

# AGENDA

- 1. Welcome and Introductions
- 2. Master Plan Process Update
  - a. Purpose of Workshop/ Anticipated Outcomes
  - b. Project Schedule
  - c. Design Precepts
  - d. Evaluation Criteria
  - e. Preliminary Program - PHASE I
  - f. Building Typologies / Public Realm
- 3. Preliminary Alternatives
  - a. Alternatives Review (A-J)
  - b. Discussion of Preferences and Concerns (Likes and Dislikes)
- 4. Summary Thoughts / Next Steps
- 5. Public Comment

**TEAM**  
NBBJ  
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# STUDY PURPOSE

1. Plan for the full build-out of the Port of Vancouver Waterfront Development study area.
2. Define a preferred alternative for locating a new mixed-use Port headquarters office building, hospitality and entertainment uses.
3. Coordinate Port development with potential of City parcels, to be included in update to the City's *Downtown Strategy Asset Report*.

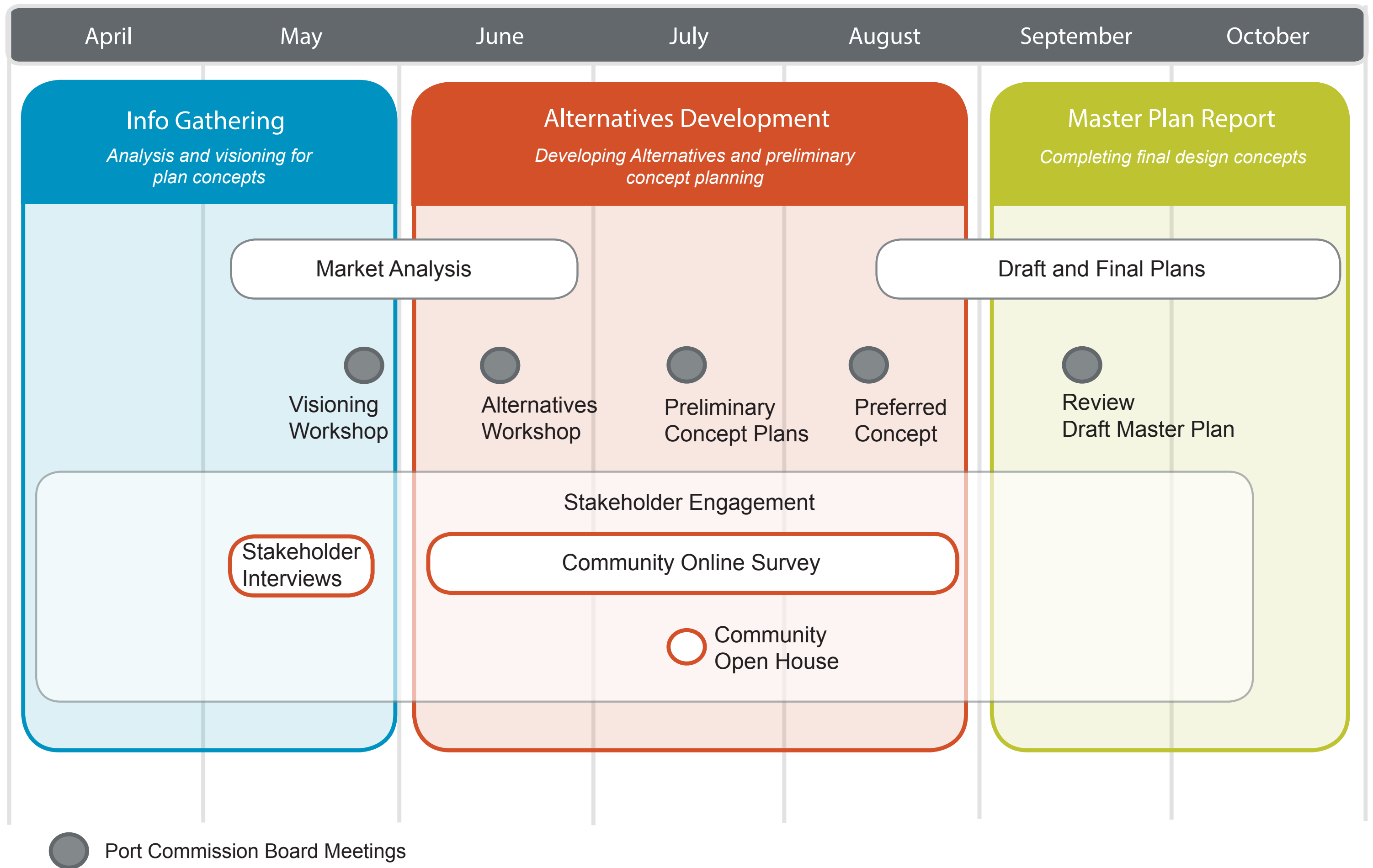


# GUIDING PRINCIPLES

1. Provide 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 development that supports the community through economic growth and job creation.









Commissioner & Stakeholder Input

→

Design Precepts

Enhance waterfront access, encourage innovation, elevate the idea of a neighborhood experience and create a healthy environment

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
<b>WATERFRONT - CITY CENTER INTEGRATION</b> Reconnect the waterfront to the city center through high quality urban design strategies	<b>CELEBRATE THE PORT’S HISTORY</b> Investigate and evoke the Port’s history; rehabilitate and re-purpose Terminal 1 Bldg.	<b>MIXED-USE</b> Promote a range of year round uses from retail, office, hospitality, employment, educational and entertainment	<b>URBAN FOCUS</b> Create a new signature urban waterfront community that reflects the Port’s values
<b>PUBLIC ACCESS</b> Design should bring people to the water’s edge, be welcoming and serve as a positive addition to the city center	<b>REFLECT/ CELEBRATE CULTURAL INFLUENCES</b> Tell the whole story of past and present cultures (Native inhabitants, settlement and other periods)	<b>ACTIVE STREETS and PUBLIC REALM</b> Promote a ‘messy vitality’, serve all active modes of travel; design with intent and include some surprises	<b>RIVER AS ECONOMIC DRIVER</b> Promote community building and tourism by including uses that add value and build the waterfront as amenity (e.g. visitor center, marina)
<b>SMART SUSTAINABILITY</b> Seek innovative, cost-effective sustainable solutions; consider both built forms and infrastructure systems design	<b>PORT AS CIVIC STIMULUS</b> Envision the Port’s role as a community member with shared amenities and community space	<b>FRESH AIR, ACTIVE LIVING</b> Provide indoor and outdoor spaces, natural ventilation & optimize views & daylighting	<b>FLEXIBILITY / ADAPTABILITY</b> Design and plan buildings that will flex with varying demands & changes in technology and market forces
<b>EXTEND WATERFRONT PARK</b> Extend the park as a catalyst investment to the waterfront development; connect to the Columbia River Renaissance Trail and upland areas	<b>BUILD COMMUNITY</b> Extend the Vancouver community to the waterfront neighborhood through high quality design, uses and seamless access	<b>ENCOURAGE GROUND LEVEL RETAIL</b> Activate the street level w/retail; separate retail & secure work environments	<b>FUNCTIONAL SPACES</b> Focus on new Port corporate use & needs; strive for efficient space utilization; Allow for future adaptations to the waterfront and building systems over time
<b>PROGRAMMED OPEN SPACE</b> Create meaningful & usable waterfront open space; provide shared public & employee outdoor gathering spaces	<b>INNOVATION / DIVERSITY</b> Cultivate a place that embraces diversity and character; embrace and attract the next generation of Vancouver residents and employees	<b>CREATE A VIBRANT MARKET PLACE and ACTIVITY CORE</b> Include local and regional influences, traditional and cutting edge entertainment experiences	<b>PUBLIC / PRIVATE PARTNERSHIP OPPORTUNITIES</b> Encourage multiple partners and event types; off-set operating and maintenance costs
<b>SHORELINE HABITAT PROTECTION</b> Protect sensitive bio-habitat areas along/ in the river; improve water quality and shoreline areas; Seek bird-friendly and other ecological designs	<b>ENTREPRENEURSHIP</b> Encourage initiative & fresh thinking; create opportunities for serendipitous encounters	<b>BUILDING FORM</b> Develop simple building forms and solutions Use regionally appropriate and durable building materials	<b>COLLABORATION / SHARED SUCCESS</b> Partner with the City, Columbia Waterfront LLC and other agencies for the greater public benefit; seek solutions that “raise the bar”
<b>MITIGATE IMPACTS</b> Consider acoustical impacts of the Columbia River Bridge (existing and future) and rail lines and seek bird-friendly and other ecological destinations	<b>WATER AND RAIL TRANSPORT</b> Recognize that many people enjoy watching water vessels and trains; support viewing opportunities of trade and goods movement along the river	<b>GATEWAY TO THE STATE</b> Orient visitors to Vancouver and the waterfront	<b>TALENT ATTRACTION</b> Create spaces and attractions that entice new talent to locate to SW Washington
<b>VIEWSHEDS</b> Optimize viewsheds from the City Center to the river, the waterfront development site and within the planned development	<b>RIVER AS LIFELINE</b> Find Vancouver’s place in the story of the Columbia River (culturally, economically, environmentally); consider water access options intended to activate the waterfront development site	<b>REGIONAL ATTRACTION</b> Create an experience that attracts visitors from all over the Pacific NW and beyond	<b>SHARED FLEXIBLE PARKING</b> Create a parking management plan; transition to emphasis public transit options



Preliminary Evaluation Criteria

Enhance waterfront access, encourage innovation, elevate the idea of a neighborhood experience and create a healthy environment

Guiding Principles	Comparative Evaluation Criteria
<b>PUBLIC ACCESS TO THE COLUMBIA RIVER WATERFRONT*</b> Does the concept provide uses that attracts people to the waterfront and ensures connections between the city center, waterfront and Columbia River Waterfront Park?	<b>VISUAL &amp; PHYSICAL CONNECTIONS TO THE WATERFRONT</b> Does the concept maximize views to and through the site from the Downtown City Center (Columbia & Esther Streets)? I-5 Bridge? Along the Columbia River? Does the concept promote movement through the site in a legible and safe manner?
<b>FINANCIAL RESPONSIBILITY*</b> Does the concept integrate existing public infrastructure investments (pier structure, small boat dock, utilities, and Columbia Way) with minimal additional cost?	<b>MIX OF USES</b> Does the concept adequately combine the Phase I program requirements in a way that activates the waterfront - for visitors, employment, shopping and cultural and educational uses? Does the concept promote an active, 24/7 use?
<b>SUSTAINABLE DEVELOPMENT PRACTICES*</b> Does the concept reflect the Port’s policies and standards by promoting sustainable development best practices and long-term economic development sustainability objectives?	<b>HISTORIC/ CULTURAL CONTEXT</b> Does the concept integrate an adaptive reuse/ re-purposing of the Terminal 1 Building? Does it provide opportunities for a possible Visitor Center and interpretive uses, cultural and educational amenities and uses?
<b>PORT AS AN ECONOMIC DEVELOPMENT ENGINE FOR SOUTHWEST WASHINGTON*</b> Does the concept integrate the history and culture of the Port as an important regional and national job producer; and does the concept fully embrace the physical presence of the Port through design and adaptive reuse and re-purposing of the Terminal 1 Building as an active public use?	<b>COMPLEMENTARY</b> Does the concept complement the proposed uses at the Columbia Waterfront development, as well as the existing uses and activities in downtown?
	<b>PHASED IMPLEMENTATION</b> Does the concept allows for Phase I implementation while not precluding future phases (or jeopardizing initial phase tenants living through future construction)?
	<b>INFRASTRUCTURE COST</b> Does the concept create unwarranted additional infrastructure costs that may negatively impact a return on investment (e.g. are upfront infrastructure costs unreasonable)? Will initial costs impact the Port’s ability to achieve long-term financial success with the development?
	<b>FLEXIBILITY AND ADAPTABILITY</b> Does the concept allow for flexibility and adaptability over time by combining both large and small buildable parcels? Does it encourage a range of diverse/ complementary uses intended to create jobs and activate the waterfront?
	<b>UNIQUELY VANCOUVER</b> Does the concept represent the possibility of creating a unique and special place that defines the Port of Vancouver and the City of Vancouver as a regional destination?





# PRELIMINARY PROGRAM - PHASE I



## Terminal One Building

Regeneration / Adaptive Reuse

Mixed-use retail “marketplace”, combined with business incubator center, interpretive uses, and small specialized craft production uses (brewery, distillery, other regional vernacular crafts).  
30,000 sq. ft. core frame structure w/ potential expansion of 10,000 to 20,000 square feet of retail.



## Port of Vancouver Corporate Headquarters/ Multi-tenant Office Building

New construction, ground floor retail/ services, mixed office uses  
60,000 - 90,000 sq. ft.



## Hotel / Hospitality Building

New construction, ground level lobby, meeting room, restaurant and/or small retail  
125-150 room hotel



## Open Space

Natural and/or planted landscape areas



## Plaza/ Pier / Promenade

Paving/hardscape areas with some plant materials



## Primary Street



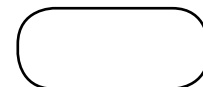
## Secondary Corridor



## Shared, Multi-use Pathway



## “Big Idea”



## Future Phases - TBD



# Precedents / Potential Program Elements

Enhance waterfront access, encourage innovation, elevate the idea of a neighborhood experience and create a healthy environment

## BUILDING TYPE/ USE

## LOW DENSITY

## HIGH DENSITY

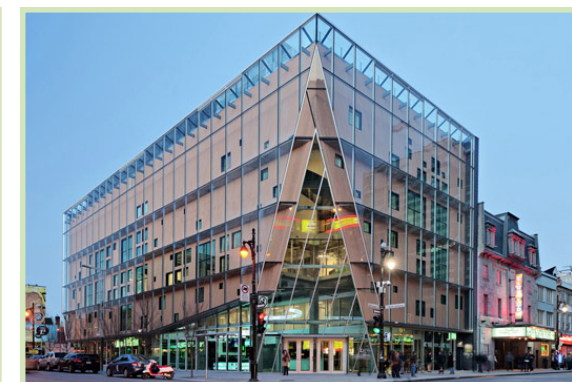
### Mixed-Use Building

Any combination of commercial office, ground-level retail, residential (apartment, workforce housing, live-work) multi-purpose community gathering and entertainment, cultural interpretive and educational uses.



### Commercial Office

Stand alone or mixed-use office building that may support a range of commercial office user needs, including commercial corporate office, biotech, innovation start-ups, research, technology-based and maritime uses.





Precedents / Potential Program Elements

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BUILDING TYPE/ USE

LOW DENSITY

HIGH DENSITY

Mixed-Use Residential

A combination of market rate and/or workforce residential apartments, flexible live-work w/ ground-level office workspace studio and limited commercial services and uses (e.g. design services, architecture studios, graphic arts and small-scale artist production space).



Multi-Purpose Center

Stand alone or mixed-use multi-purpose market and exhibit halls, community meeting space, artisan and craft production and retail, performance, interpretive and museum uses, flexible open floor plan, open air or closed environment.





# Precedents / Potential Program Elements

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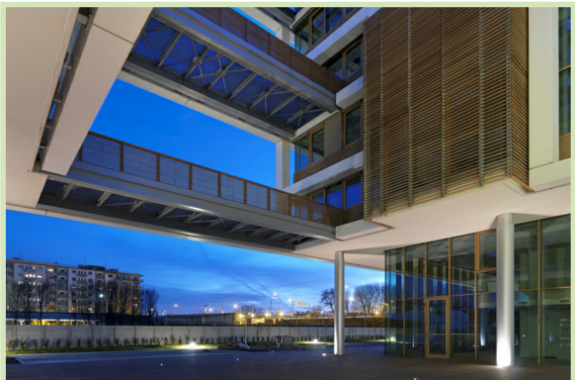
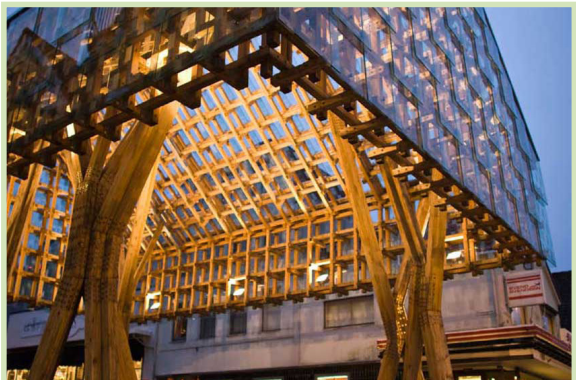
## BUILDING TYPE/ USE

## LOW DENSITY

## HIGH DENSITY

### Specialty/ Cultural Building

Stand alone or mixed-use special use building that may include cultural and interpretive museum and/or performance space. Specialty use buildings are intended as iconic and unique built forms representative of the unique waterfront development.



### Hospitality

Stand alone or mixed-use hotel accommodations w/small meeting room space, mixed with restaurant and/or retail, multi-purpose community and entertainment spaces linking to the outdoor private and public realm programmed spaces.





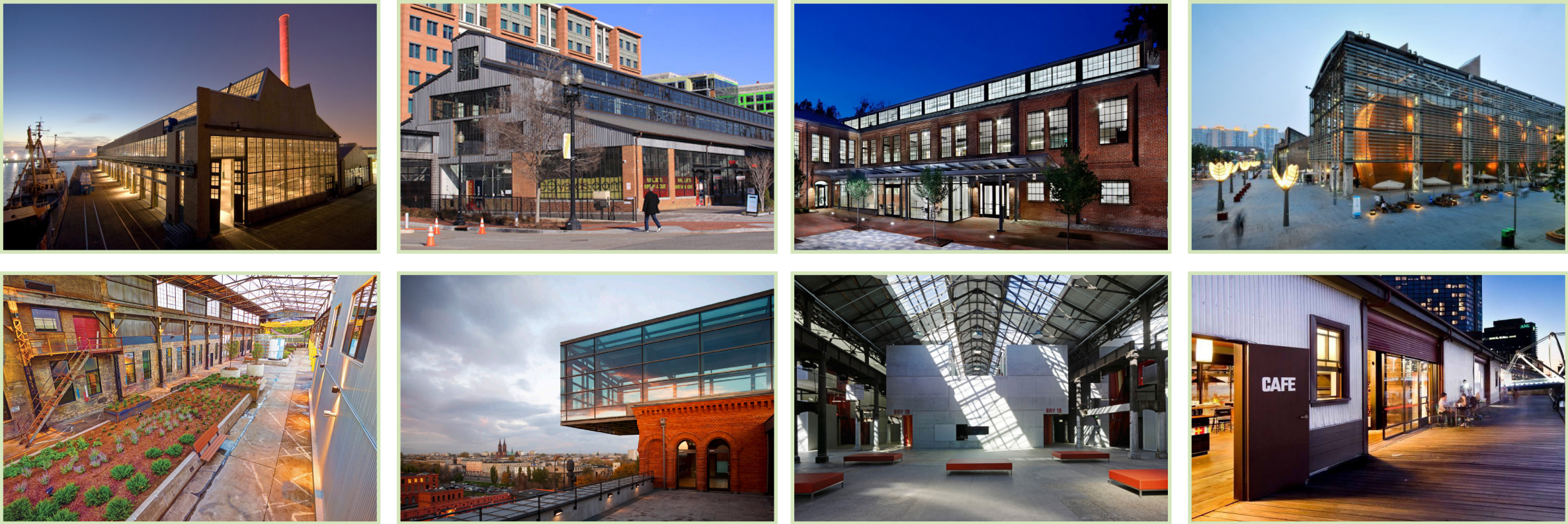
# Precedents / Potential Program Elements

Enhance waterfront access, encourage innovation, elevate the idea of a neighborhood experience and create a healthy environment

## BUILDING TYPE/ USE

### Adaptive Reuse

Renovation of a historic industrial structure for 21<sup>st</sup> century uses, including but not limited to marketplace, incubator office, etc.



### “Pop-up Retail”

Temporary use and/or development to spur pedestrian activity and new uses. Could be replaced with long-term new construction at later date.





# Precedents / Potential Program Elements

Enhance waterfront access, encourage innovation, elevate the idea of a neighborhood experience and create a healthy environment

## BUILDING TYPE/ USE

## LOW DENSITY

## HIGH DENSITY

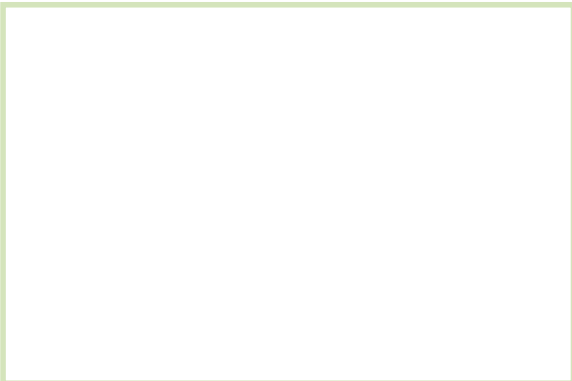
### “Tech Campus”

Single and/or multi-tenant office campus integrated into city grid with public open space and active ground floor uses



### Urban “Big Box”

Single use or mixed-use that may accommodate retail or grocery store uses and/or other neighborhood supportive and community waterfront services.





# Precedents / Potential Program Elements

Enhance waterfront access, encourage innovation, elevate the idea of a neighborhood experience and create a healthy environment

## BUILDING TYPE/ USE

### Parking Structure

Stand alone single-use parking structure (above grade) or mixed-use wrapped parking structure that may accommodate commercial office, retail and/or residential supportive uses.



### Belvederes/ Gateways

Belvedere: Vertical structures to mark the Port site and welcome visitors to the Columbia River waterfront, possibly providing higher views of downtown and/or river.

Gateway: signage, art, and/or wayfinding opportunities to encourage movement from downtown and Fort Vancouver area into Columbia River Renaissance neighborhood.





# Precedents / Potential Program Elements

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## OPEN SPACE TYPE/ USE

### Waterfront

Multiple experiences including naturalized banks and edges, as well as urban piers and docks with views along the river.



### Plazas and Promenades

Sizing and design of the plaza space should allow for a variety of activities, both active and passive. Elements such as seating and water features may provide attractors when events are not being held at the water's edge. Multimodal transportation should be accommodated so as not to impact the plaza activities.





Enhance waterfront access, encourage innovation, elevate the idea of a neighborhood experience and create a healthy environment

## OPEN SPACE TYPE/ USE

### Tunnels and Gateways

Pedestrian tunnels and gateways can become identifiers for the district, incorporating framed views with art and lighting.

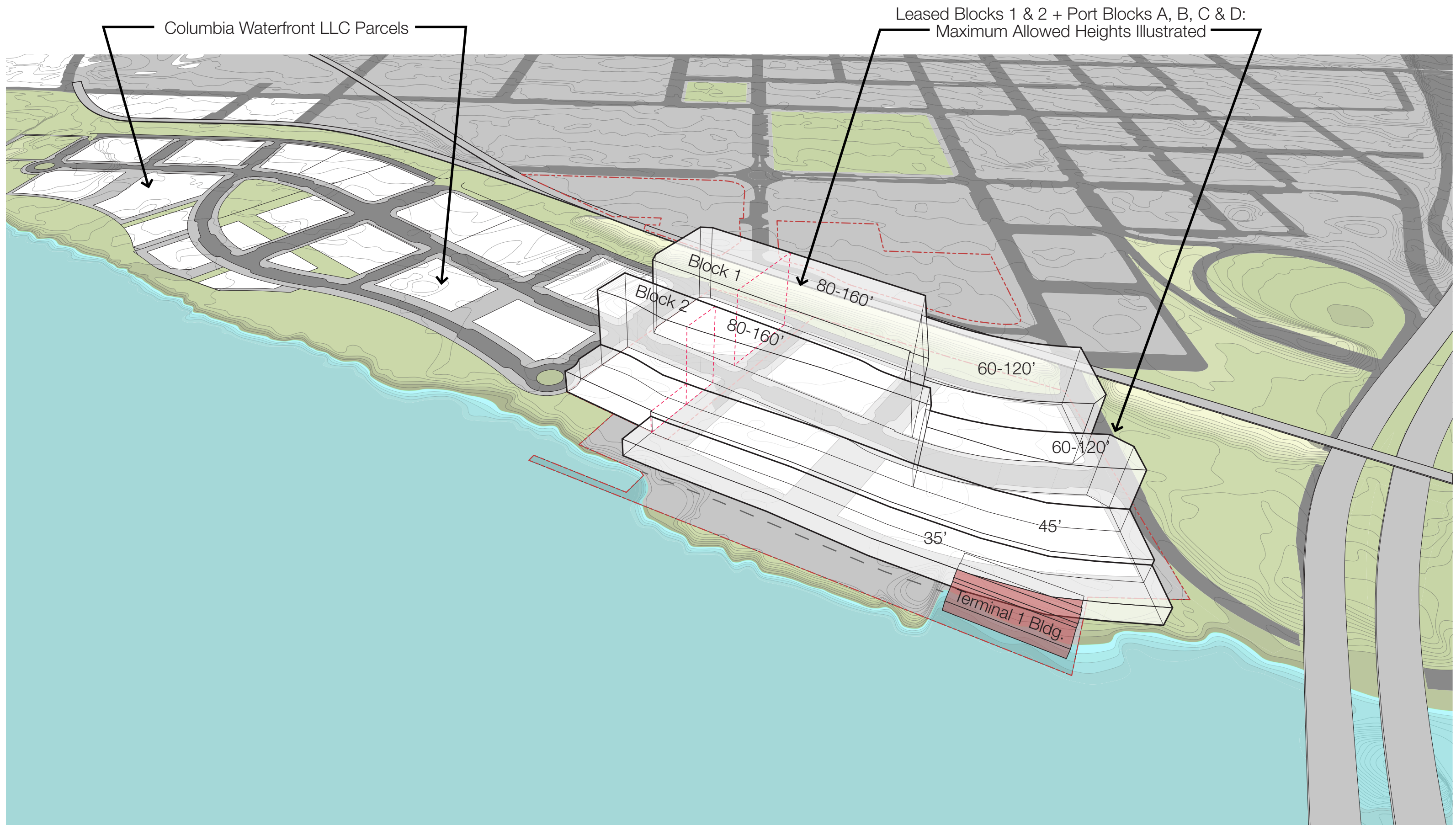


### Alleys and Urban Streets

Narrow alleys and urban streets should all be designed with the pedestrian experience in mind. Wide tree lined walks, shared streets, stormwater and active edges should be considered.







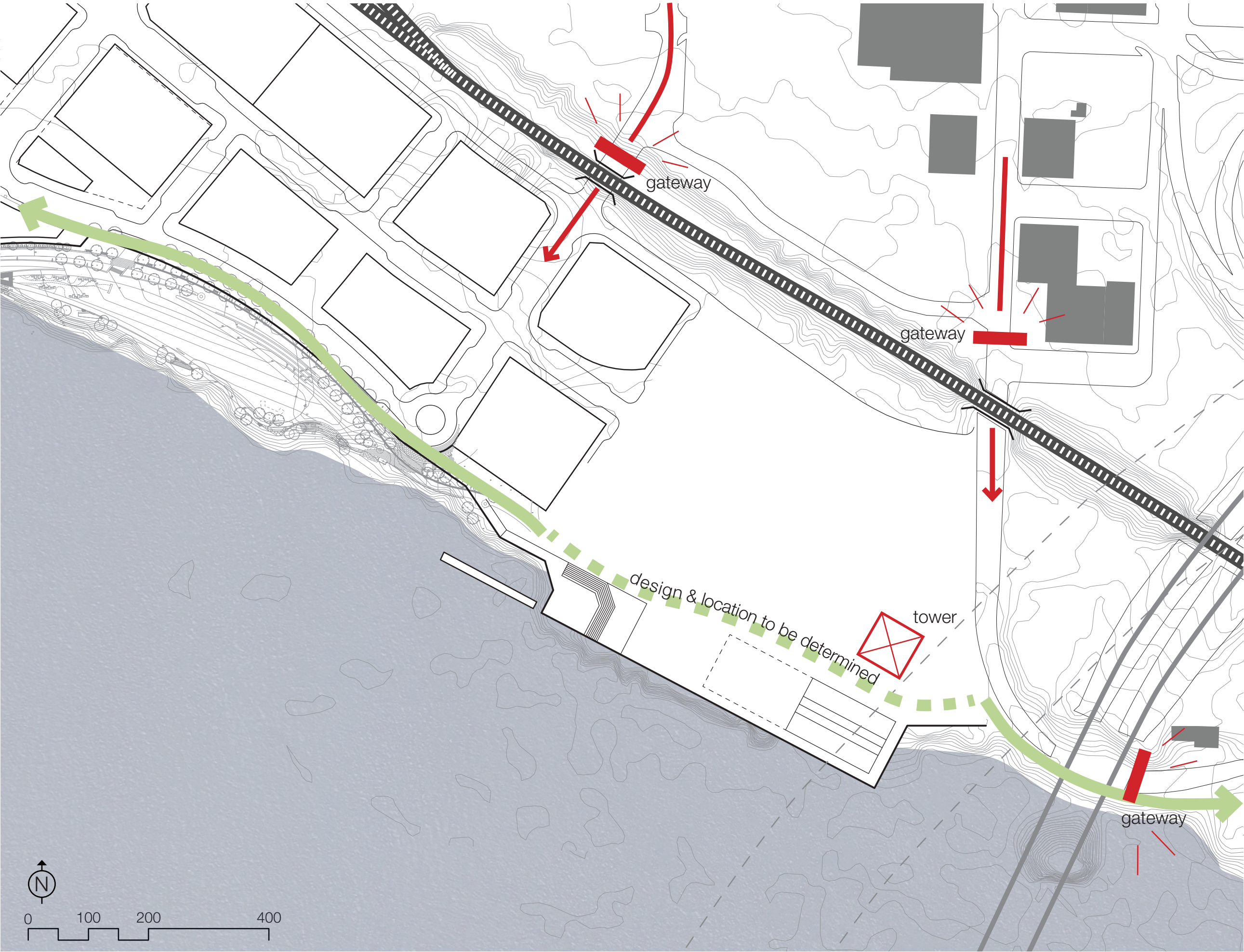


# Gateways, Towers & Trail

All alternatives should include:

- Gateways to announce the waterfront area.
- Tower or “belvedere” structure to increase visibility of site and provide extensive views of the river.
- Columbia River Renaissance Trail connection from park to the west and existing trail to the east.

Designs and exact locations to be determined through design of each concept plan.

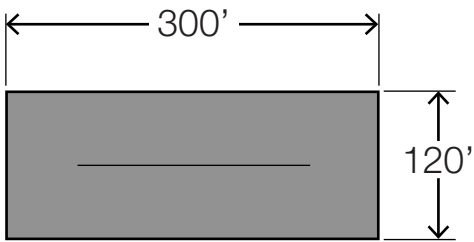




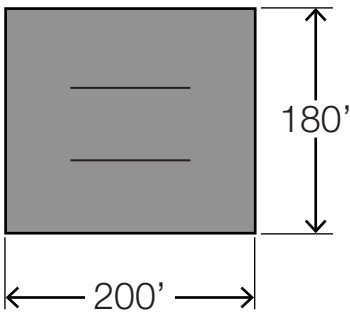
# Parking

All alternatives should include:

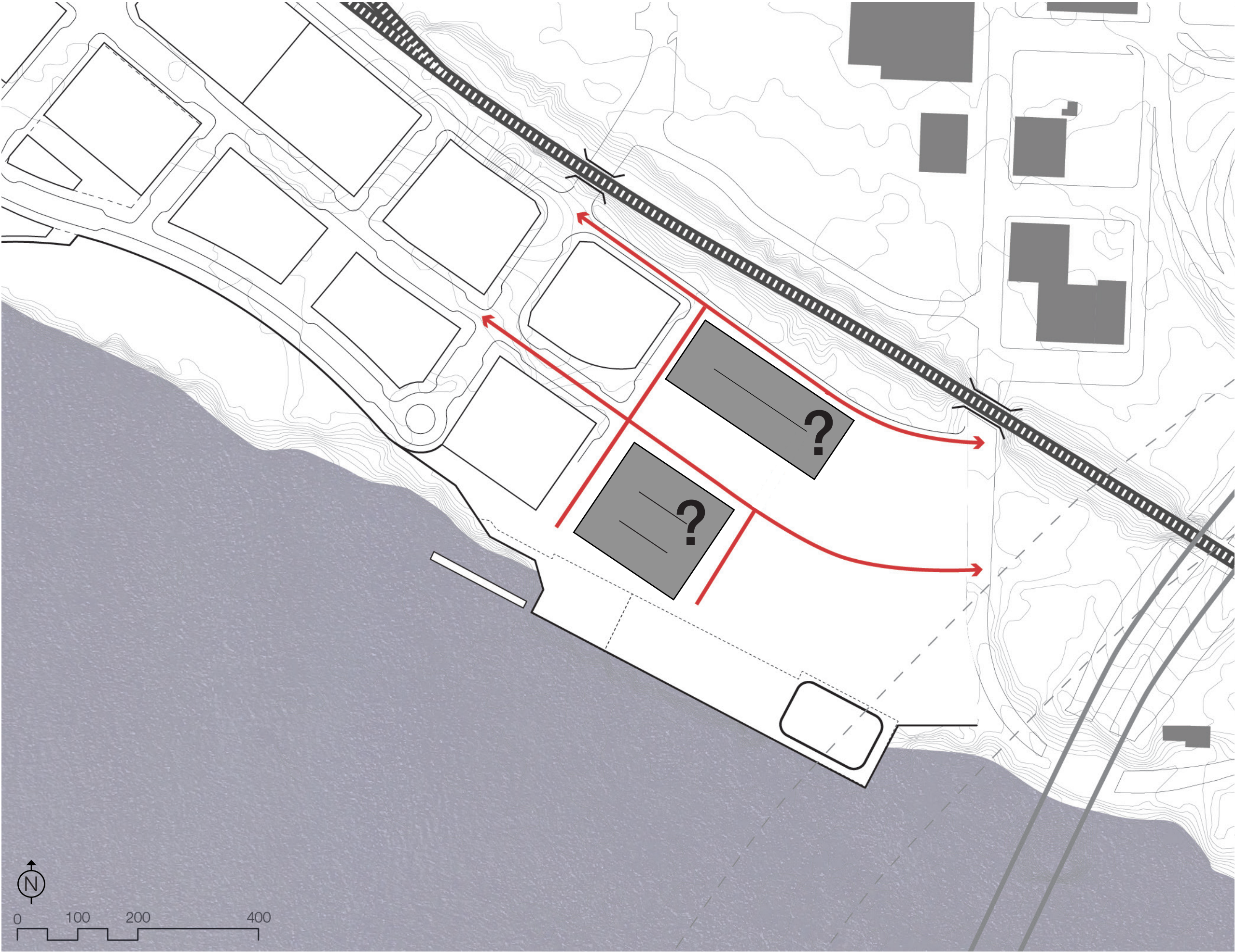
- Surface and/or structured parking to provide for Phase 1 buildings.
- Strategy to replace surface parking with structured parking.
- Structured parking example floorplans:



100-120 stalls/level of parking structure



Designs and exact locations to be determined through design of each concept plan.





PRELIMINARY PROGRAM

Terminal One Building

Open Space

Port/ Multi-Tenant Offices w/ Ground Floor Retail

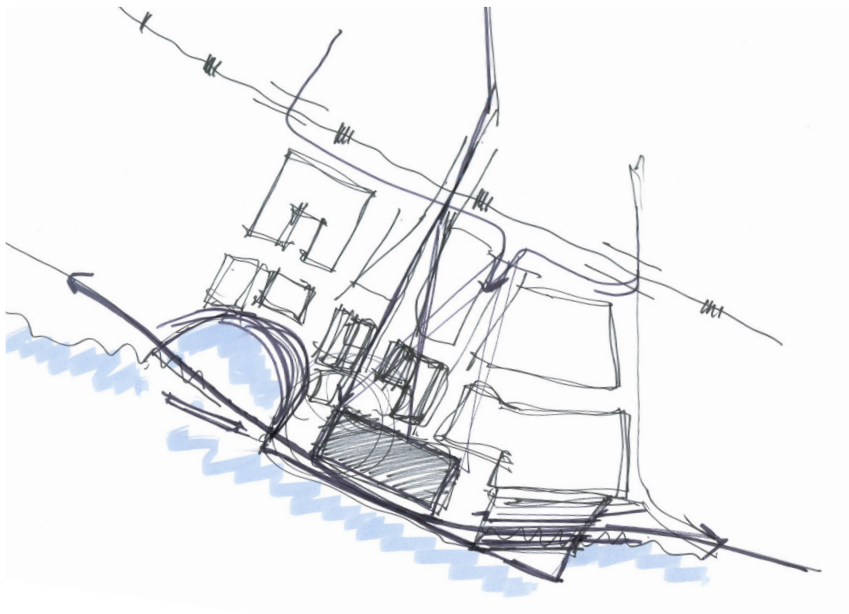
Plaza/ Pier/ Promenade

Hospitality

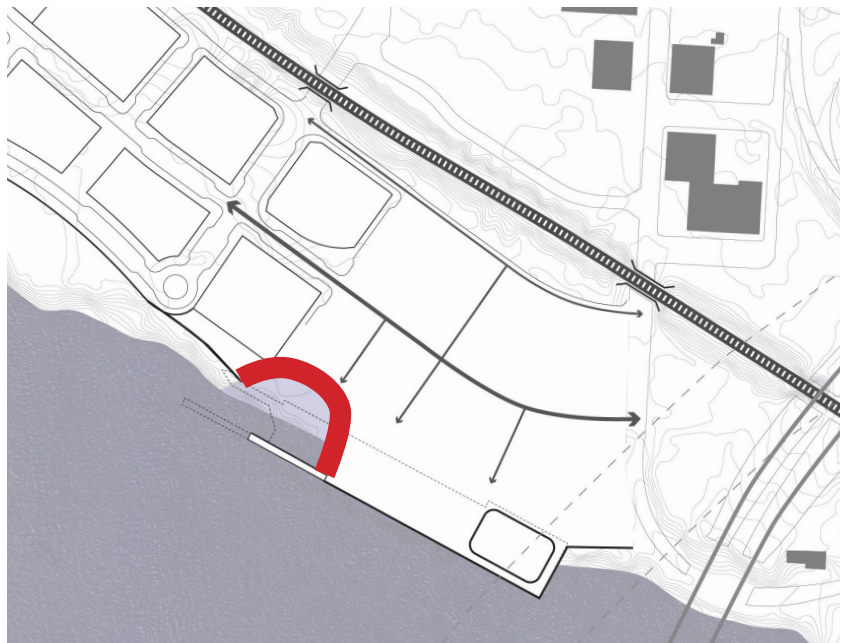
Future Phase

"Big Idea"

PRELIMINARY SKETCH



"BIG IDEA"



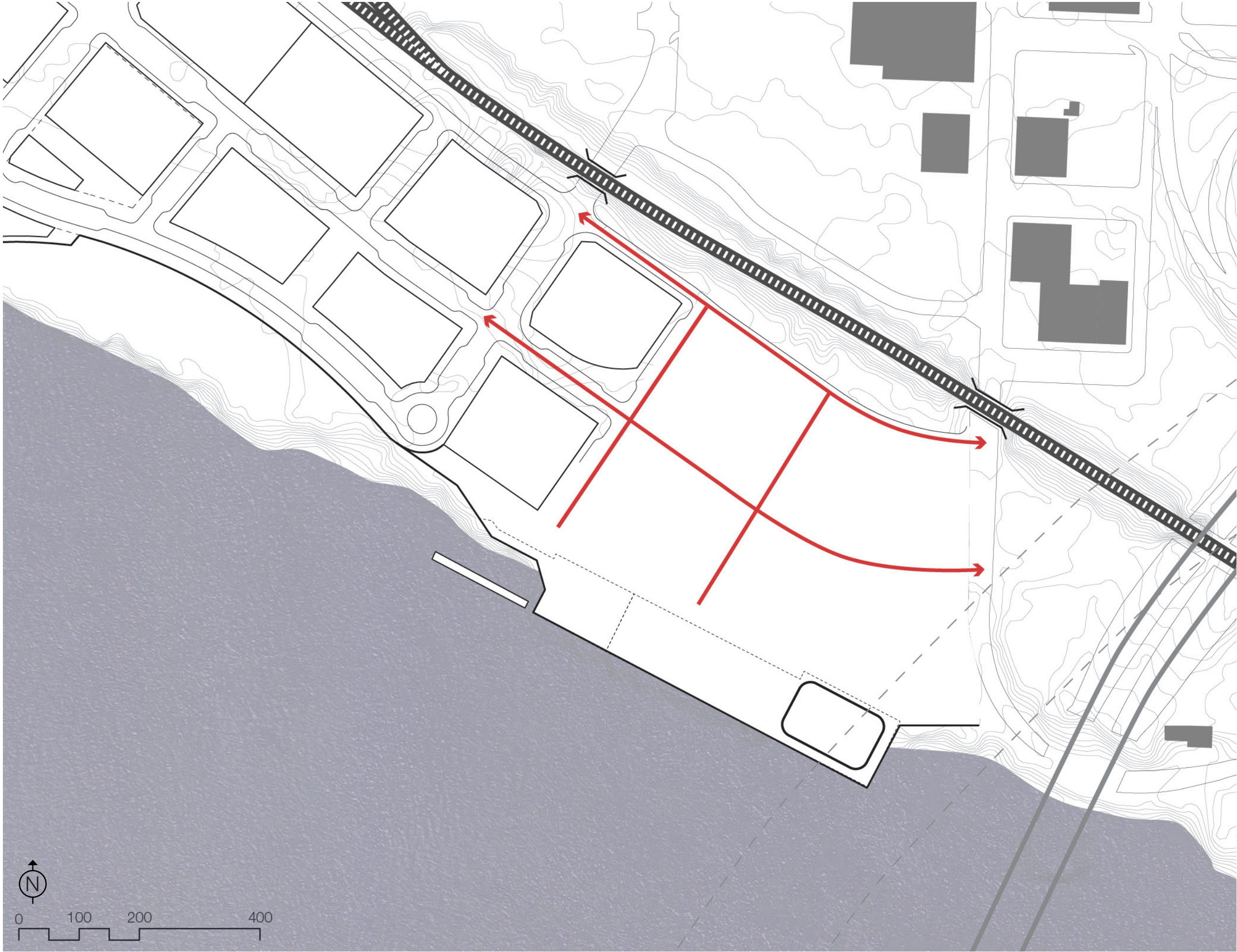
CONCEPT PLAN





# Alternative A: “Baseline”

- Street grid and block configuration remain as is





# Alternative A: “Baseline”

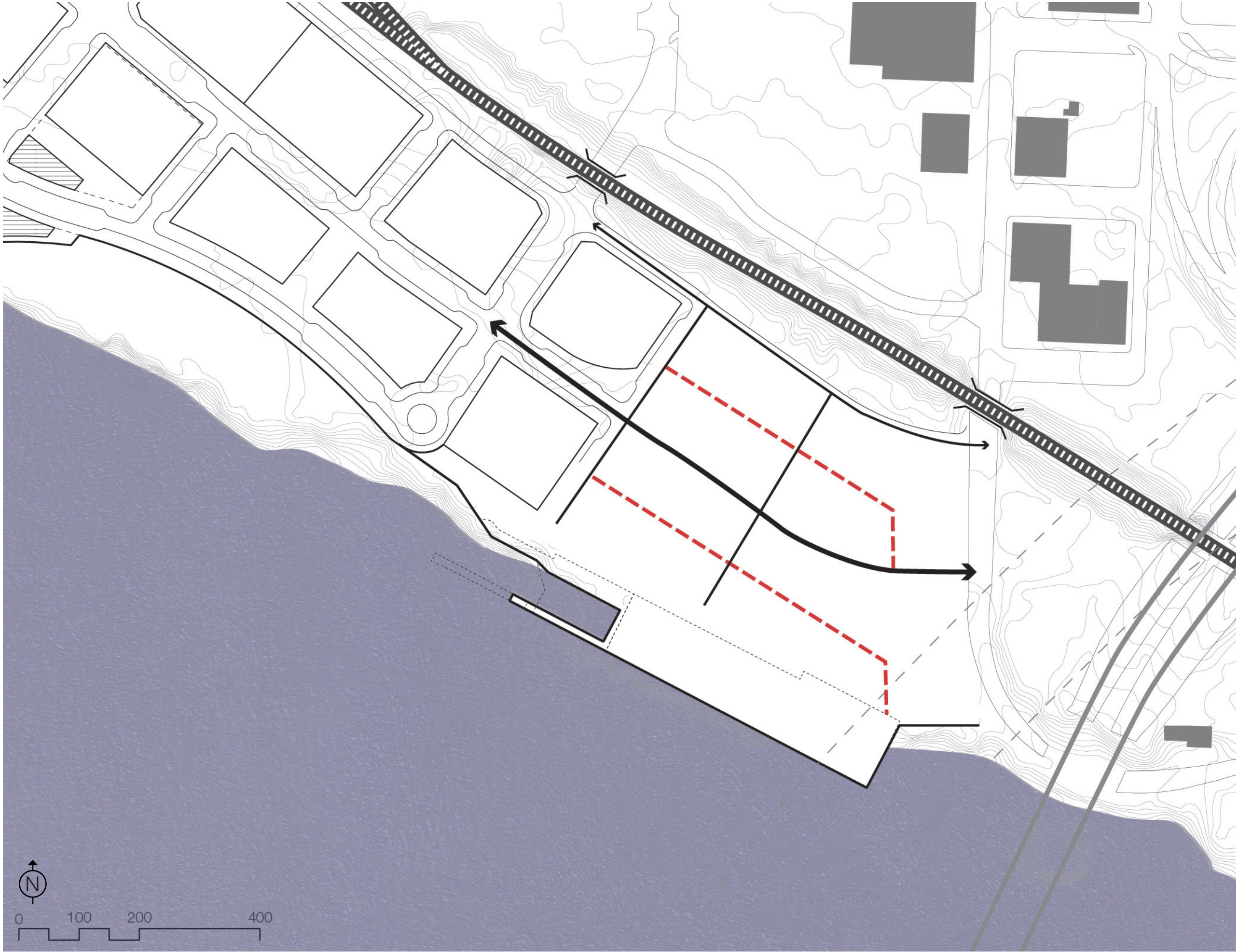
- Street grid and block configuration remain as is
- Existing wood pier structure remains
- Terminal I Building restored in place w/ potential addition
- Improve / reprogram Amphitheater space
- Possible boat launch modifications





# Alternative B: “Terraces”

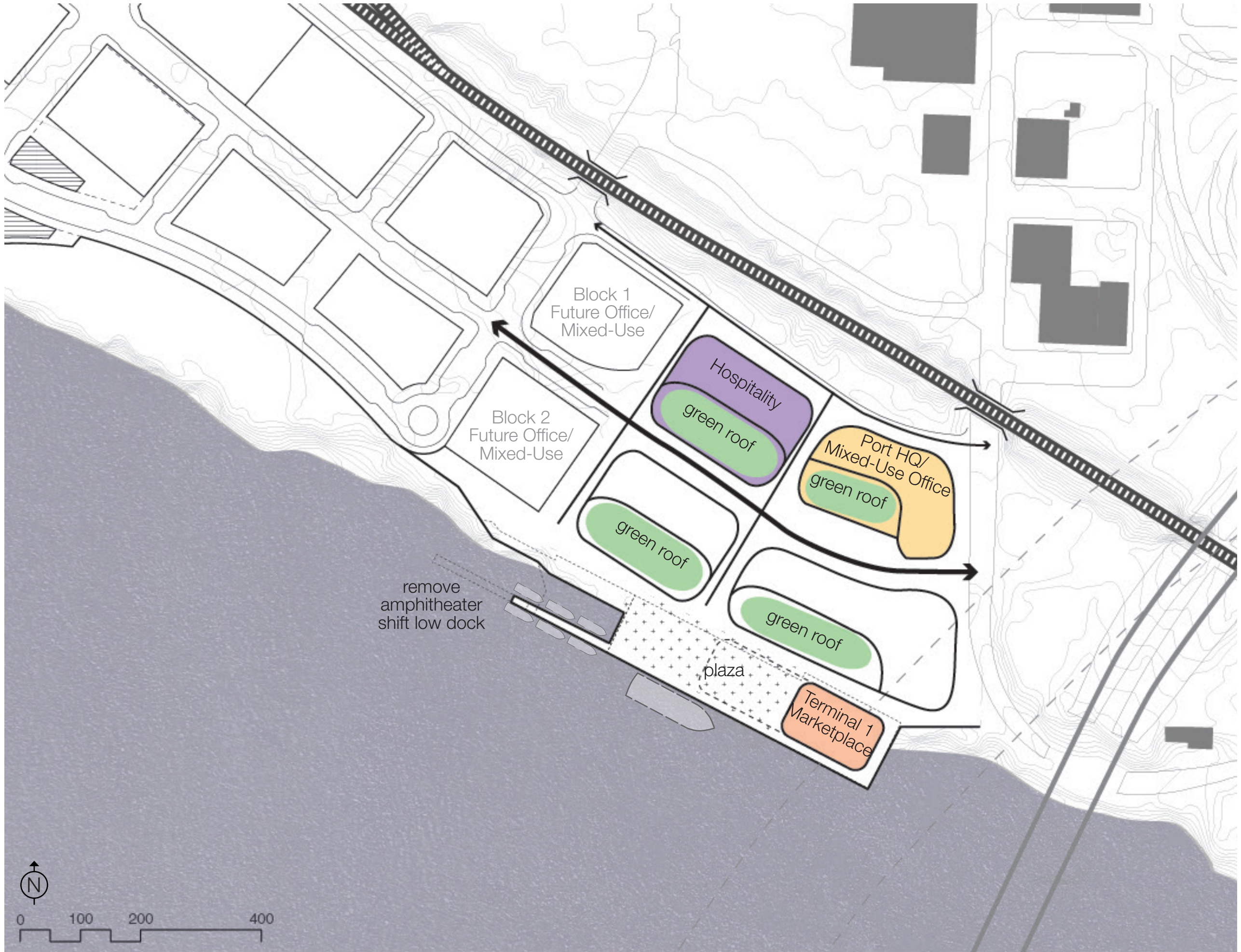
- Development parcels are configured to create a terraced effect





# Alternative B: “Terraces”

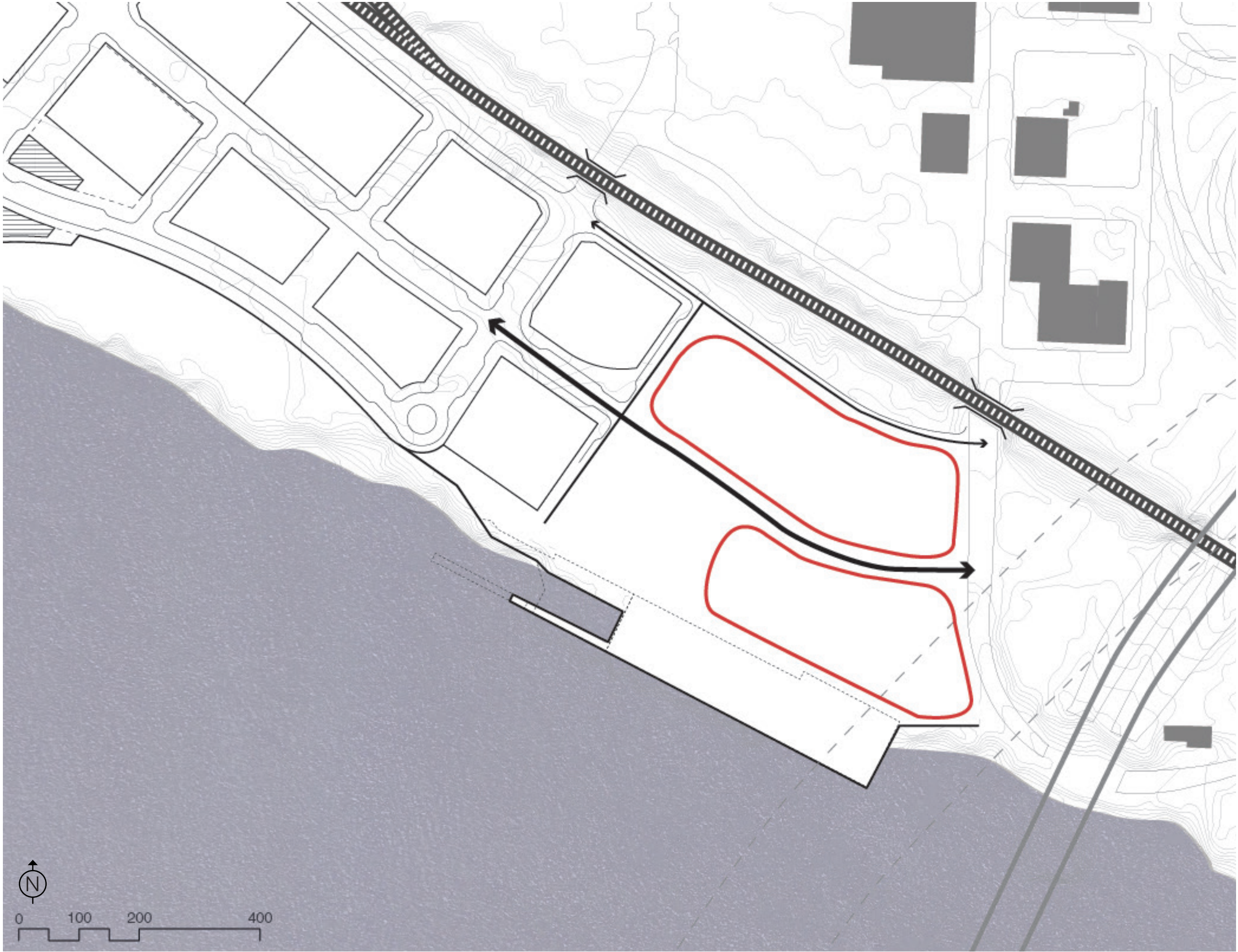
- Development parcels are configured to create a terraced effect
- Larger parcels to the back, with building step down to create “green roof” areas
- Port, hotel parcels are interchangeable
- Columbia Way remains as is
- Amphitheater and boat launch modified





# Alternative C: “Columbia Way Campus”

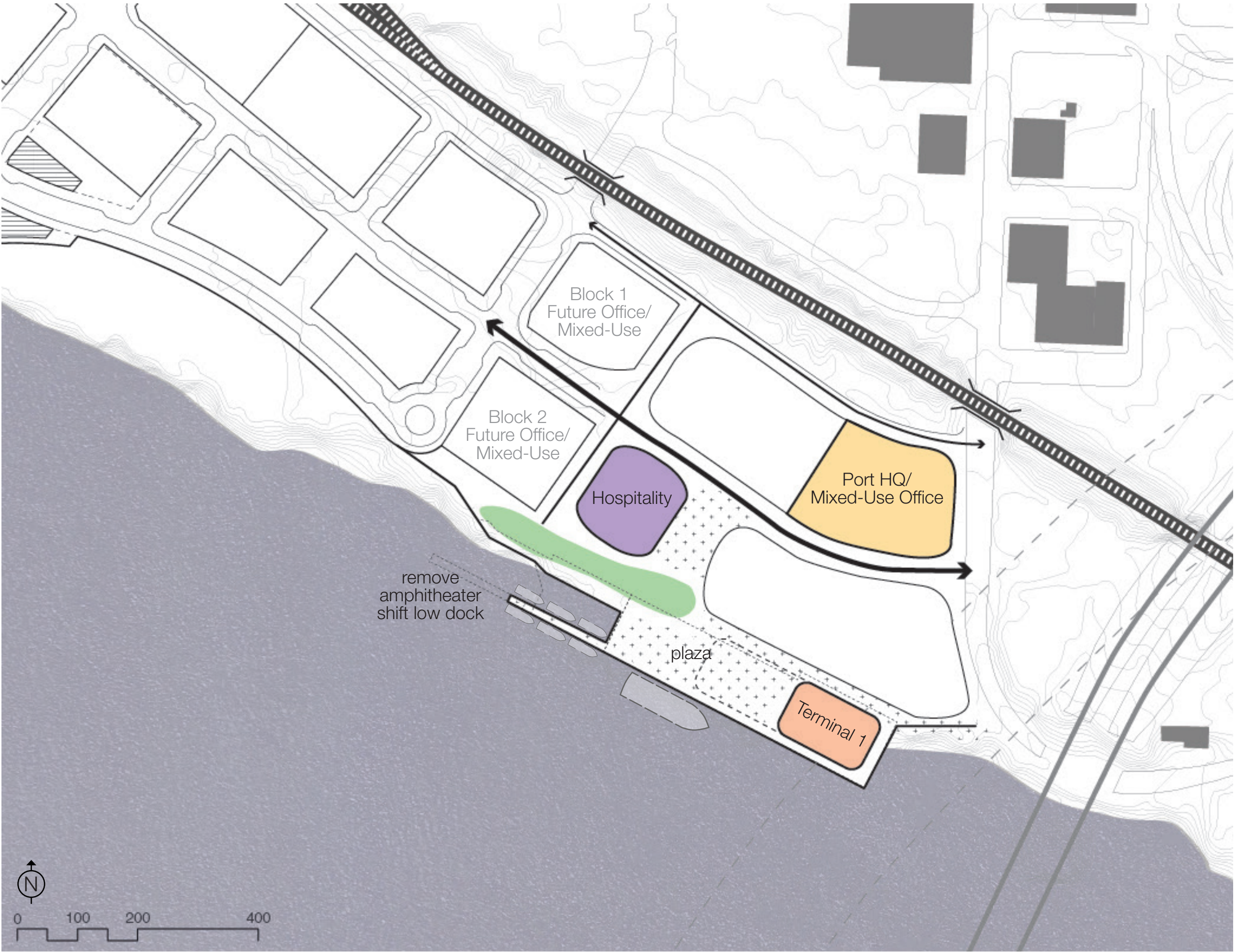
- Merge Blocks ‘A’ and ‘C’ and Blocks ‘B’ and ‘D’ to create larger, super-blocks for greater flexibility





# Alternative C: “Columbia Way Campus”

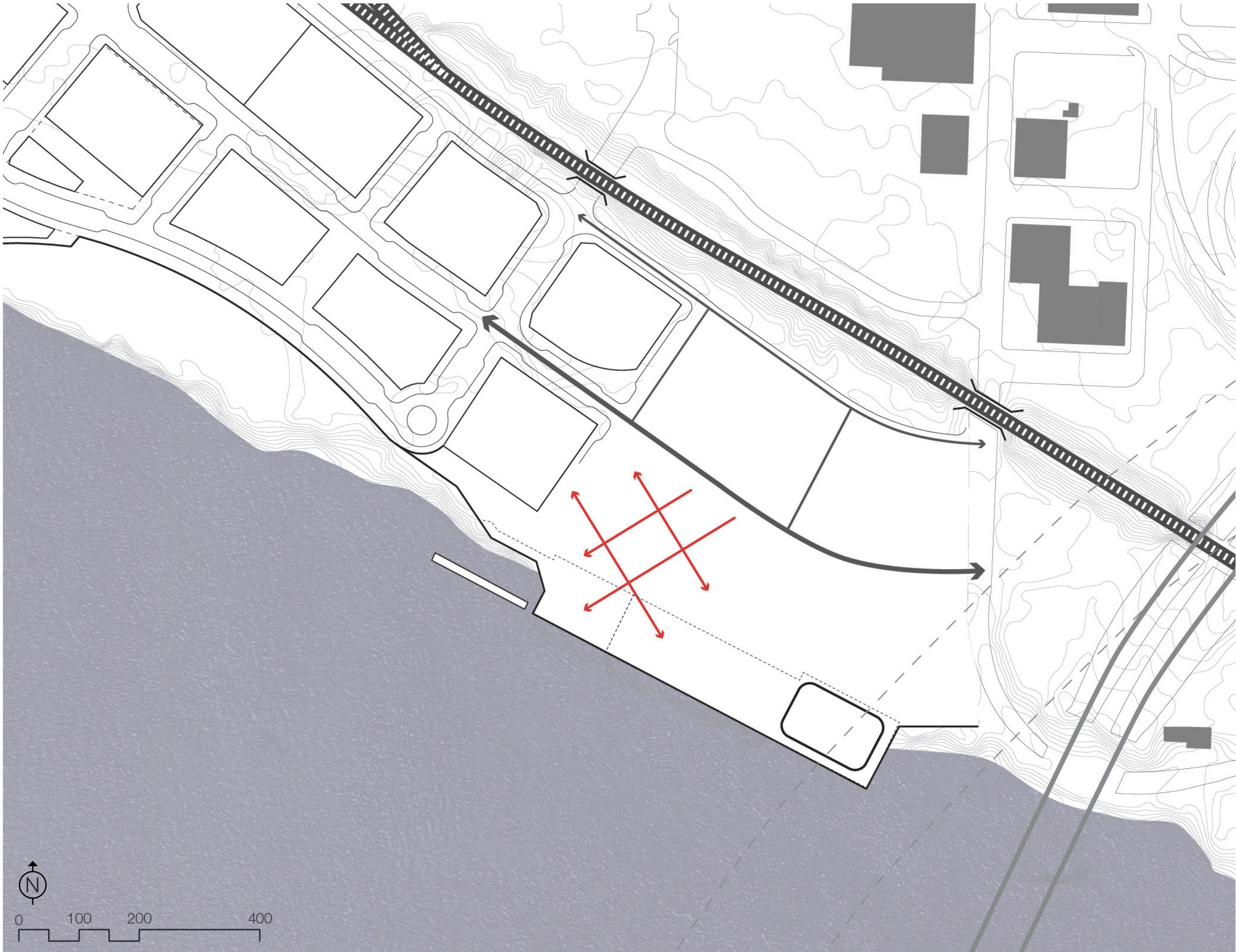
- Merge Blocks ‘A’ and ‘C’ and Blocks ‘B’ and ‘D’ to create larger, super-blocks for greater flexibility
- Port HQ and other office tenants are integrated as part of the north parcel
- Centralized underground and above ground parking located as part of north parcels
- Columbia Way remains as is
- Terminal 1 Building remains in current location





# Alternative D: “Marketplace”

- Specialized retail market is created to complement the Terminal 1 Building program space





# Alternative D: “Marketplace”

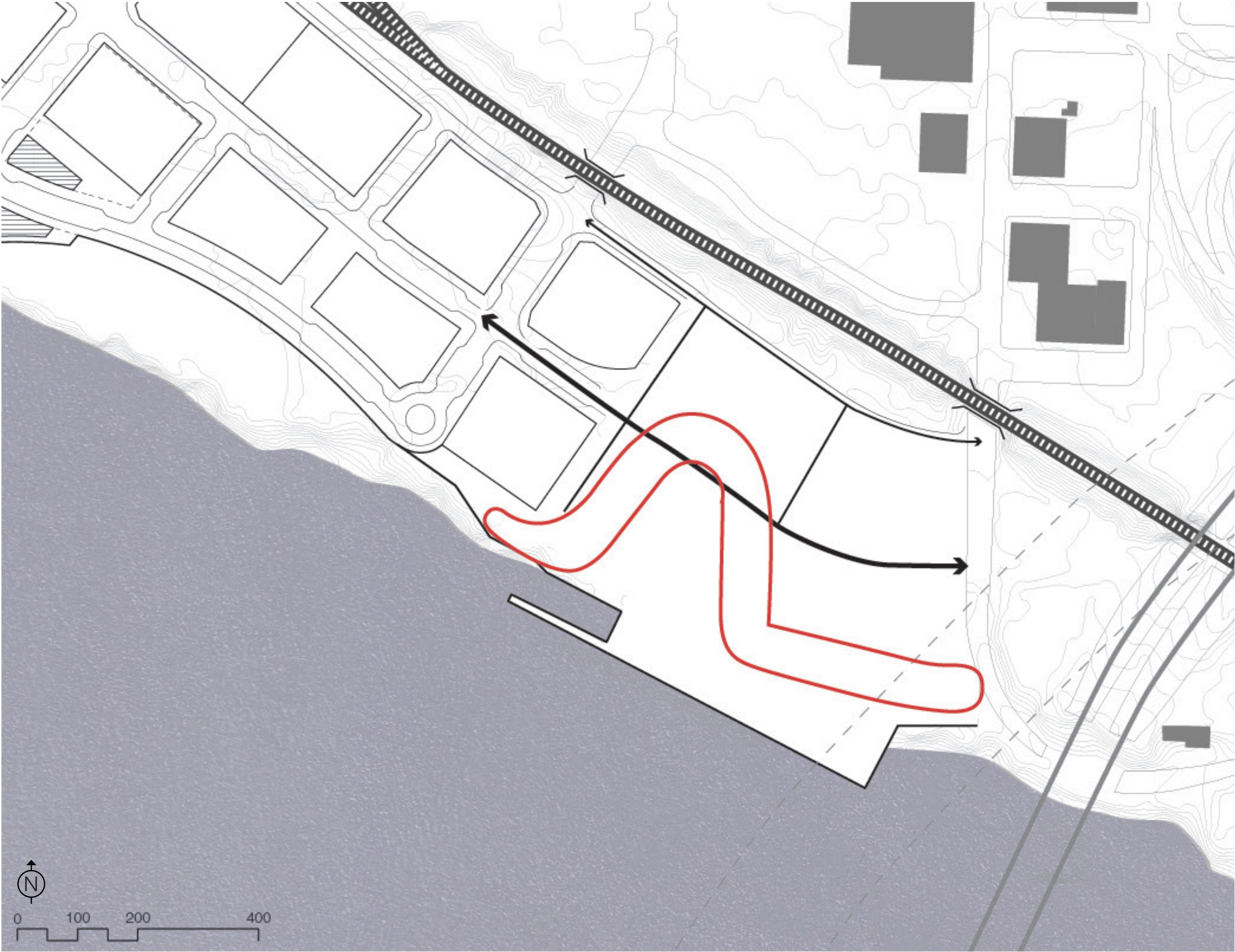
- Specialized retail market is created to complement the Terminal 1 Building program space
- Columbia Way remains as is
- Grand plaza space
- Block configuration modification
- Existing wood pier structure remains
- Amphitheater and boat launch modified





# Alternative E: “Greenbelt”

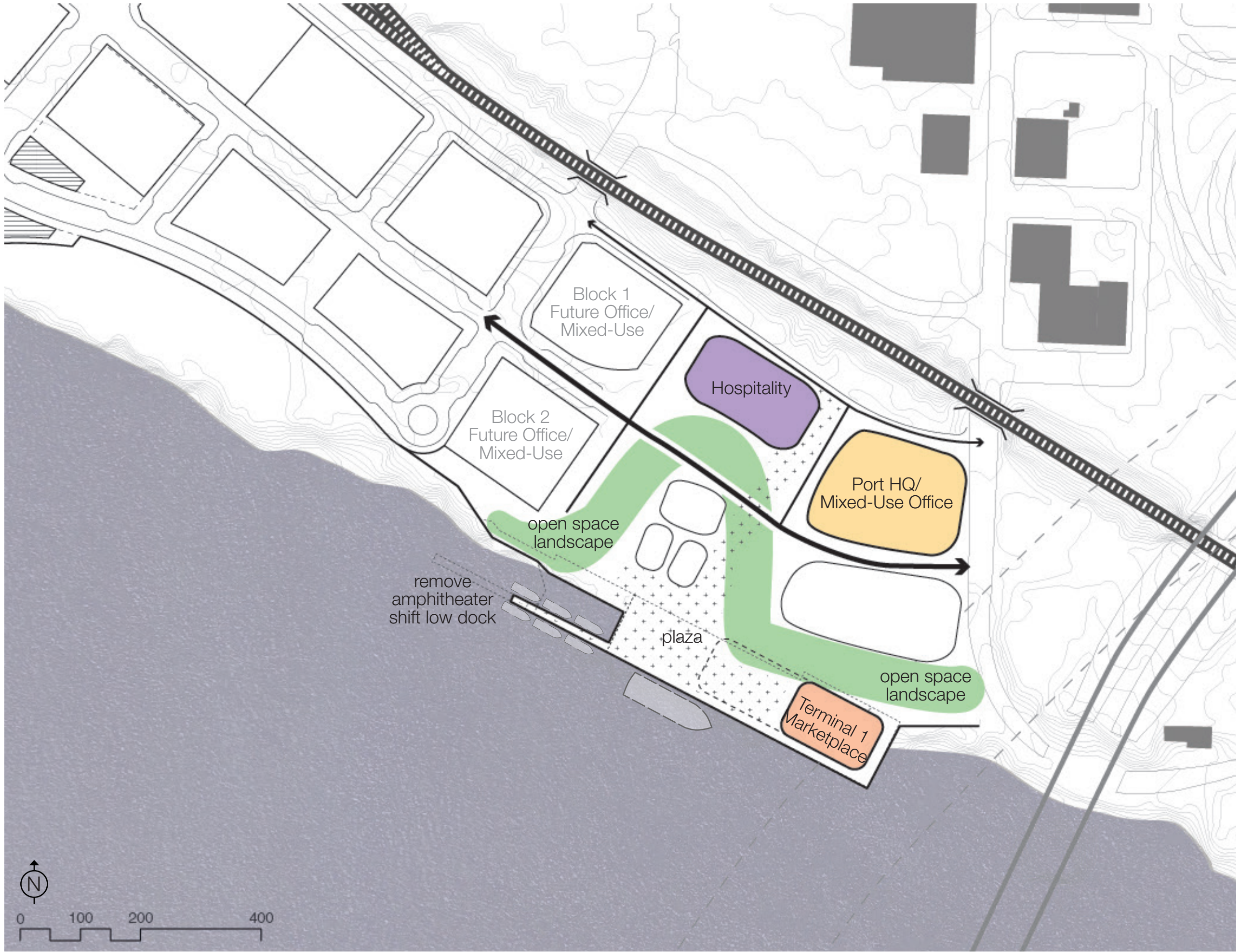
- Columbia River Renaissance Trail “greenbelt” is extended up into the development





# Alternative E: “Greenbelt”

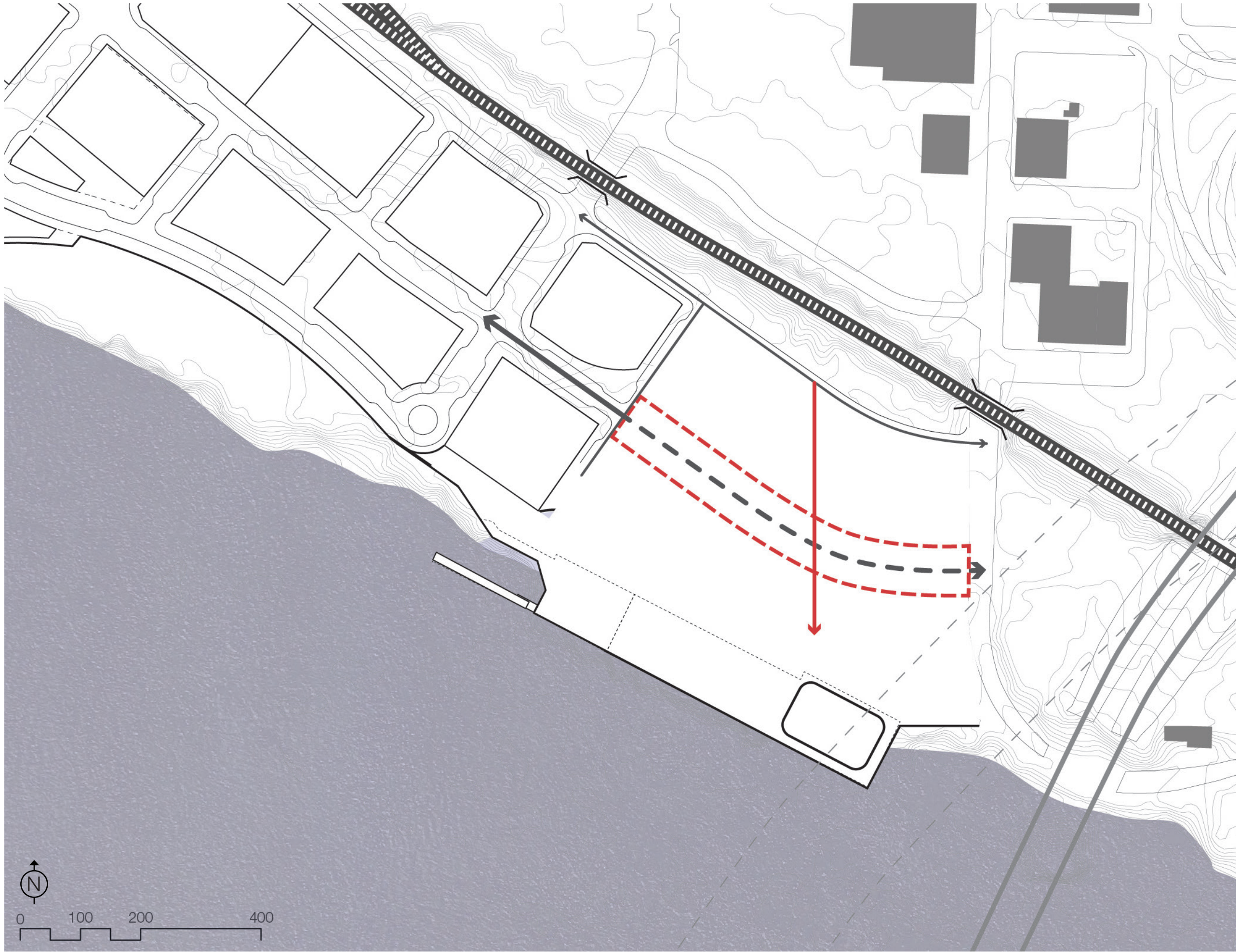
- Columbia River Renaissance Trail “greenbelt” is extended up into the development
- Port, hotel parcels are interchangeable
- Columbia Way remains as is
- Amphitheater and boat launch modified





# Alternative F: “Innovation Center”

- Columbia Way modified as a “woonerf” traffic-calm corridor
- Parcels and buildings are oriented in north-south orientation





# Alternative F: “Innovation Center”

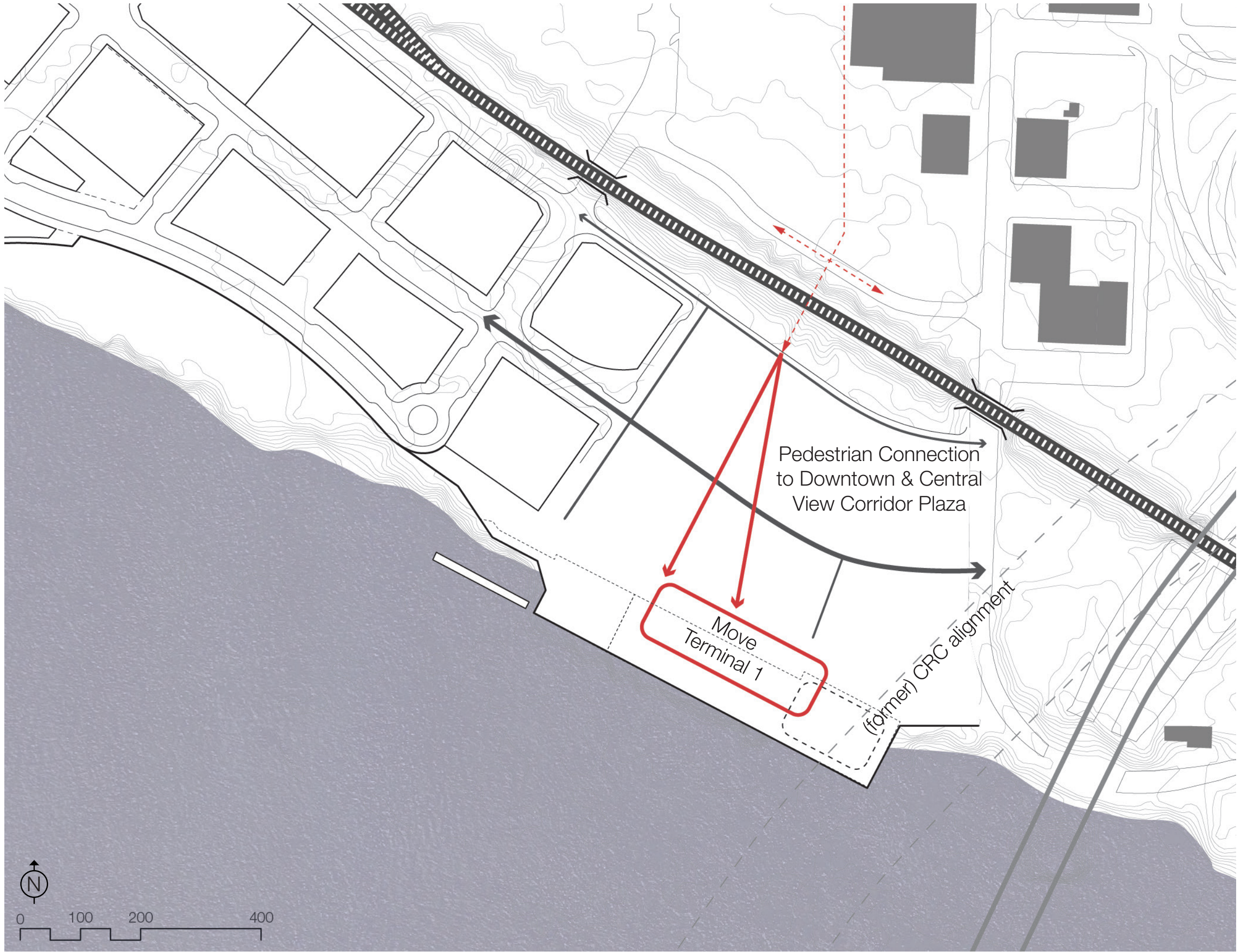
- Columbia Way modified as a “woonerf” traffic-calm corridor
- Parcels and buildings are oriented in north-south orientation
- Increased public plaza opportunities
- Existing wood pier structure remains
- Renovated Amphitheater





# Alternative G: “Central View Corridor”

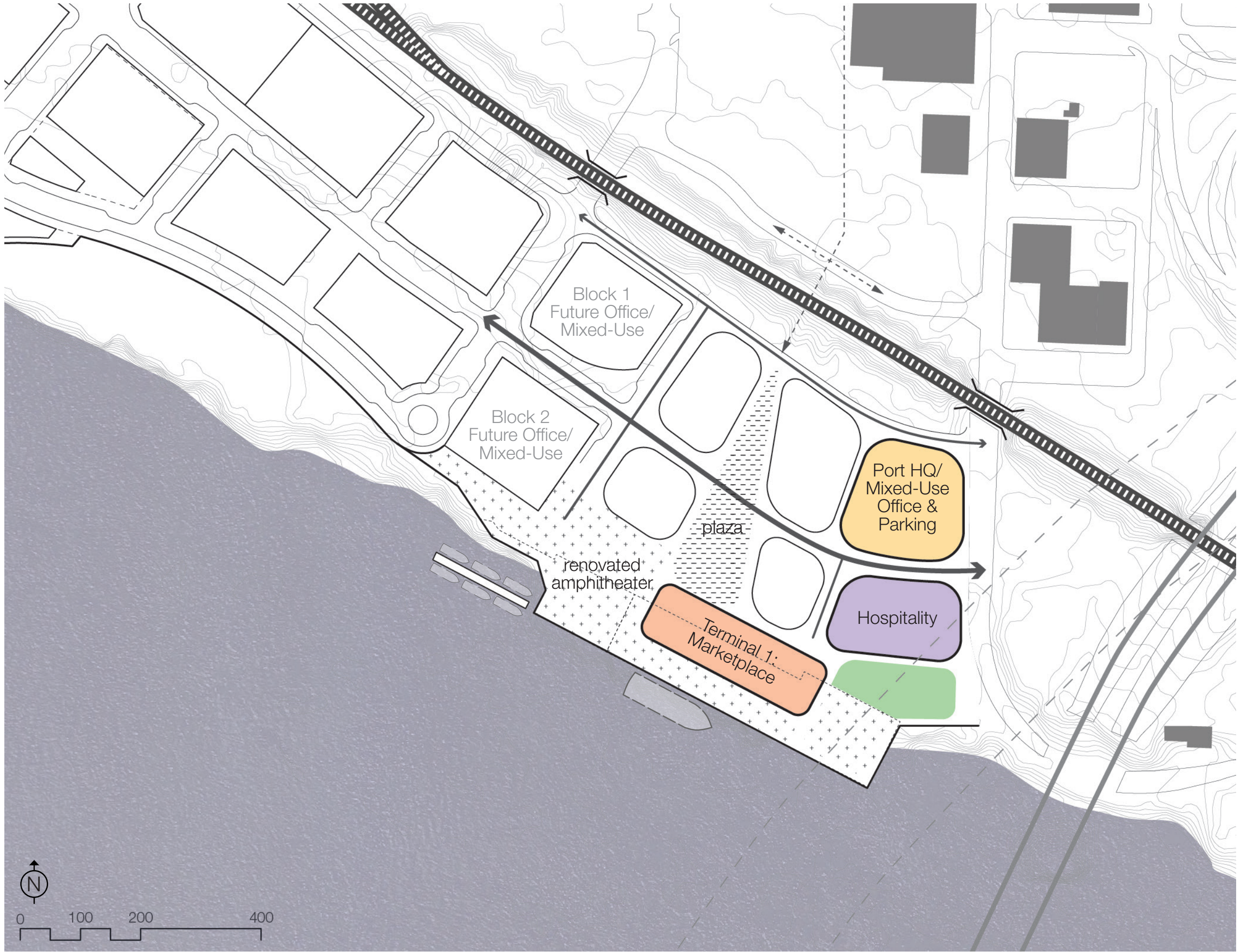
- Strengthens access / connection to the City Center
- Terminal I Building relocated/restored to align with new central corridor





# Alternative G: “Central View Corridor”

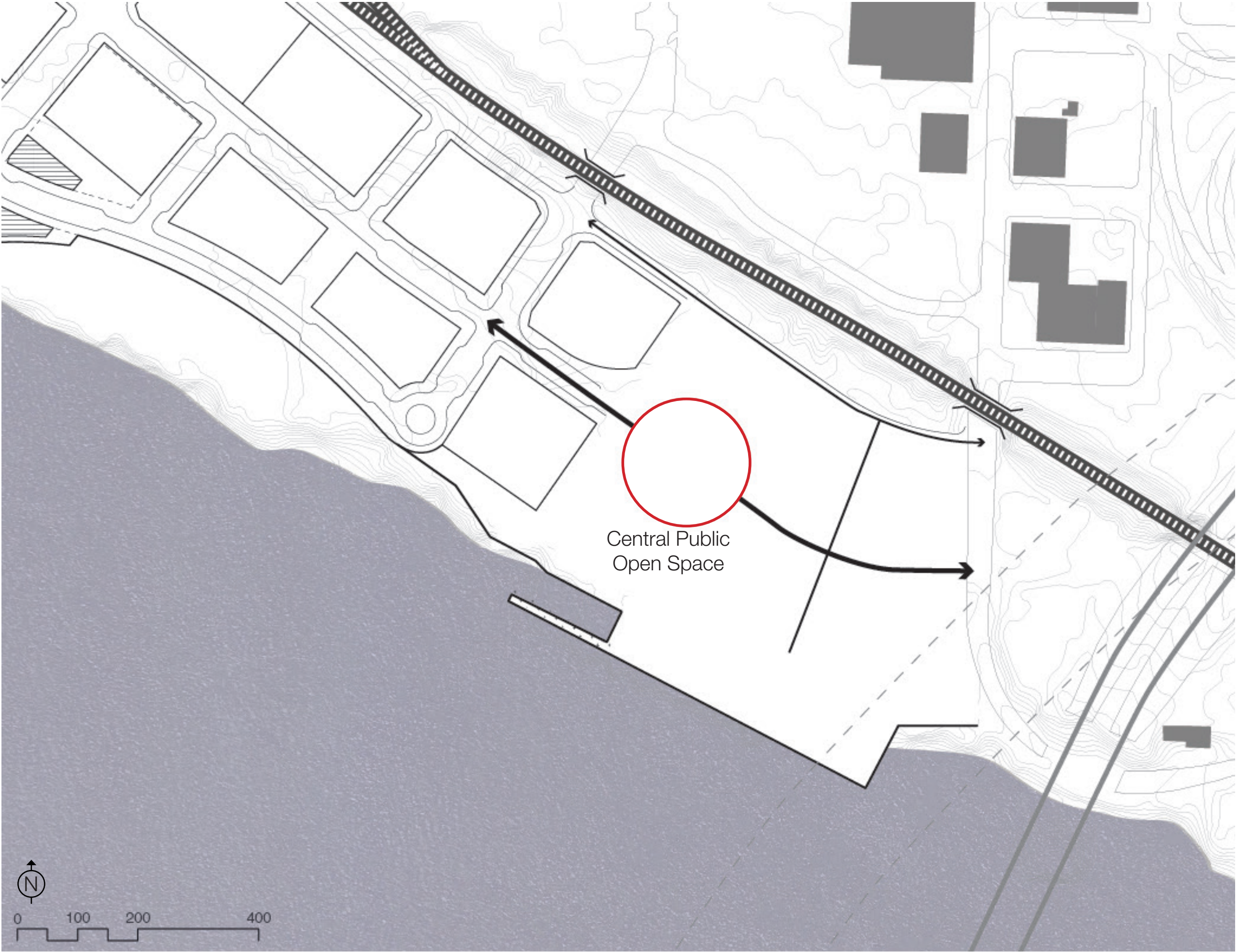
- Strengthens access / connection to the City Center
- Terminal I Building relocated/restored to align with new central corridor
- Columbia Way remains as is
- Flexibility with block configuration (Blocks A/C & B/D can remain or be expanded)
- Existing wood pier structure remains
- Improved promenade space along pier structure
- Amphitheater and boat launch modified





# Alternative H: “Circle”

- Columbia Way is modified to create public open space as part of the grand circle





# Alternative H: “Circle”

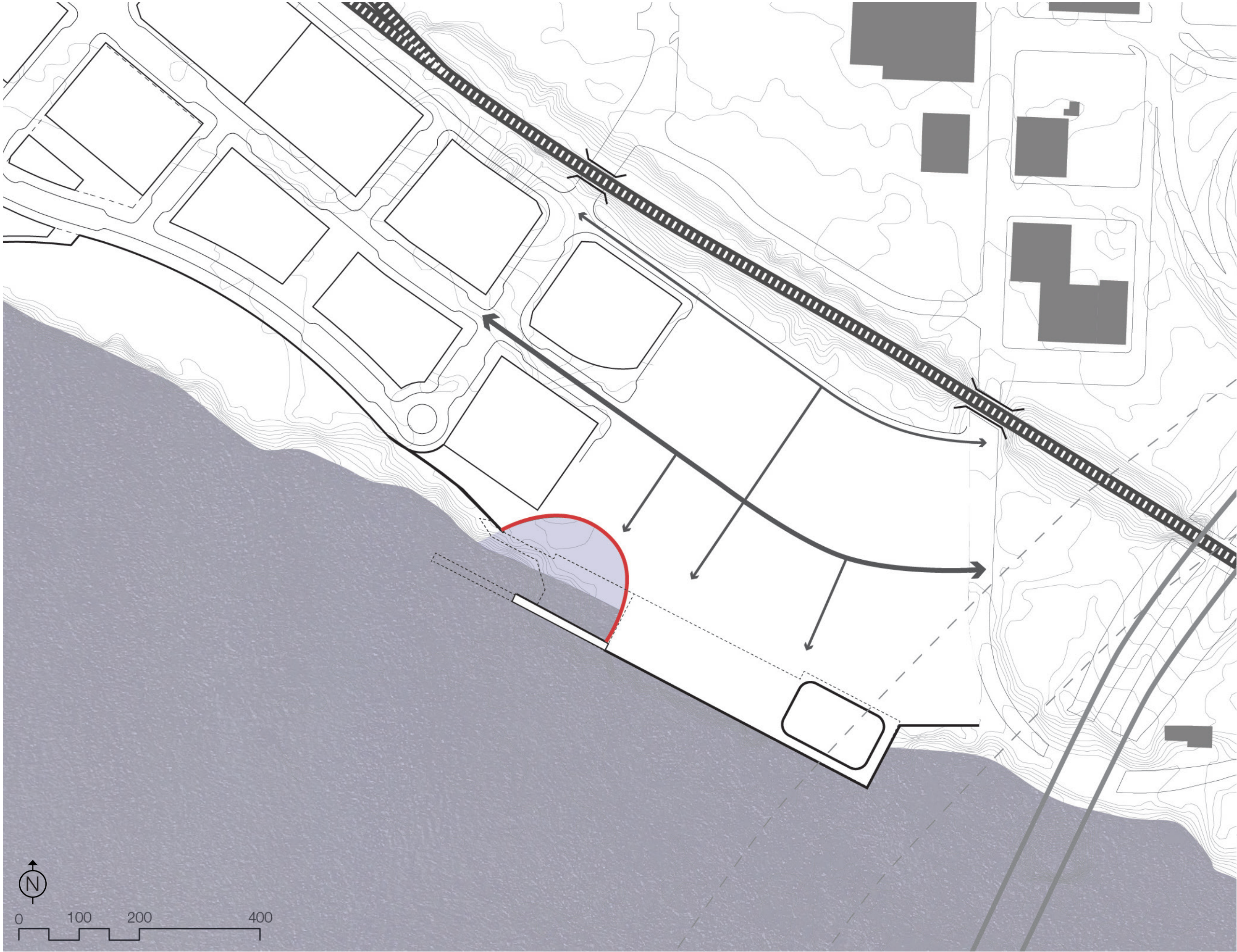
- Columbia Way is modified to create public open space as part of the grand circle
- Access to the City Center is enhanced via Daniels’ Way connection
- Port HQ and hotel uses are clustered
- Terminal 1 Building remains in current location
- Amphitheater and boat launch modified





# Alternative I: “Cove”

- Shoreline alignment modified w/ promenade





# Alternative I: “Cove”

- Shoreline alignment modified w/ promenade structure
- Columbia Way remains as is
- Existing wood pier structure remains
- Terminal I Building remains or is relocated/ restored





# Alternative J: “Mixed-Use Tech Campus”

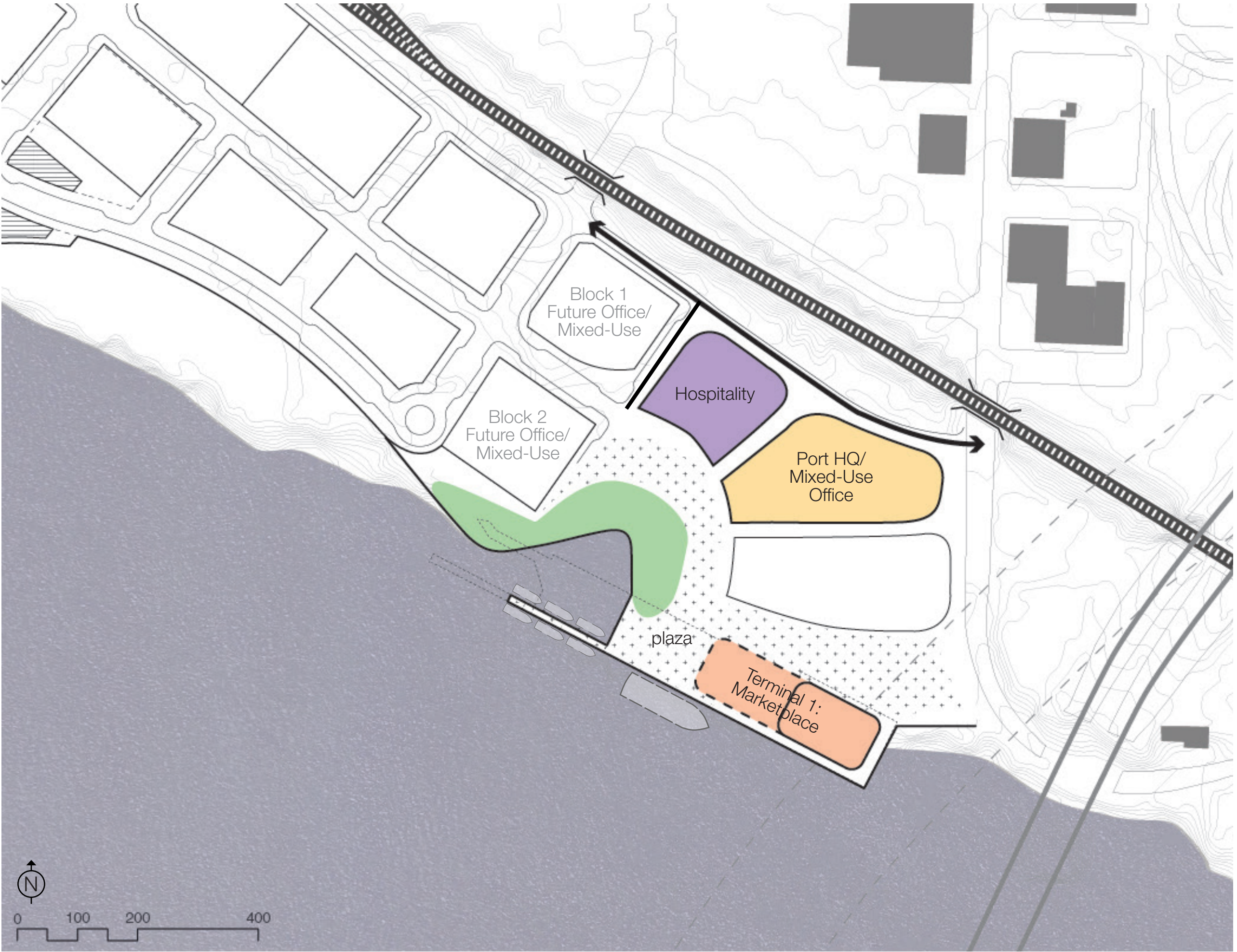
- Amphitheater is removed, natural shoreline is restored
- New natural cove area is created





# Alternative J: “Mixed-Use Tech Campus”

- Amphitheater is removed, natural shoreline is restored
- New natural cove area is created
- Columbia Way may be removed, shared mall corridor
- Merge Blocks ‘A’, ‘B’, ‘C’ and ‘D’ to create large mixed-use technology campus
- Port HQ and hotel uses are integrated as part of the technology campus
- Terminal 1 Building remains in current location





### Discussion Questions

- 1. Where should the “front door” of the Port Headquarters be located?**
- 2. Should modification of Columbia Way be considered?**
- 3. Should modification (renovation, replacement or removal) of the amphitheater be considered?**
- 4. Is modifying the existing shoreline edge of interest?**
- 5. How should the potential of a new I-5 bridge impact the site design? (noise, height, etc.)**
- 6. Should extending the Daniels Way pedestrian corridor (under/over the railroad) be considered?**  
(As a near-term or long-term project?)
- 7. What future uses should be considered for development in Phase II, or beyond?**



# Menu of Potential Plan/ Program Elements

Enhance waterfront access, encourage innovation, elevate the idea of a neighborhood experience and create a healthy environment

## Phase I Program Elements

- 1. Port Headquarters/ Mixed-Use Office
- 2. Terminal 1 Building Adaptive Re-use
- 3. Hospitality
- 4. Shared Use Parking
  - a. Above Ground Structure
  - b. Underground Structure
  - c. Temporary Surface Lot

## Other Potential Program Elements - Medium/ High Priority

- Redesign Outdoor Amphitheater Space
- Maintain Existing Wood Pier Structure
- Modify Existing Block Layout
- High Density Pedestrian Grid
- Mix of Small-Scale “Pop up” Retail
- Multi-Purpose Center (e.g., Visitor Center)
- Performing Arts Center
- Workforce Residential Apartments
- Live/ Work Apartments
- Preserve Existing Shoreline Edge
- Modify Columbia Way Cross-Section
- Daniels Way Pedestrian Underpass

## Other Potential Program Elements - Low/ Medium Priority

- Eliminate Columbia Way
- Modify Existing Shoreline Edge/ Enhance Shoreline Habitat
- Expand Small Boat/ Dock Moorage
- Daniels Way Pedestrian Overpass
- Maintain Steel Pier Structure
- Site Terracing



Menu of Potential Plan/ Program Elements

Enhance waterfront access, encourage innovation, elevate the idea of a neighborhood experience and create a healthy environment

Level of Acceptability (Priorities?)

Phase I Strategy

