 1 /
 Multi-Purpose
 Rebuilt to west



2

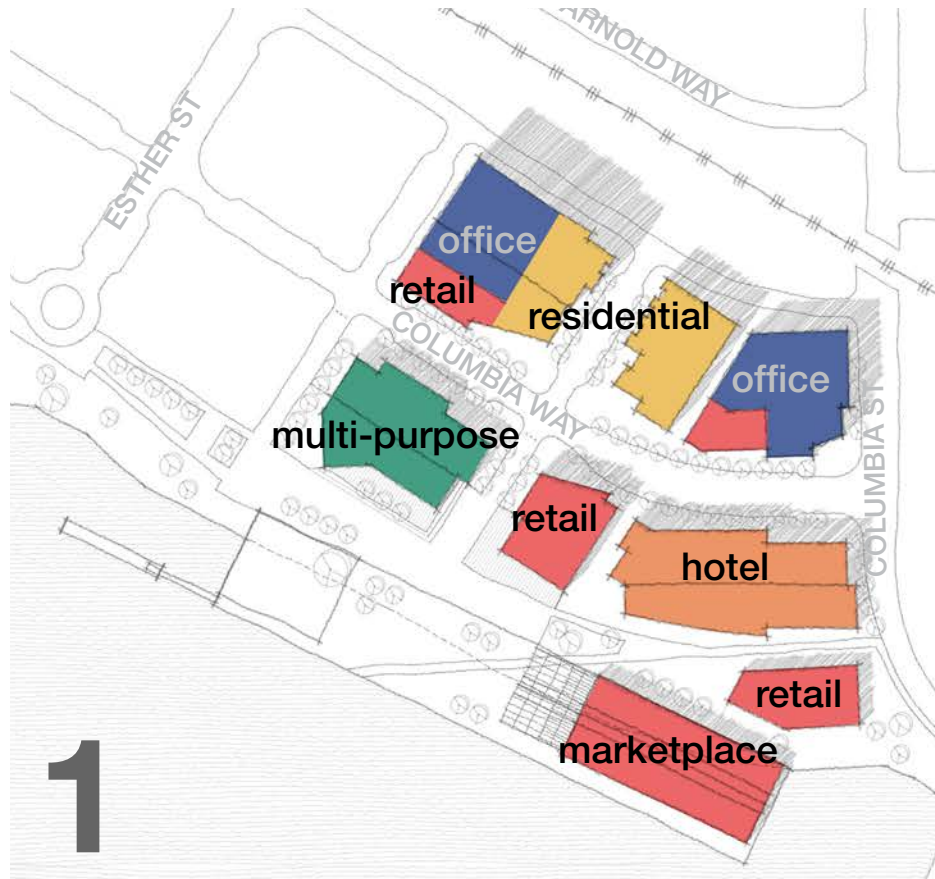
OPTION 2
 Hotel/ Hospitality
 Block D
 Multi-Tenant Office
 Block C
 Terminal 1 /
 Marketplace
 Restored in place



4

OPTION 4
 Hotel/ Hospitality
 Block C
 Multi-Tenant Office
 Block A
 Terminal 1 /
 Marketplace
 Rebuilt to west, on
 steel pier (22,000 SF)

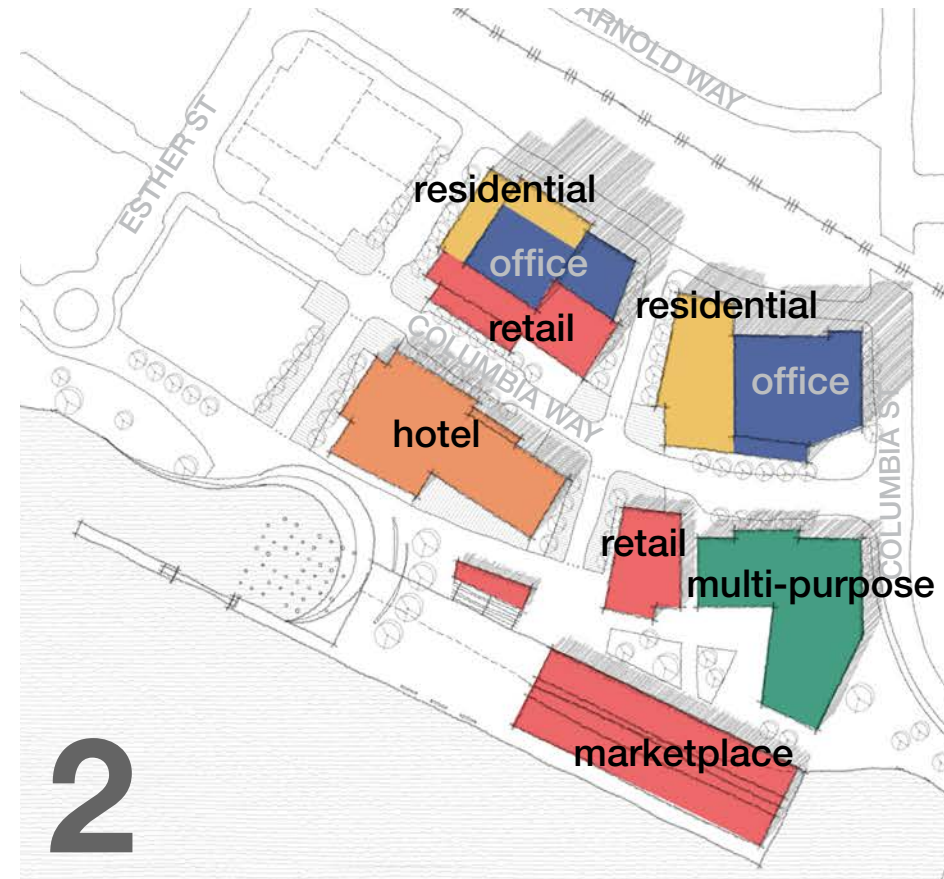
Residential Uses



1

OPTION 1
Live/ Work (rental)
Block A

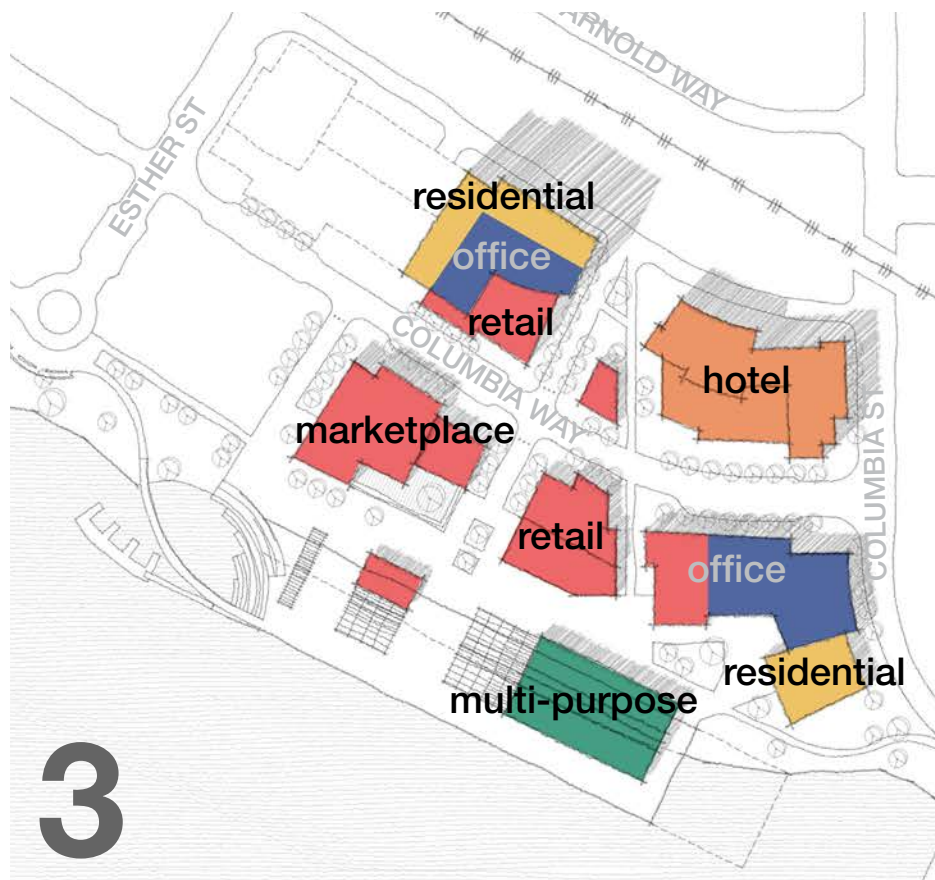
Apartments
Block C



2

OPTION 2
Live/ Work (rental)
Block A

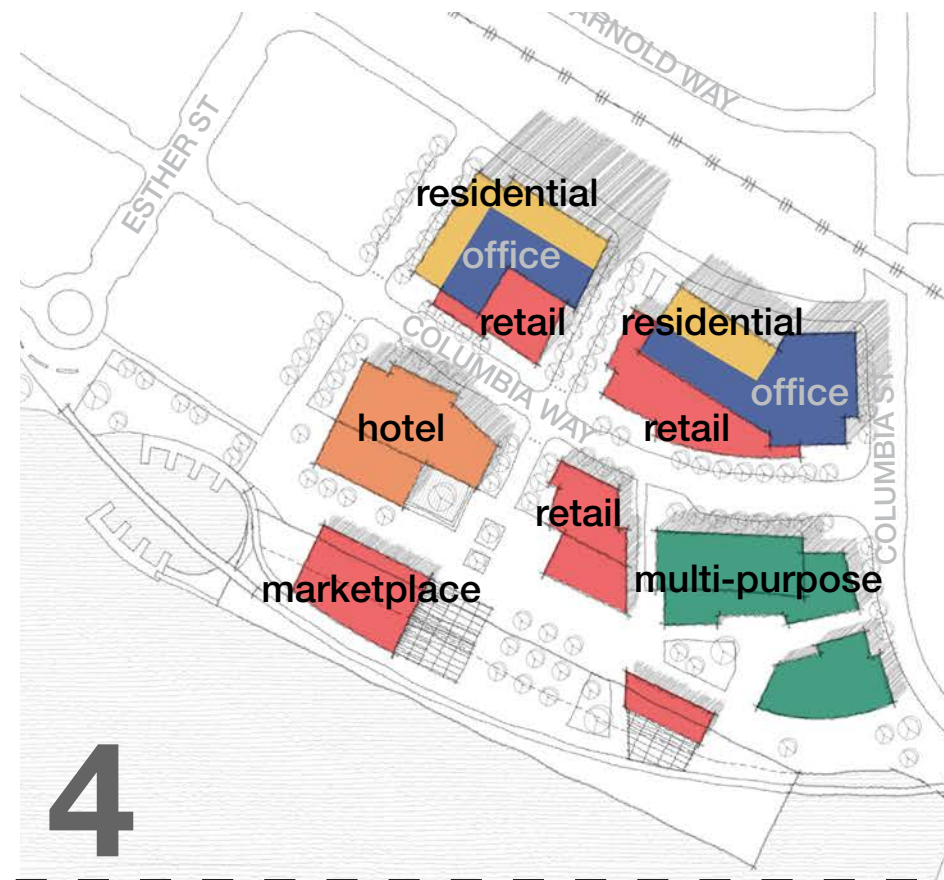
Apartments
Block C



3

OPTION 3
Live/ Work (rental)
Block B

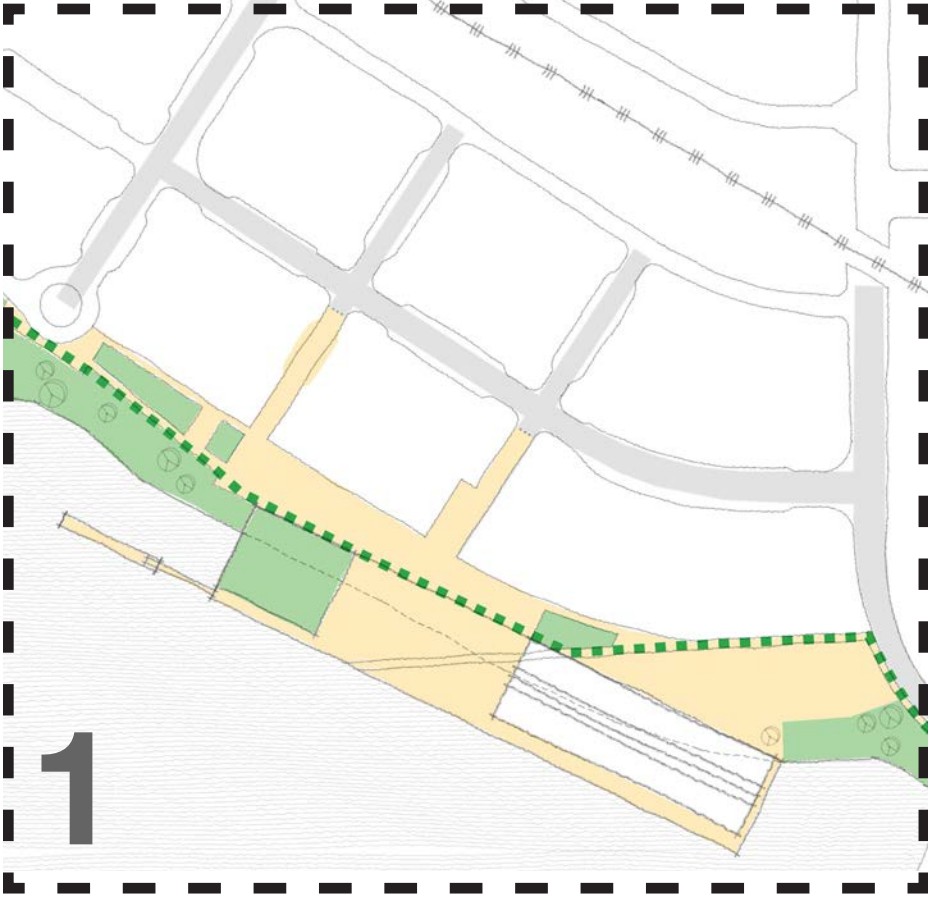
Apartments
Block C



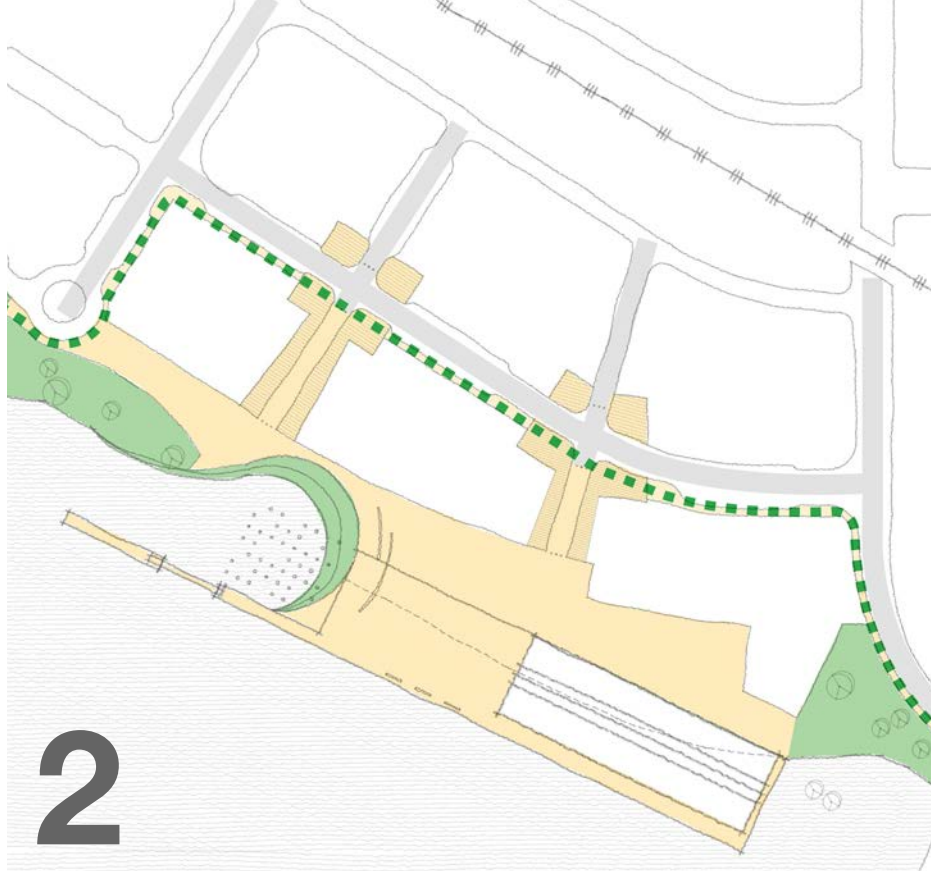
4

OPTION 4
Apartments
Blocks A & C

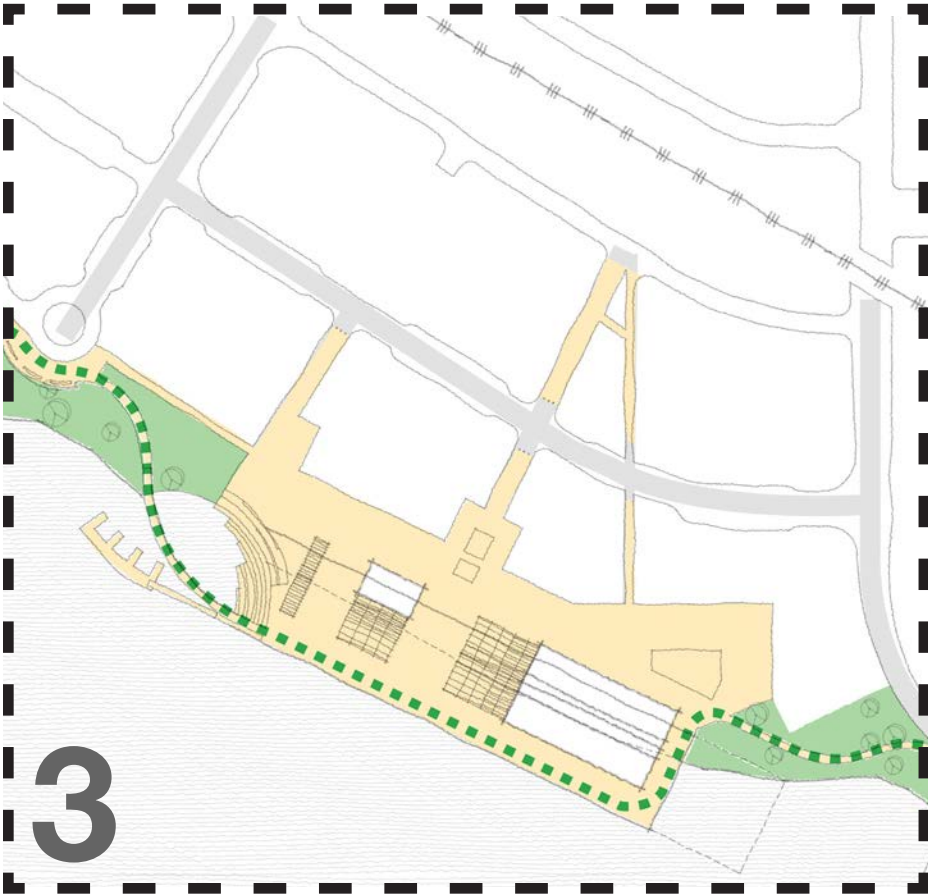
Open Space / Trail Connection



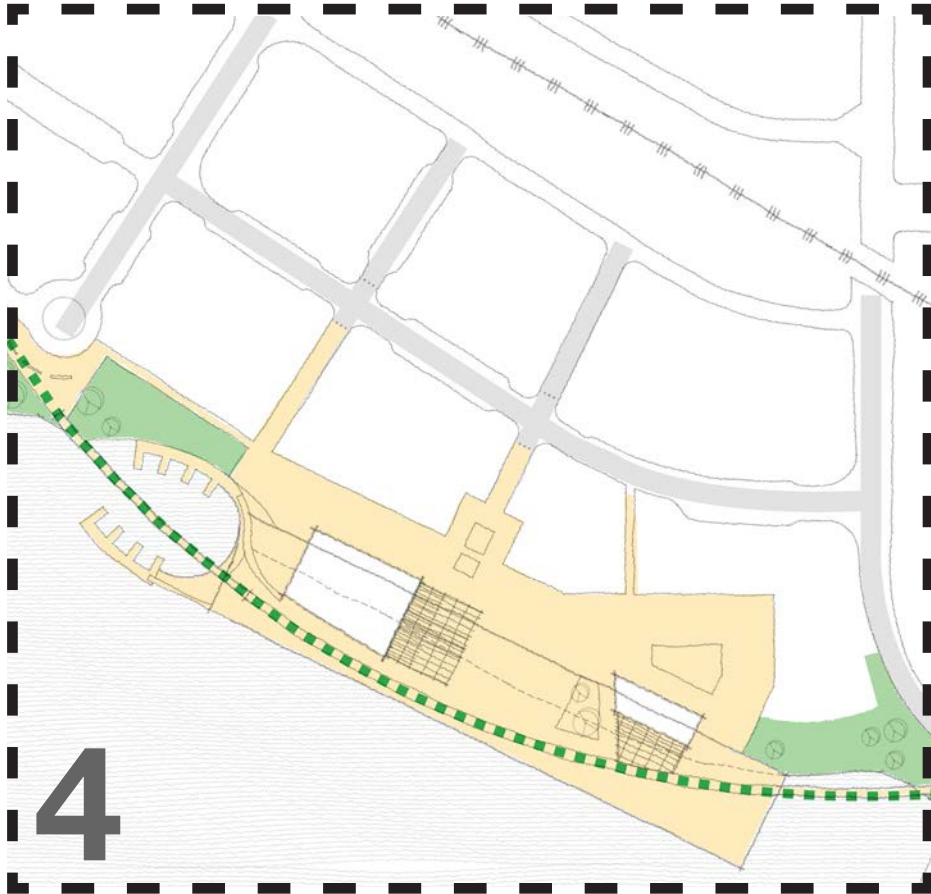
- OPTION 1**
- wood pier/ plaza
 - trail along north pier
 - natural open space
 - structured lawn (replaces amphitheater)
 - pedestrian streets from Columbia Way to the waterfront



- OPTION 2**
- wood pier/ plaza
 - trail on Columbia Way
 - natural open space
 - natural shoreline COVE (replaces amphitheater)
 - “woonerf” style plazas & raised intersections



- OPTION 3**
- wood pier/ plaza
 - trail along south pier
 - natural open space
 - terraced shoreline (replaces amphitheater)
 - redesign boat moorage
 - remove portion of pier/ restore shoreline



- OPTION 4**
- wood pier/ plaza
 - trail along pier & 2 overwater pedestrian & bicycle bridges
 - natural open space
 - expanded marina (replaces amphitheater)

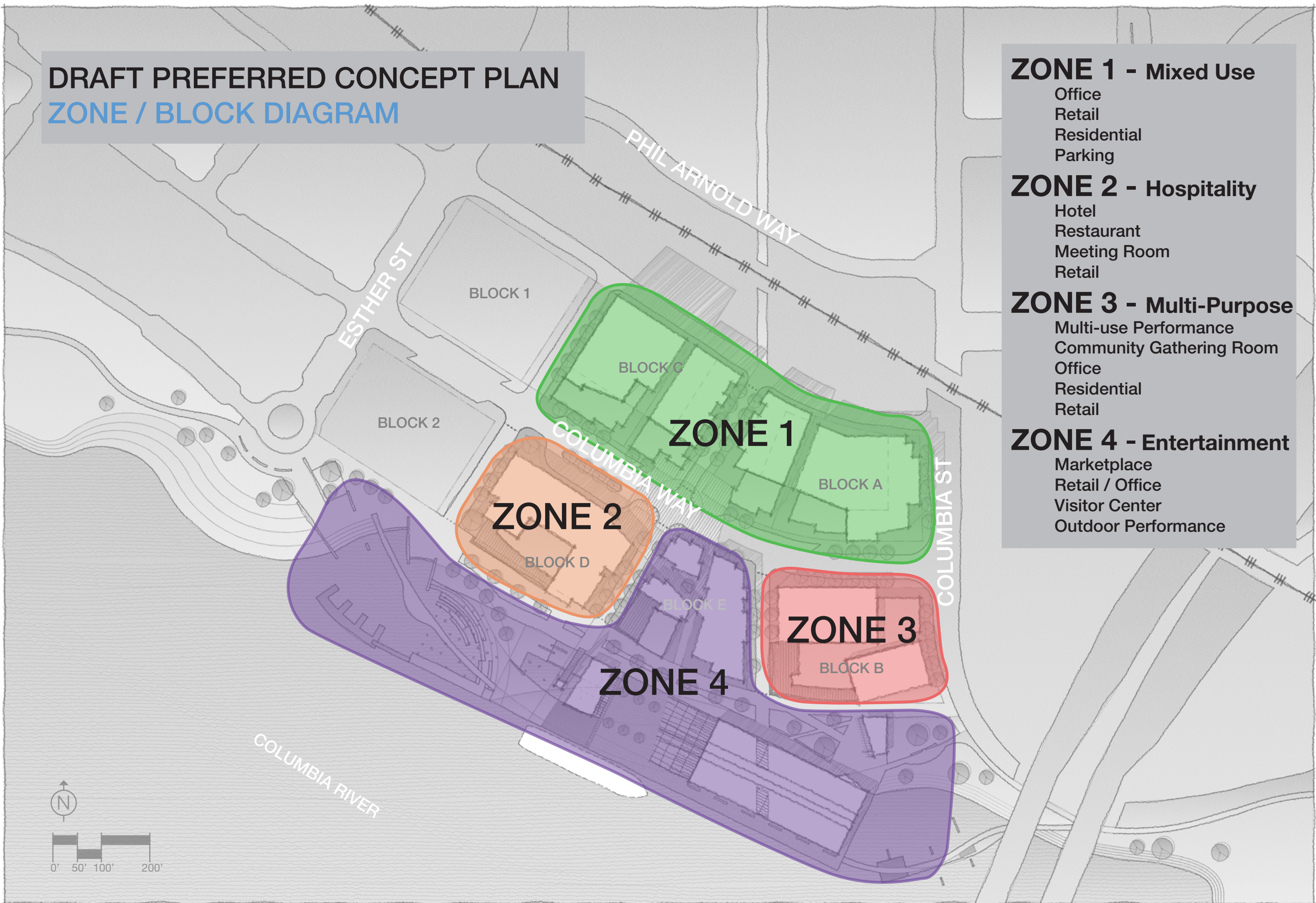


Draft Preferred Concept Plan

Brooklyn, New York

DRAFT PREFERRED CONCEPT PLAN
ZONE / BLOCK DIAGRAM

- ZONE 1 - Mixed Use**
 - Office
 - Retail
 - Residential
 - Parking
- ZONE 2 - Hospitality**
 - Hotel
 - Restaurant
 - Meeting Room
 - Retail
- ZONE 3 - Multi-Purpose**
 - Multi-use Performance
 - Community Gathering Room
 - Office
 - Residential
 - Retail
- ZONE 4 - Entertainment**
 - Marketplace
 - Retail / Office
 - Visitor Center
 - Outdoor Performance



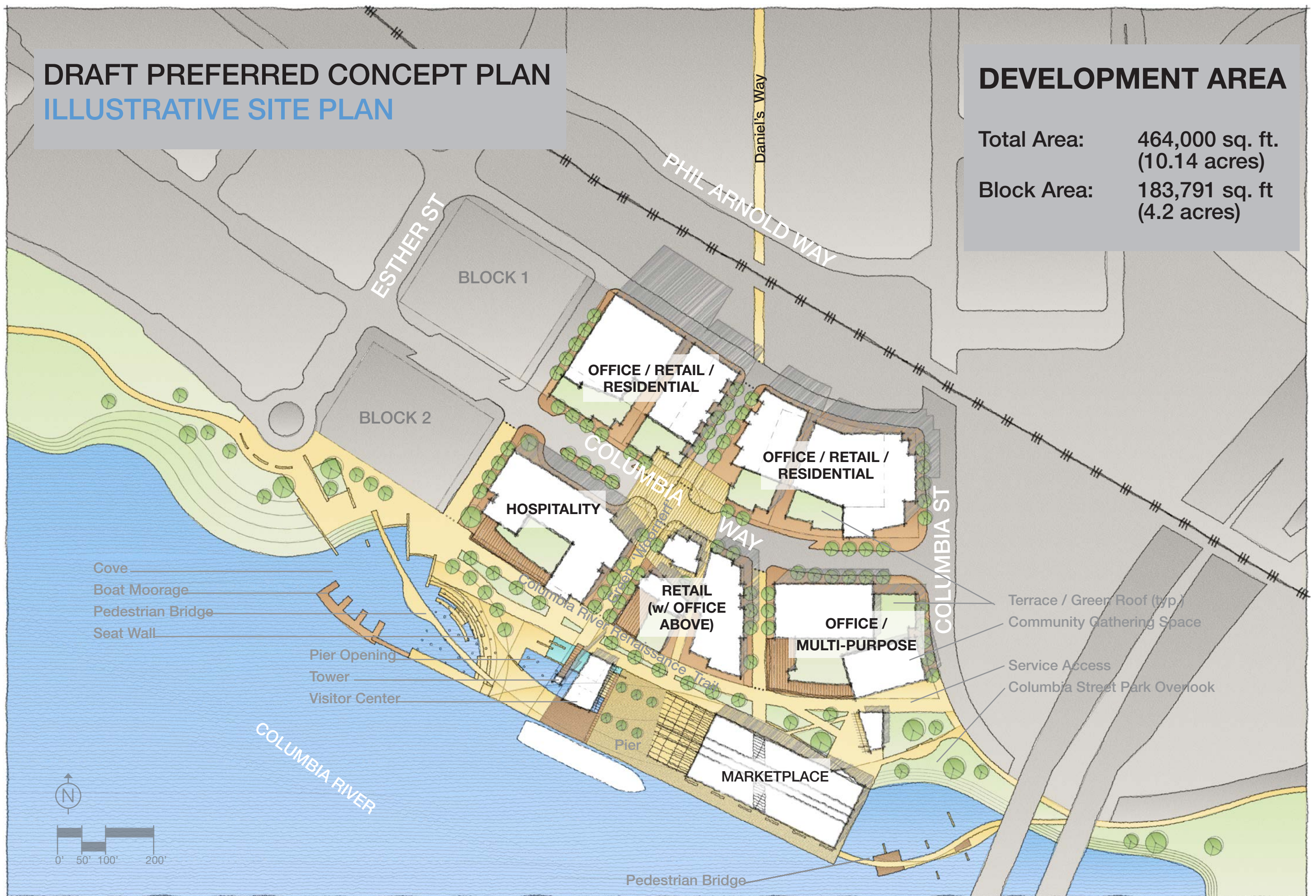
DRAFT PREFERRED CONCEPT PLAN

ILLUSTRATIVE SITE PLAN

DEVELOPMENT AREA

Total Area: 464,000 sq. ft.
(10.14 acres)

Block Area: 183,791 sq. ft.
(4.2 acres)

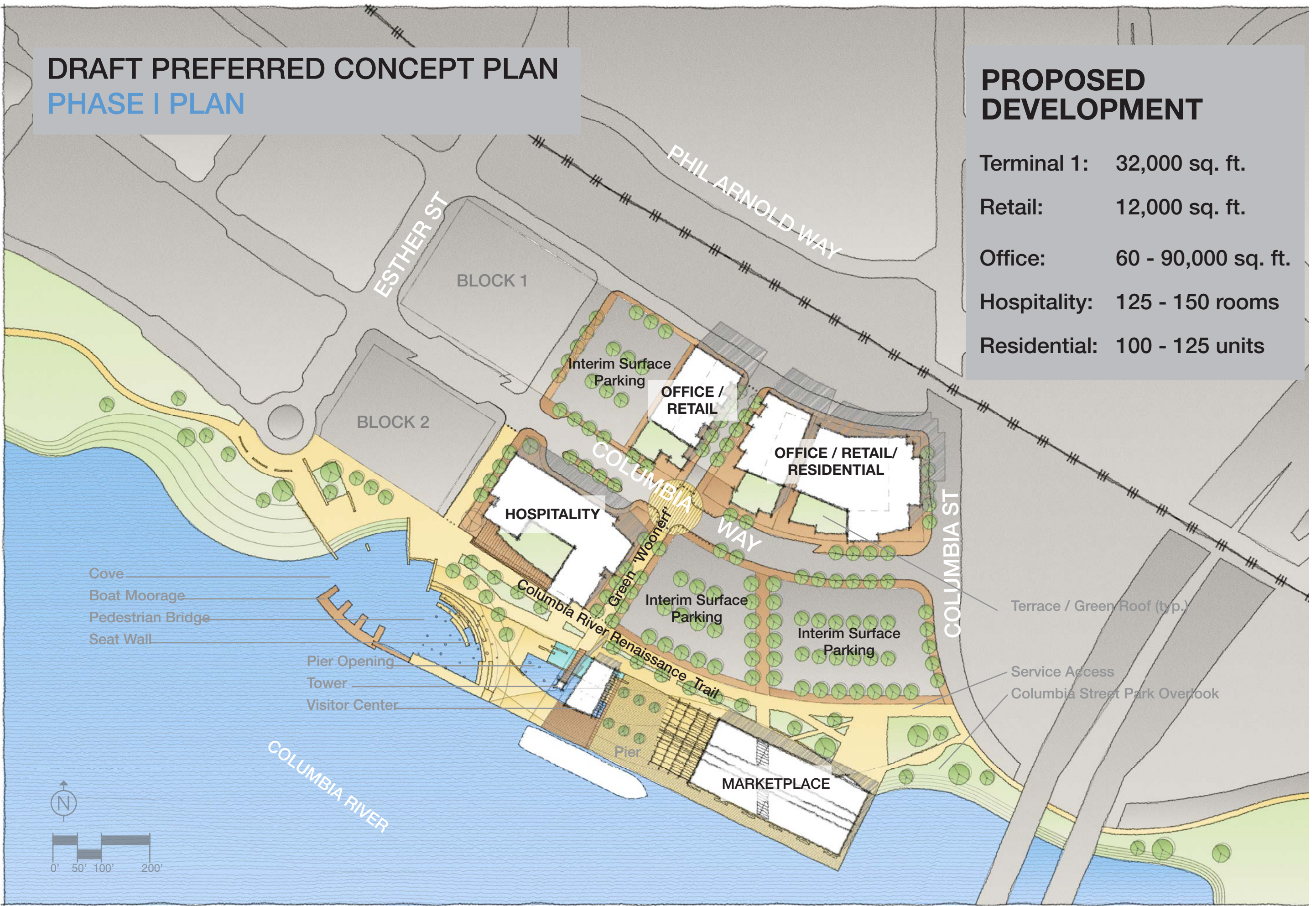


DRAFT PREFERRED CONCEPT PLAN

PHASE I PLAN

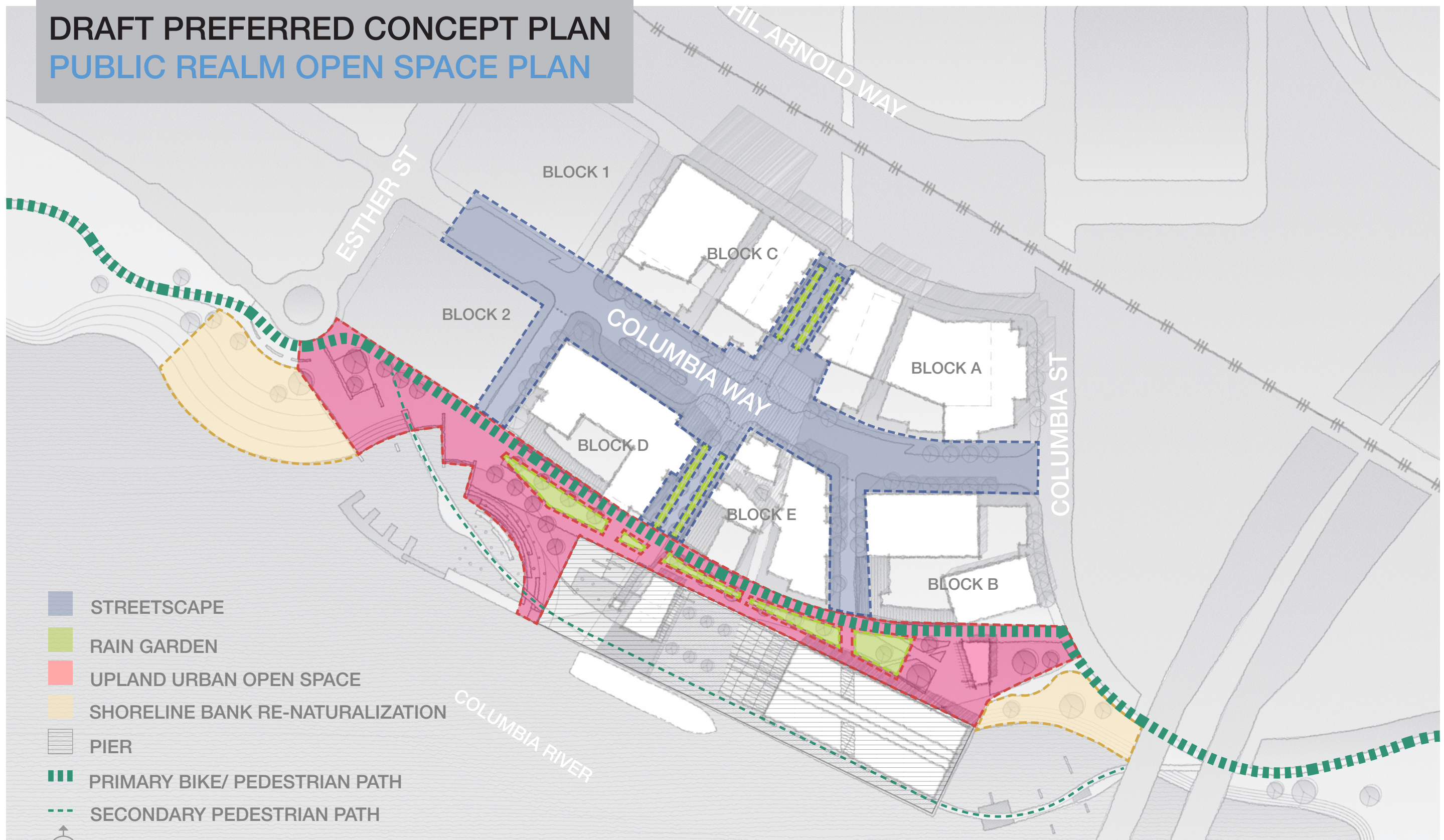
PROPOSED DEVELOPMENT

Terminal 1:	32,000 sq. ft.
Retail:	12,000 sq. ft.
Office:	60 - 90,000 sq. ft.
Hospitality:	125 - 150 rooms
Residential:	100 - 125 units

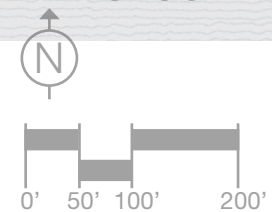


DRAFT PREFERRED CONCEPT PLAN

PUBLIC REALM OPEN SPACE PLAN



- STREETScape
- RAIN GARDEN
- UPLAND URBAN OPEN SPACE
- SHORELINE BANK RE-NATURALIZATION
- PIER
- PRIMARY BIKE/ PEDESTRIAN PATH
- SECONDARY PEDESTRIAN PATH



DRAFT PREFERRED CONCEPT PLAN

STREETScape PLAN



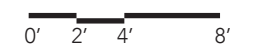
BIOSWALE SECTION



STREETScape SECTION

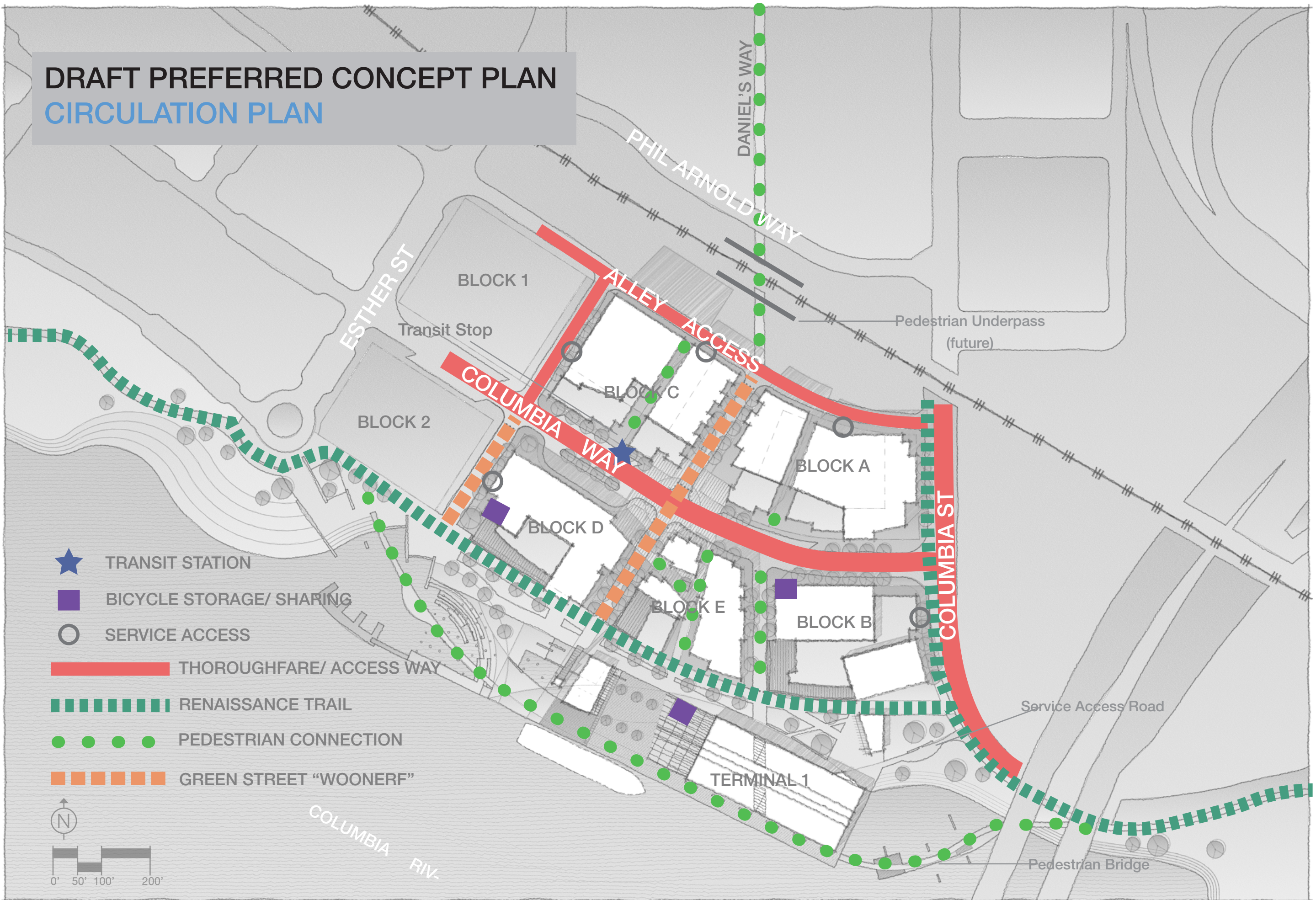
PORT OF VANCOUVER
WATERFRONT

1 SEPTEMBER 2015



DRAFT PREFERRED CONCEPT PLAN

CIRCULATION PLAN



DRAFT PREFERRED CONCEPT PLAN

PARKING PLAN: PHASE I

PHASE I

Parking Required

Phase I: 484 spaces

Parking Provided

Block A: 90 spaces

Block B: 122 spaces

Block C: 77 spaces

Block D: 0 spaces

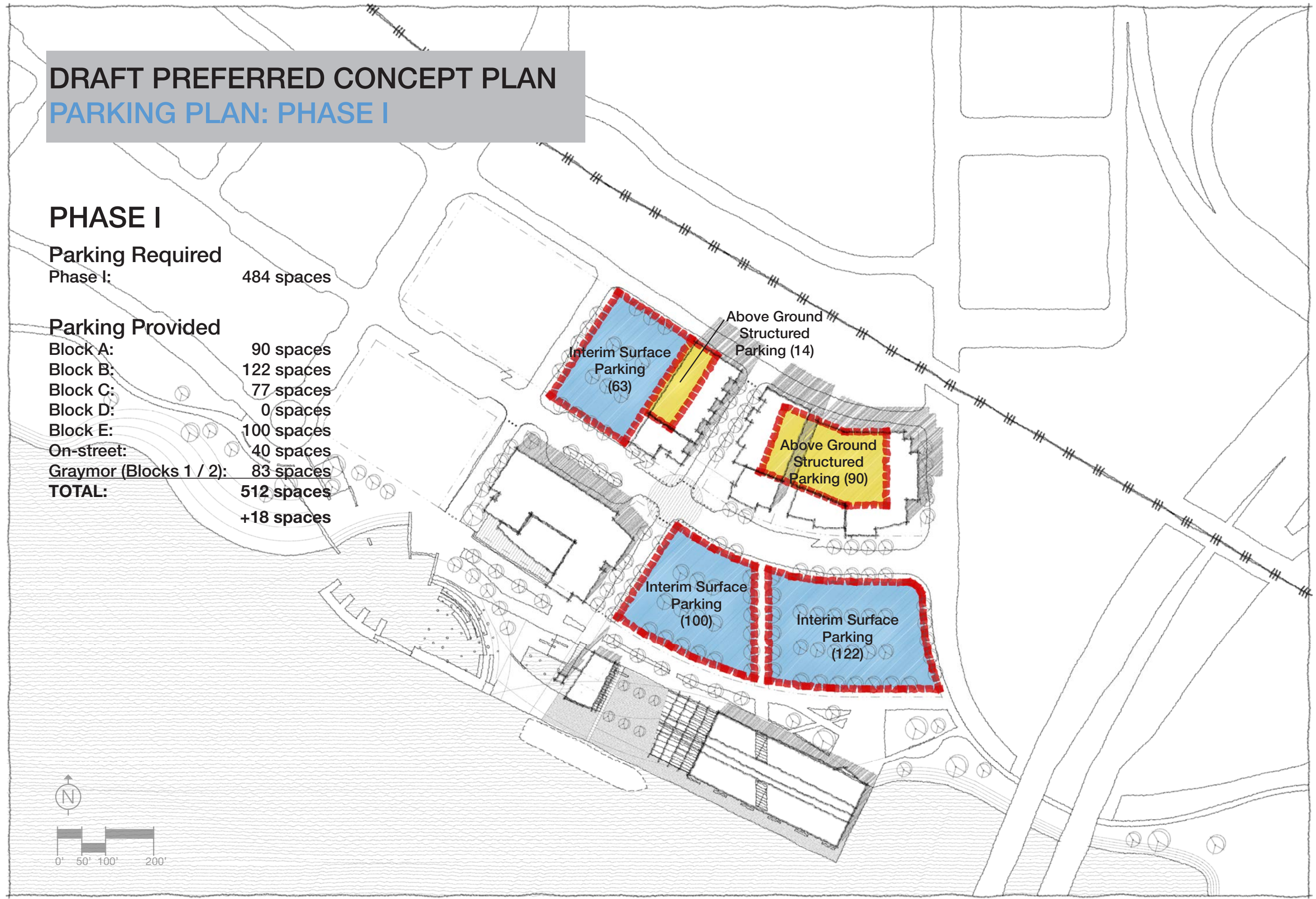
Block E: 100 spaces

On-street: 40 spaces

Graymor (Blocks 1 / 2): 83 spaces

TOTAL: 512 spaces

+18 spaces



DRAFT PREFERRED CONCEPT PLAN

PARKING PLAN: BUILD-OUT

PHASE I & II

Parking Required

Phase I:	484 spaces
Phase II:	145 spaces
TOTAL:	629 spaces

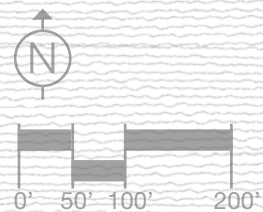
Parking Provided

Block A:	90 spaces
Block B:	0 spaces
Block C:	124 spaces
Block D:	0 spaces
Block E:	0 spaces
On-street:	40 spaces
Graymor (Blocks 1 / 2):	83 spaces
TOTAL:	337 spaces

-292 spaces

Above Ground
Structured
Parking (124)

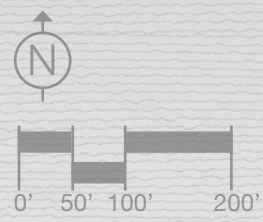
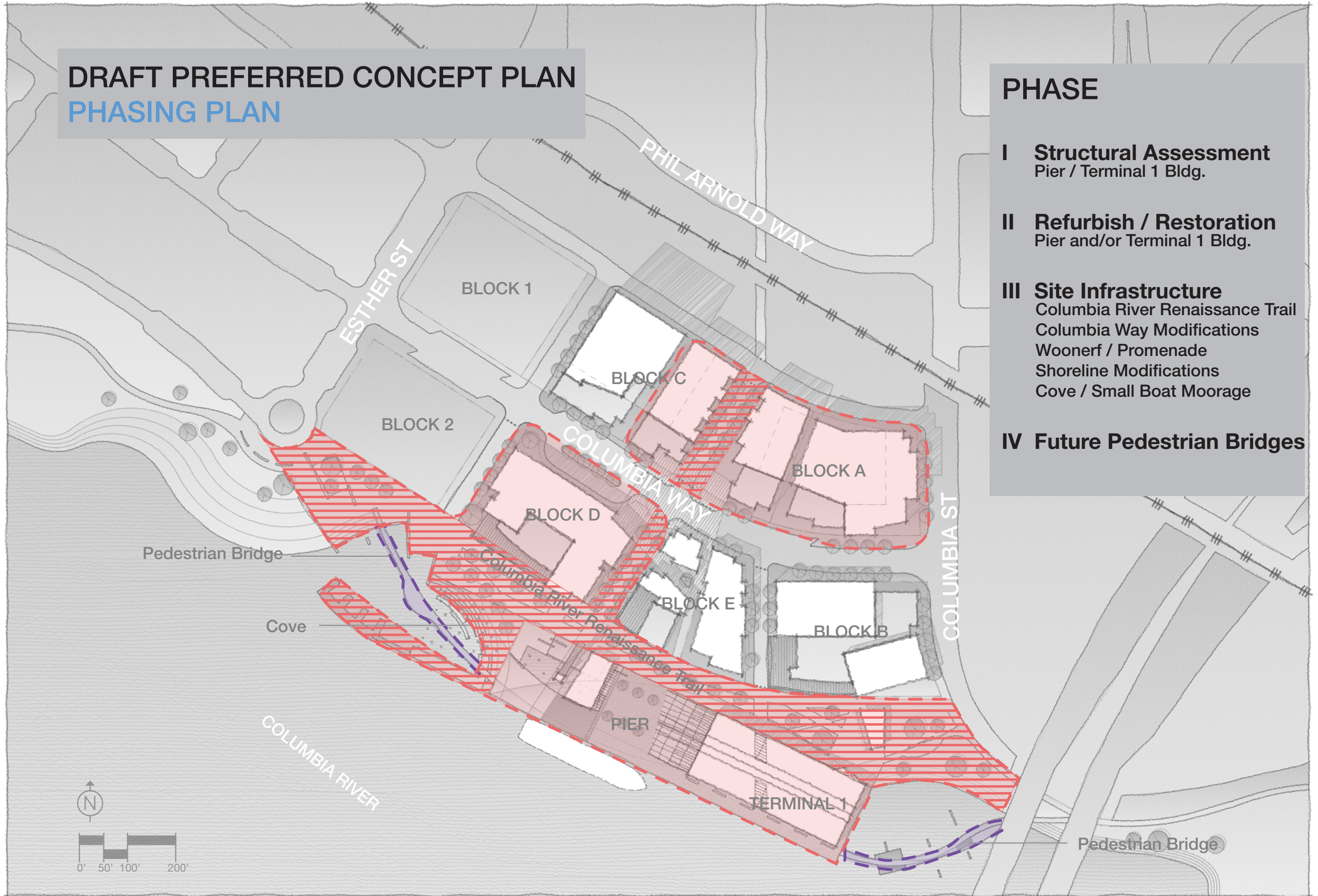
Above Ground
Structured
Parking (90)



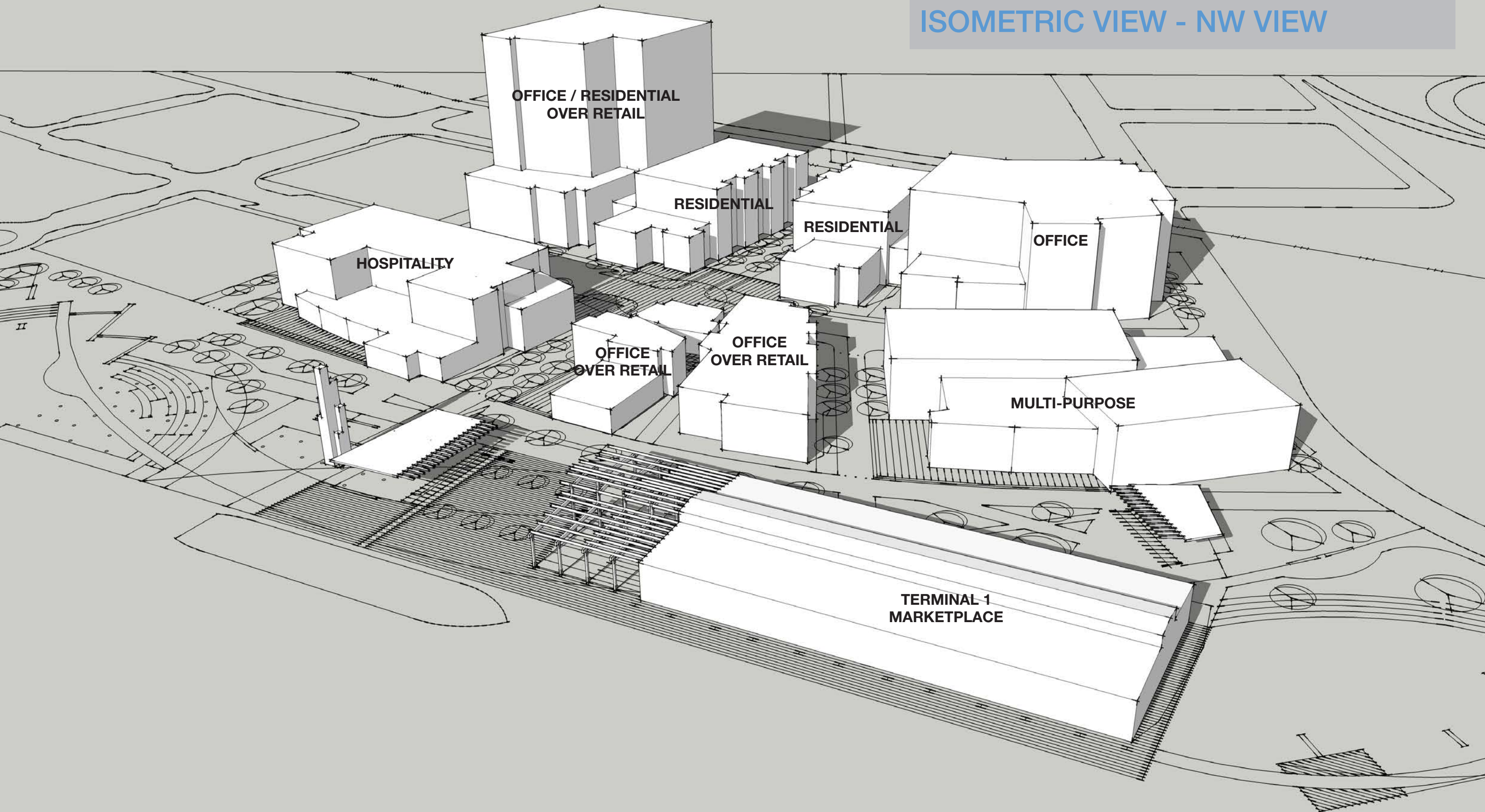
DRAFT PREFERRED CONCEPT PLAN PHASING PLAN

PHASE

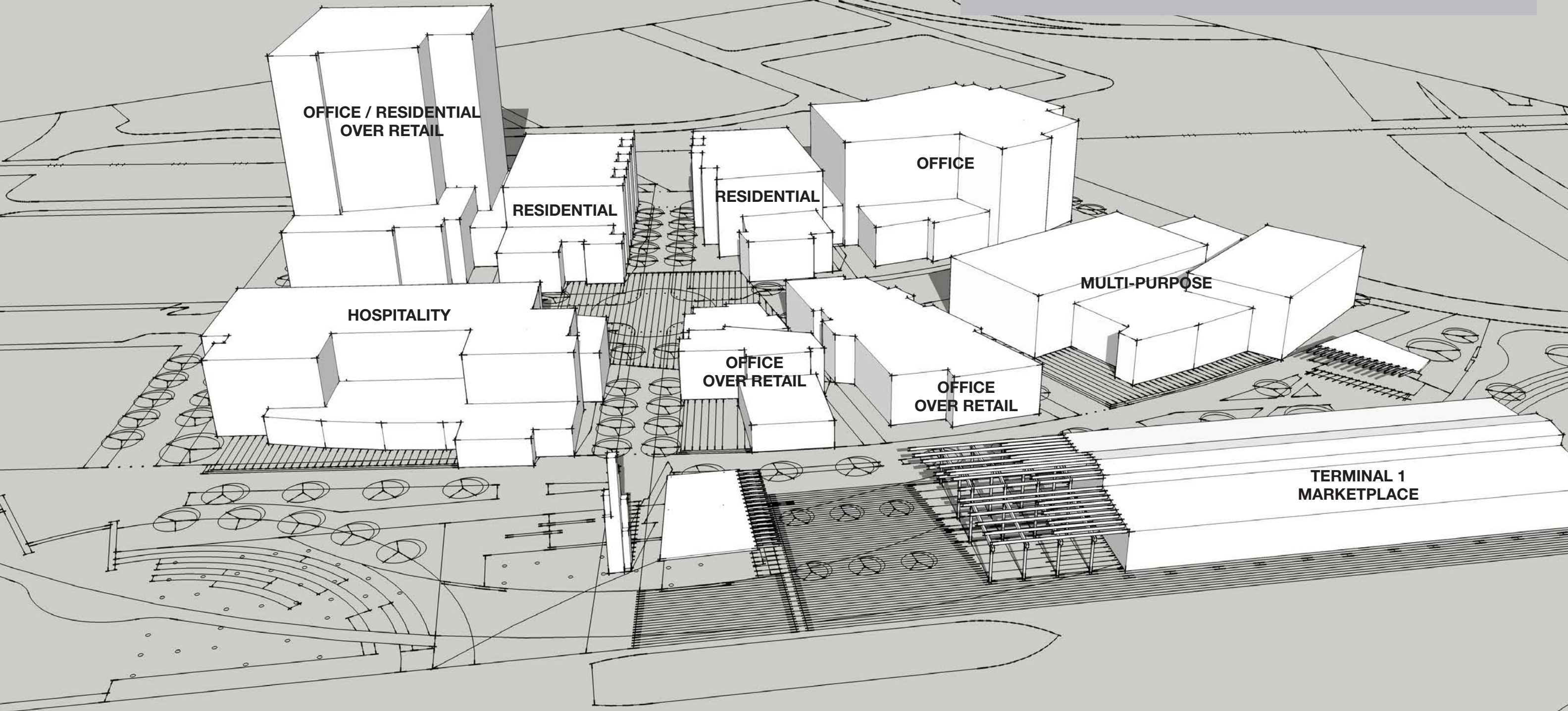
- I Structural Assessment**
Pier / Terminal 1 Bldg.
- II Refurbish / Restoration**
Pier and/or Terminal 1 Bldg.
- III Site Infrastructure**
Columbia River Renaissance Trail
Columbia Way Modifications
Woonerf / Promenade
Shoreline Modifications
Cove / Small Boat Moorage
- IV Future Pedestrian Bridges**



DRAFT PREFERRED CONCEPT PLAN
ISOMETRIC VIEW - NW VIEW



DRAFT PREFERRED CONCEPT PLAN
ISOMETRIC VIEW - N VIEW





Commissioner Input



Sustainability Measures

the sooner you
the sooner you

SUSTAINABLE VALUES

“The Port of Vancouver USA is dedicated to environmental stewardship. By incorporating sound environmental practices into our operations, the port is taking a leadership role in protecting our natural resources, while at the same time strengthening the region’s economy.”

- **Integrated Decision Making**

Incorporate costs, risks, impacts and benefits into our business choices

- **Sustainability**

Maximize sustainable resources in construction and operations

- **Pollution Prevention**

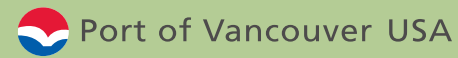
Apply best management practices and effective safeguarding programs

- **Compliance**

Exceed regulatory requirements in the construction and operations

- **Criteria for Actions:** Support Port’s Mission Statement, Goals and Values
 - Be Reasonable
 - Be Achievable
 - Measurable Benefits (where practical)

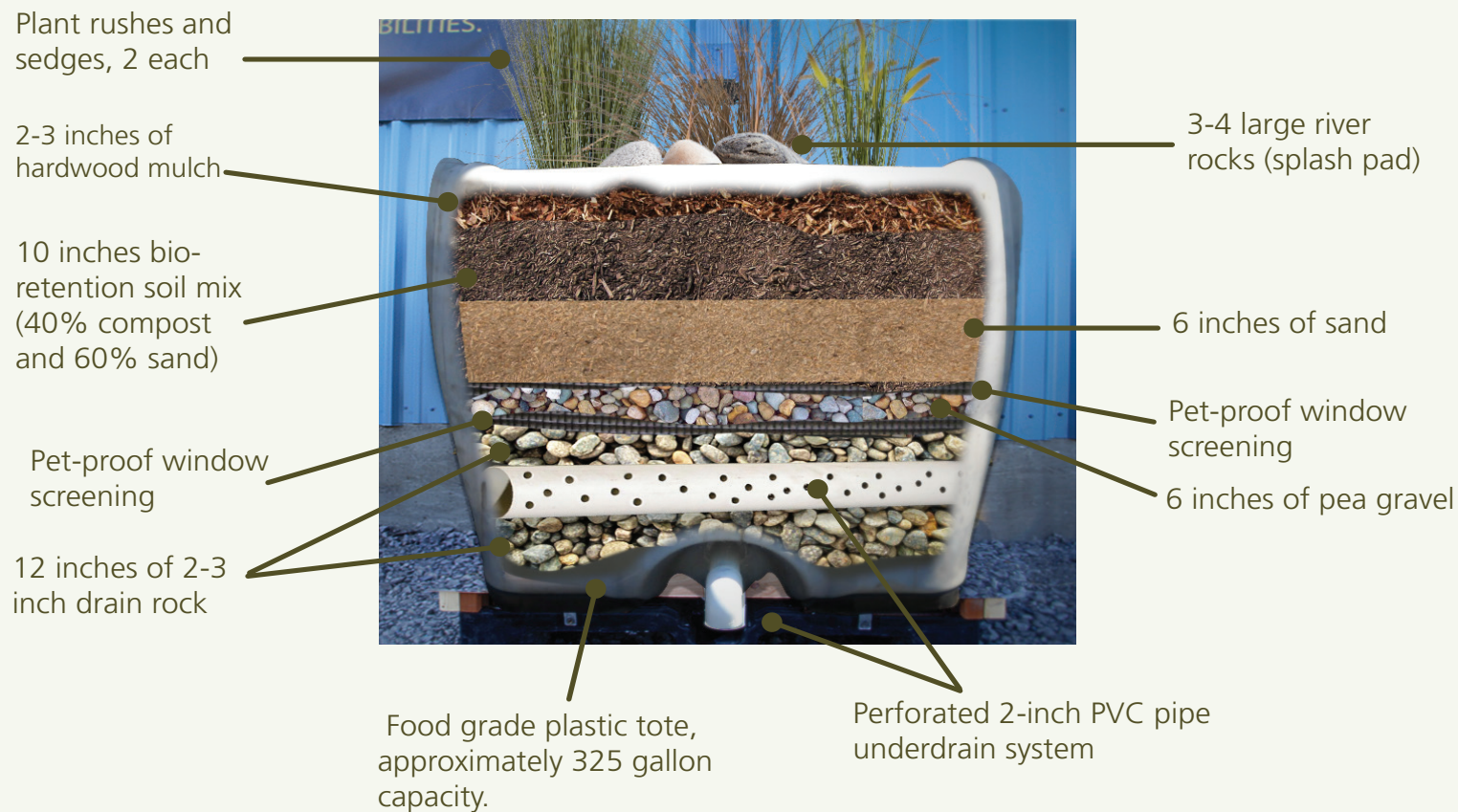
GRATTIX RAIN GARDEN IN A BOX



3103 NW Lower River Road, Vancouver, WA 98660 T: 360.693.3611 F: 360.735.1565 E: info@portvanusa.com www.portvanusa.com

Two talented port employees invented what is basically a rain garden in a box. It's an innovative system that removes zinc pollution in stormwater from galvanized metal roofs and downspouts on the terminal. Matt Graves and Mary Mattix, both members of the port's environmental team, call the new stormwater treatment system the Grattix (a combination of their last names), but many others in the environmental world are calling it innovative, inexpensive, and effective.

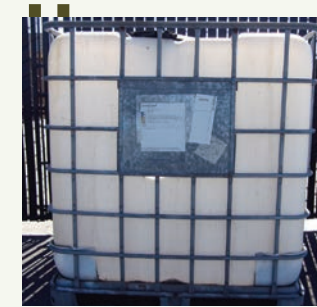
Cross Section of a Grattix



The Grattix is built using a food grade plastic tote, approximately 325 gallons. Inside, a perforated underdrain system is installed, followed by a layer of drain rock. A layer of screen is added to maintain a separation between layers. On top of the screen is a layer of pea gravel, followed by another layer of screen. Sand is then added followed by a bioretention soil mix. The finishing touches include adding plantings, a river rock splash pad and bark mulch. The plantings used are rushes and sedges, which can dry out in the summer months and withstand ponding in the winter months. If you have any questions about stormwater protection at the port, please contact Matt Graves at 360-693-3611 or mgrav@portvanusa.com.

Building a Grattix

A 10-STEP GUIDE TO CONSTRUCTING YOUR OWN RAIN GARDEN IN A BOX



STEP 1

Obtain a food grade plastic tote, approximately 325 gallon capacity.



STEP 2

Install a perforated 2-inch PVC pipe underdrain system.



STEP 3

Add 12 inches of 2-3 inch drain rock, double-washed to prevent turbidity/clogging.



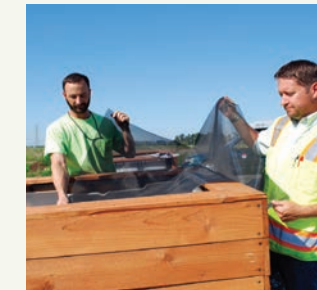
STEP 4

Place a layer of pet-proof window screening.



STEP 5

Next comes 6 inches of pea gravel.



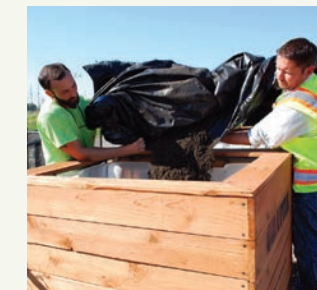
STEP 6

Place another layer of pet-proof window screening over the pea gravel.



STEP 7

On top of the screening, add 6 inches of sand.



STEP 8

Then add 10 inches of bio-retention soil mix (40 percent compost and 60 percent sand).



STEP 9

Plant rushes and sedges, 2 each, and then place 2-3 inches of hard-wood mulch around plants. Position 3-4 large river rocks to create a splash pad.



STEP 10

Position your Grattix under a down spout. For a more finished look, add a wooden exterior.

RECENT ACCOMPLISHMENTS

- West Coast Ports Sustainability Design and Construction Standards
- Habitat
 - Bird friendly design standards
 - Wetland mitigation / tree planting program
- Water Quality
 - Terminal 2 Stormwater Bio-Filtration Facility (serves 50 acres)
 - Grattix
 - Floating wetland treatment island
- Air quality
 - 100% renewable wind RECs for electricity usage
 - Alternative commuting
 - Anti-idling campaign
- Energy Conservation
 - Lighting retrofit upgrades
- Waste Reduction
 - 90% demolition waste recycling (Great Western Malting Drum House)
- Health
 - Green cleaning protocols with new janitorial service



OPPORTUNITY

- Promote the site development as an opportunity

showcase leadership
advance to the next level and
share best practices with the public

RECOMMENDATION

- Use the West Coast Ports Sustainability Design and Construction Guidelines
resource for developing performance standards and actions
suggest rating system options that align effectively with goals
- Develop performance criteria and options for infrastructure development
advance resource stewardship and resilience
- Define frameworks for tenant development performance standards
align with Port priorities and quality standards



Info Gathering

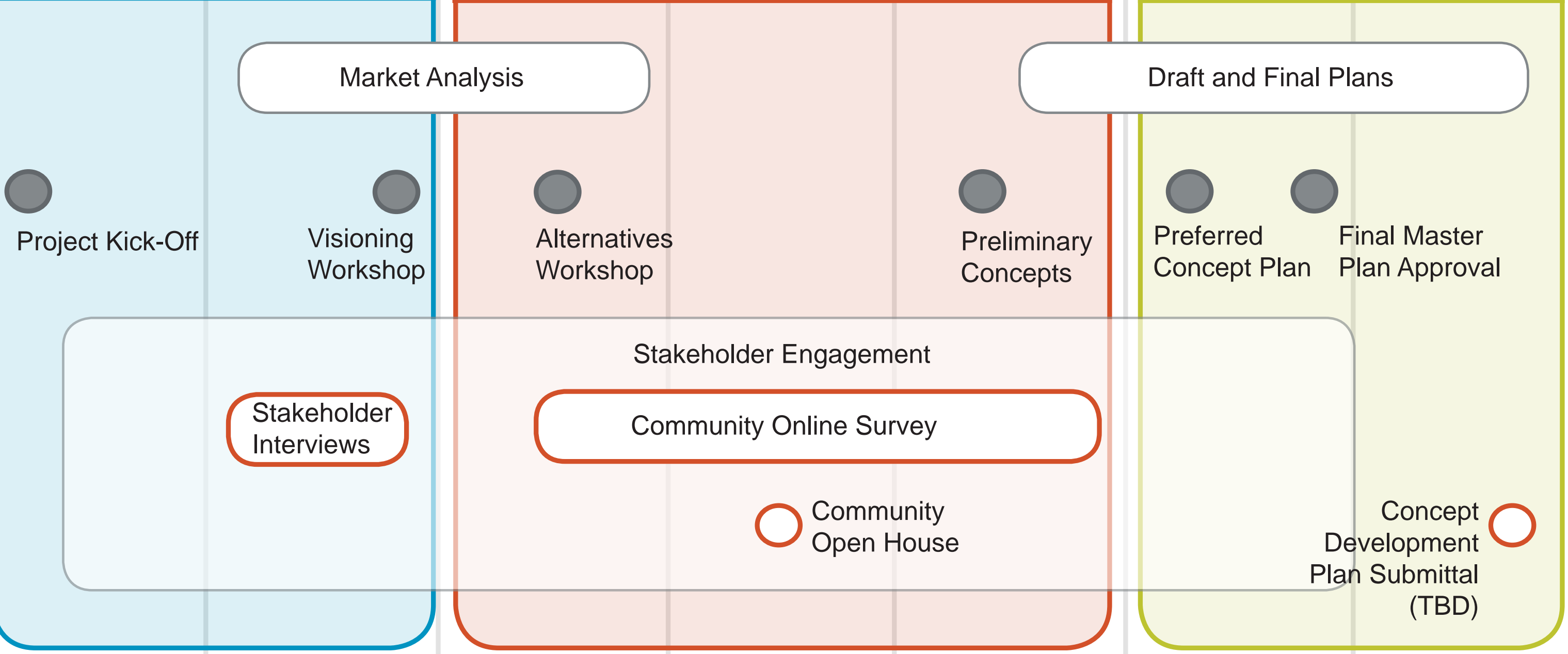
Analysis and visioning for plan concepts

Alternatives Development

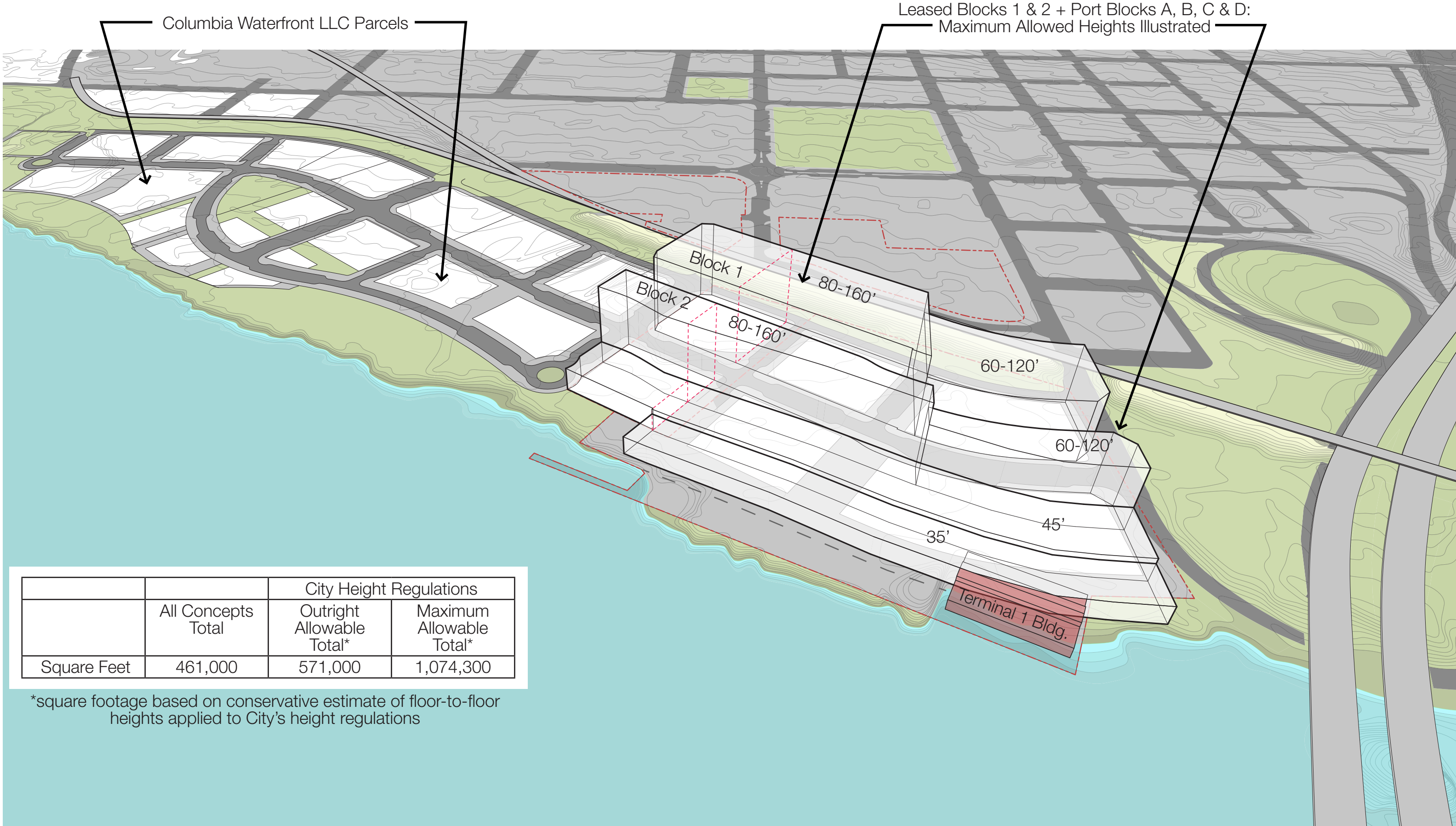
Developing alternatives and preliminary concept plans

Master Plan Report

Documenting plan concepts



● Port Commission Board Meetings



	All Concepts Total	City Height Regulations	
		Outright Allowable Total*	Maximum Allowable Total*
Square Feet	461,000	571,000	1,074,300

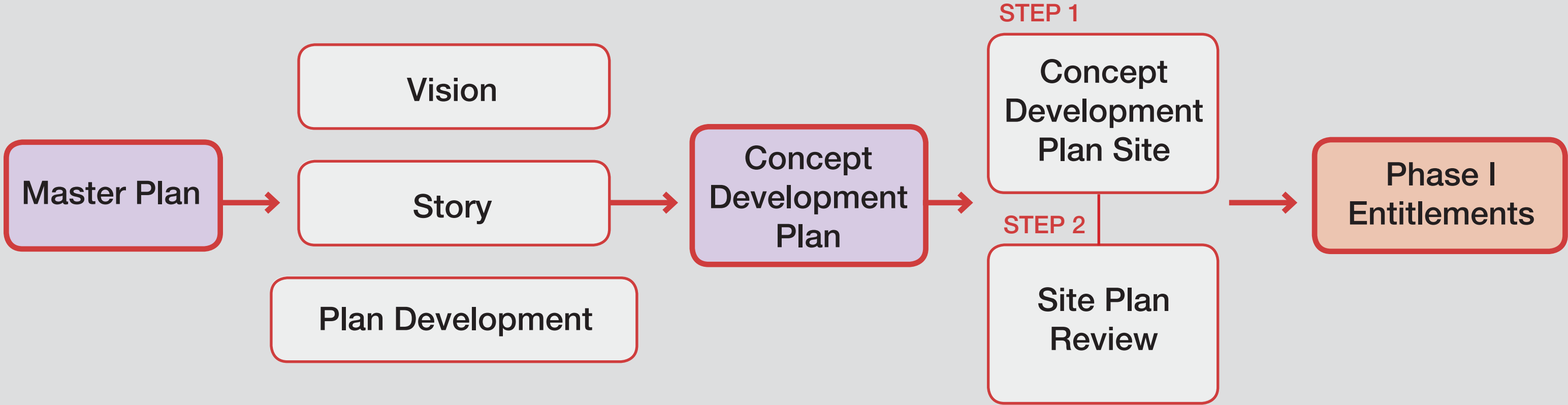
*square footage based on conservative estimate of floor-to-floor heights applied to City's height regulations

Commissioner & Stakeholder Input / Design Precepts

Enhance waterfront access, encourage innovation, create a healthy environment, build a community experience

ENVIRONMENT Embrace and enhance the natural and urban setting	CULTURE Create a place that reflects the Port's mission & brand and what is uniquely Vancouver	CHARACTER Be authentic	ECONOMIC DEVELOPMENT Retain and grow the Port's role as an economic driver
WATERFRONT - CITY CENTER INTEGRATION	CELEBRATE THE PORT'S HISTORY	MIXED-USE	URBAN FOCUS
PUBLIC ACCESS	REFLECT/CELEBRATE CULTURAL INFLUENCES	ACTIVE STREETS AND PUBLIC REALM	RIVER AS ECONOMIC DRIVER
SMART SUSTAINABILITY	PORT AS CIVIC STIMULUS	FRESH AIR, ACTIVE LIVING	FLEXIBILITY / ADAPTABILITY
EXTEND WATERFRONT PARK	BUILDING COMMUNITY	ENCOURAGE GROUND LEVEL RETAIL	FUNCTIONAL SPACES
PROGRAMMED OPEN SPACE	INNOVATION/DIVERSITY	CREATE A VIBRANT MARKET	PUBLIC / PRIVATE PARTNERSHIP OPPORTUNITIES
SHORELINE HABITAT PROTECTION	ENTREPRENEURSHIP	PLACE AND ACTIVITY CORE	COLLABORATION / SHARED SUCCESS
MITIGATE IMPACTS	WATER AND RAIL TRANSPORT	BUILDING FORM	TALENT ATTRACTION
VIEWSHEDS	RIVER AS LIFELINE	GATEWAY TO THE STATE	SHARED FLEXIBLE PARKING
		REGIONAL ATTRACTION	

PROJECT DEVELOPMENT REVIEW PROCESS



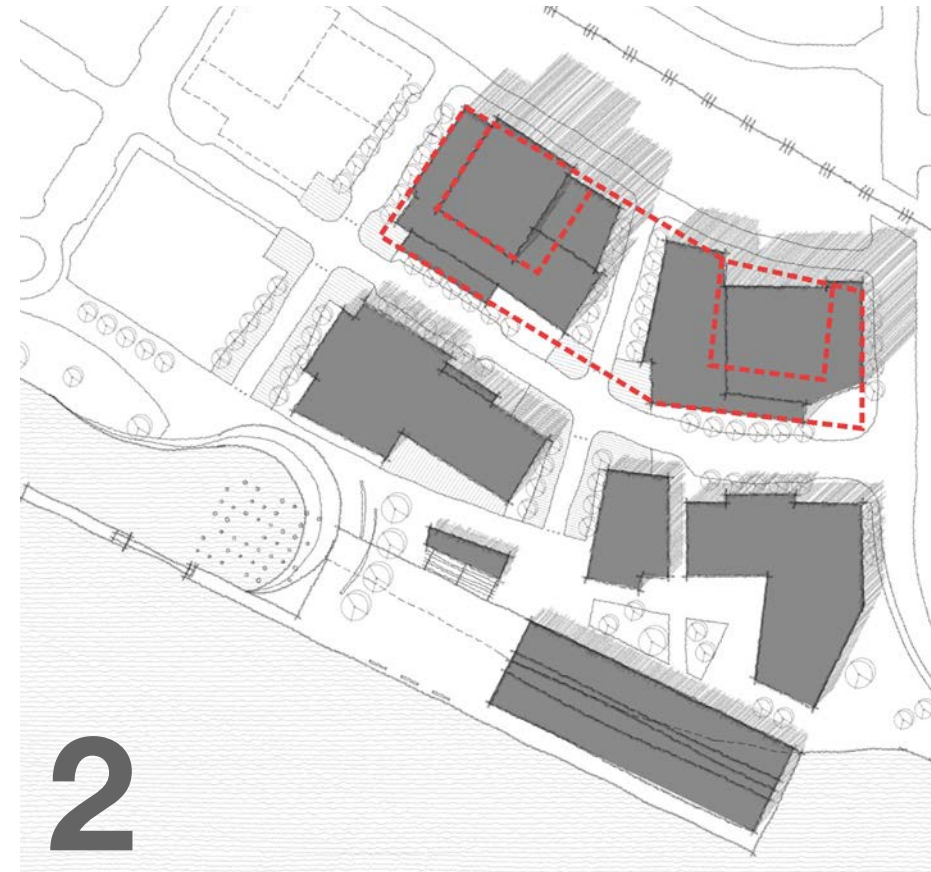
Parking



OPTION 1
self-parked blocks
include structured
parking per use:

phase 1
60 surface
330 underground
390 total stalls

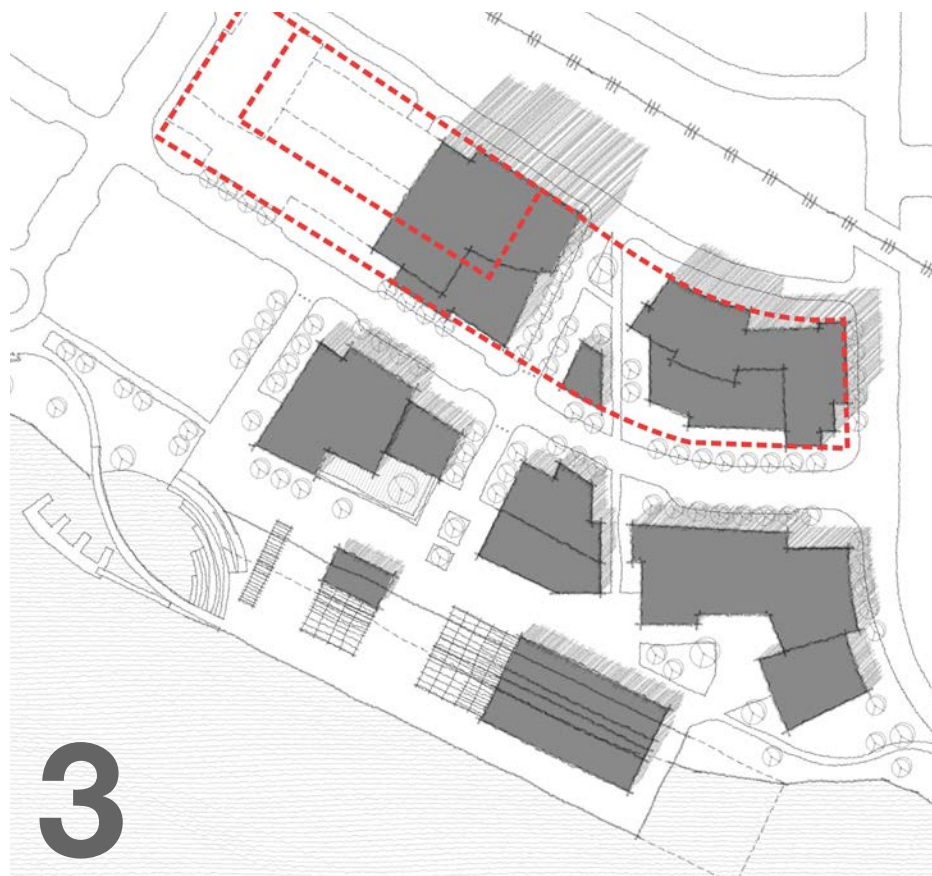
build-out
80 above ground
490 underground
570 total stalls



OPTION 2
interim surface &
shared parking
structures:

phase 1
130 surface
330 underground
460 total stalls

build-out
160 above ground
250 underground
410 total stalls



OPTION 3
interim surface
parking & shared
structure w/CW LLC:

phase 1
120 surface
250 underground
370 total stalls

build-out
300 above ground
400 underground
700 total stalls



OPTION 4
interim surface
parking & shared
structure:

phase 1
120 surface
90 above ground
250 underground
460 total stalls

build-out
160 above ground
250 underground
410 total stalls