

An aerial photograph of the Vancouver waterfront, showing a dense urban area with various buildings, streets, and a large circular structure in the lower-left quadrant. The image is overlaid with a semi-transparent green filter.

# The Story of Vancouver's Waterfront Redevelopment

APA WA 2022 Planning Conference

Vancouver, WA

# The Panel

Chad Eiken, AICP, Director  
Community Development  
City of Vancouver

Matt Grady, AICP  
VP, Director of Development  
Gramor Development

Julie Hannon, Director  
Parks, Recreation & Cultural  
Services  
City of Vancouver

Mike Bomar, Director  
Economic Development  
Port of Vancouver

# Downtown Vancouver, Looking Northeast



You Are Here



# Downtown Vancouver, Looking Northeast

Downtown



I-5



BNSF Berm



Vancouver's Waterfront

Columbia River



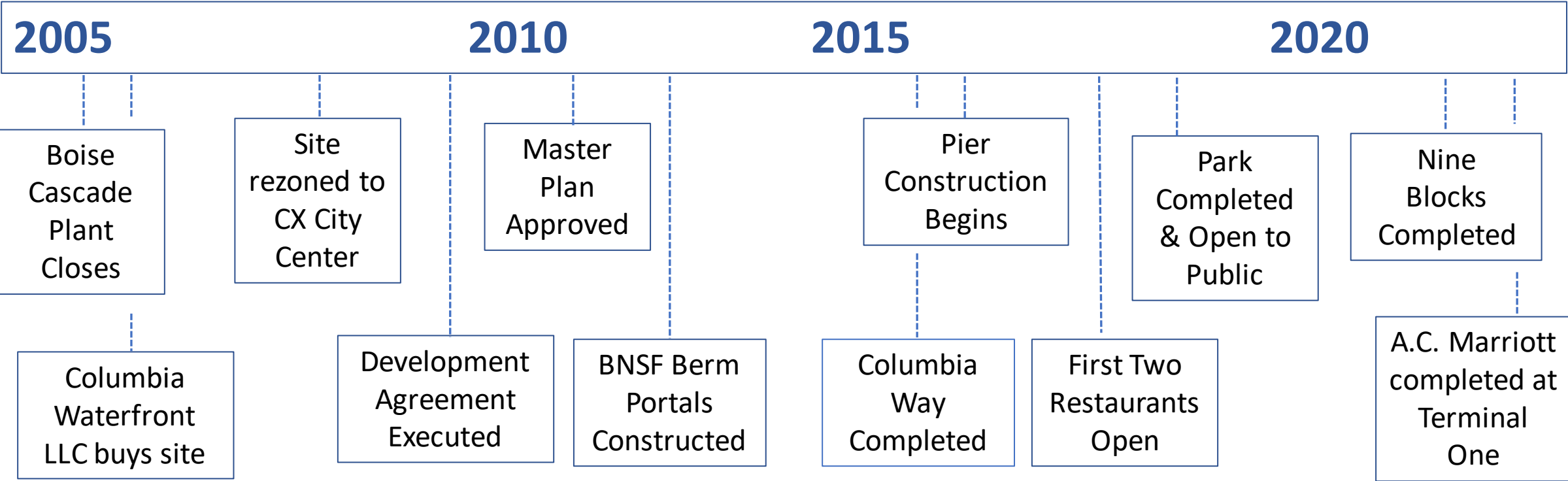
# How Did the Partners Turn This...



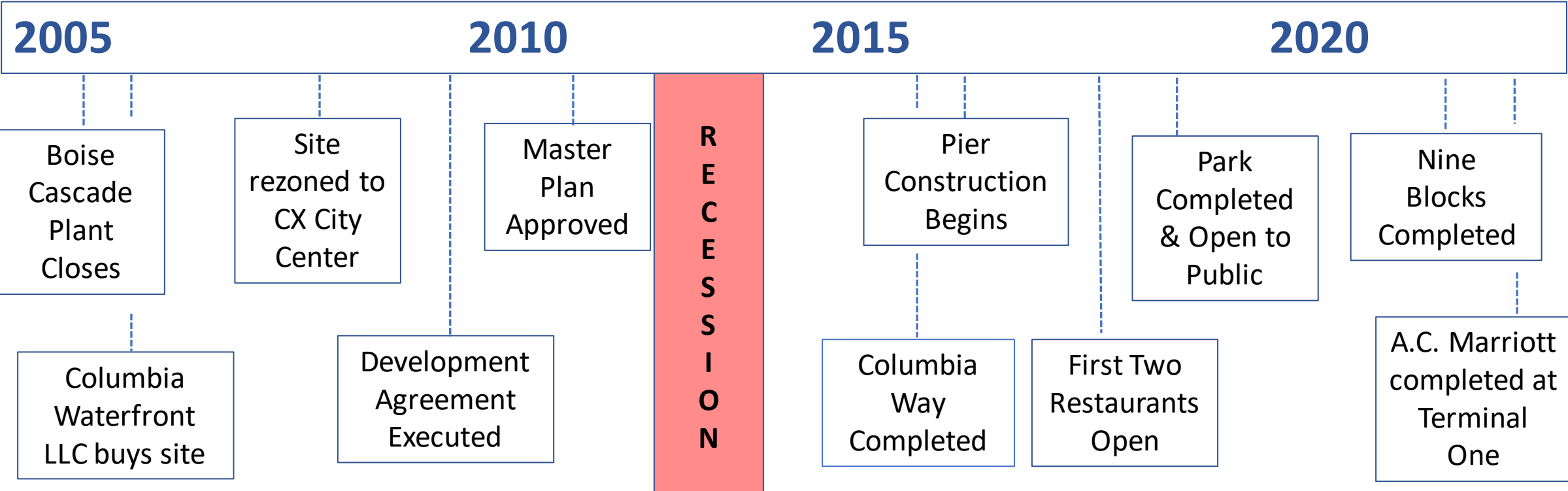
# ...Into This?



# Recent Milestones



# Recent Milestones





# City of Vancouver Tools Used

Comp Plan Amendment and Rezone

SEPA Planned Action

Development Agreement

Master Plan

Funding for Access Infrastructure

Multi-Family Tax Abatement Program

Funding for Park, Trails and Columbia Way



# Lessons Learned

- Dream Big
- Learn from Others
- Power of Partnerships
- Practice Patience
- Innovate and Adjust As Needed
- Faith in the Vision

THE  
**WATERFRONT**

VANCOUVER • WASHINGTON

PRESENTED BY:

MATT GRADY, AICP

VICE PRESIDENT – DIRECTOR OF DEVELOPMENT



PRESENTED TO:



American Planning Association  
**Washington Chapter**

OCTOBER 12, 2022

# INITIAL PROPERTY 2008



# MASTER PLAN AND DDA

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<b>OFFICE USES</b>	400,000 SF TO 1,120,000 SF
<b>RESIDENTIAL USES</b>	2,500 DU TO 3,300 DU
<b>RETAIL USES</b>	100,000 SF TO 400,000 SF
<b>PARK AND OPEN SPACES</b>	10 ACRES

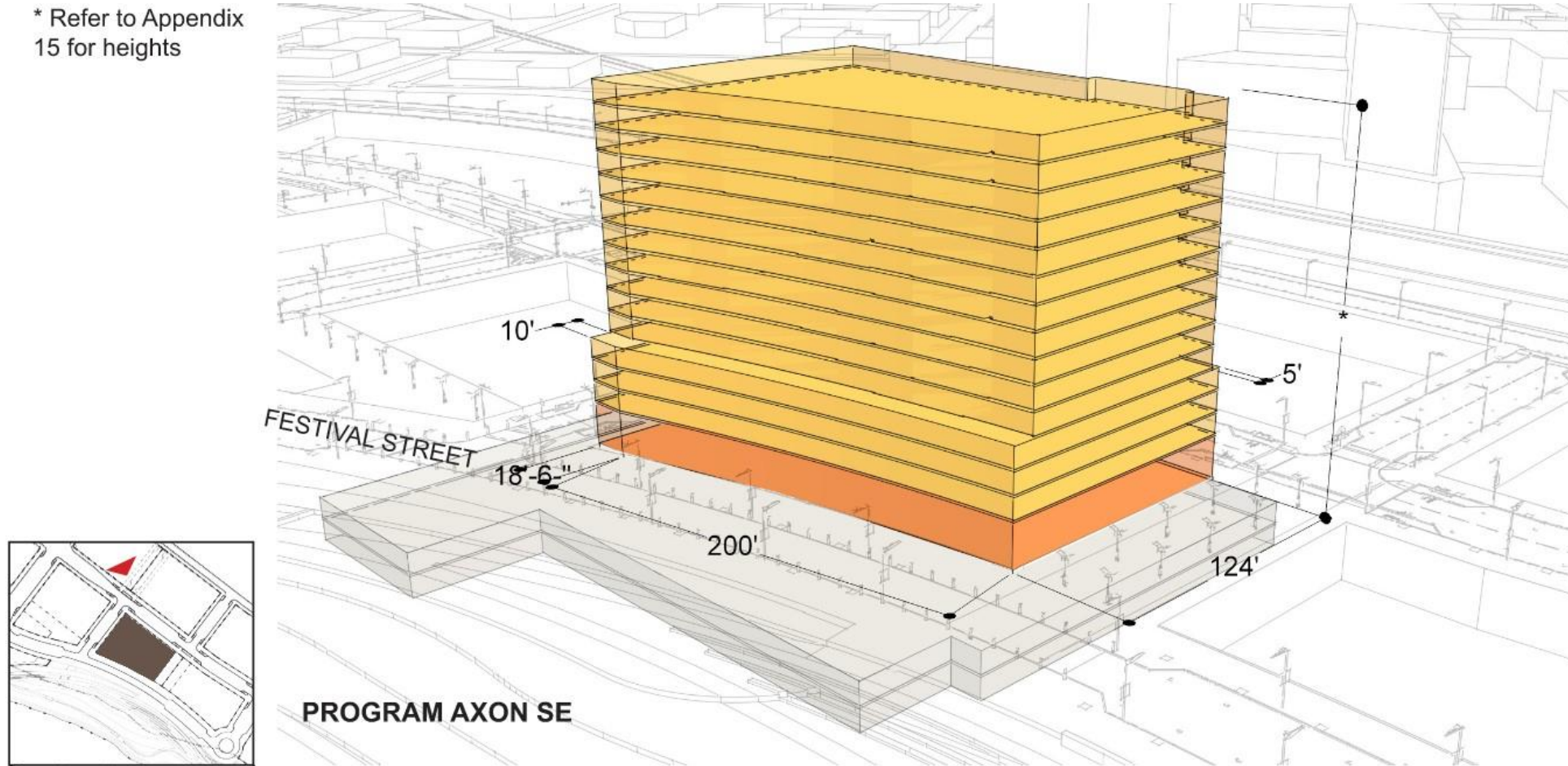
- DESIGN STANDARDS
- TRANSPORTATION MITIGATION
- LAND DEDICATIONS FOR ROADS AND PARKS
- INITIAL CORE PARK IMPROVEMENTS

# SITE PLAN – BLOCK LAYOUT

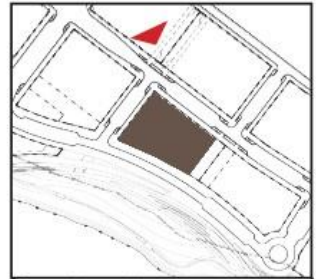


# BUILDING MASS – BUILDING HEIGHTS

\* Refer to Appendix 15 for heights



PROGRAM AXON SE



## BLOCK 06

SITE AREA	34,205	SF
ACRES	0.79	ACRES
BUILDABLE AREA	30,278	SF
RETAIL	26,000	SF
COMMERCIAL	254,000	SF
PARKING (Above Grade)	1,000	SF
PARKING (Below Grade)	126,000	SF
STALLS (see B-20 to B-22)	330	STALLS
TOTAL BUILDING AREA	407,000	SF

## LEGEND

- RESIDENTIAL
- COMMERCIAL
- HOTEL
- AGE RESTRICTED
- RETAIL
- PARKING
- \*\* % OF TOWER TO COME DOWN TO THE SIDEWALK

KEY PLAN



# BUILDING MASS – FLOOR AREAS



## PROJECT STATISTICS

Preferred Scheme	
Gramor Property	
Residential	2,056,000
Retail	229,000
Commercial	853,000
Age Restricted	512,000
Civic	0
Hotel	0
Parking (AG)	988,000
Parking (BG)	1,606,000
Total Parking	2,594,000 7229 *
	920
<b>Total</b>	<b>6,244,000</b>

Port Lease Area	
Residential	0
Retail	24,000
Commercial	154,000
Age Restricted	0
Civic	0
Hotel	251,000
Parking (AG)	118,000
Parking (BG)	134,000
Total Parking	252,000 870 **
	1 8314
<b>Total</b>	<b>681,000</b>

Project Total	
Residential	2,056,000
Retail	253,000
Commercial	1,007,000
Age Restricted	512,000
Civic	0
Hotel	251,000
Total Use SF	4,079,000
Parking (AG)	1,106,000
Parking (BG)	1,740,000
Total Parking	2,846,000 8014 **
	906
<b>Total</b>	<b>6,925,000</b>

Project Total FAR	
Total Block SF	740,079
Total Site Ave. FAR	5.51

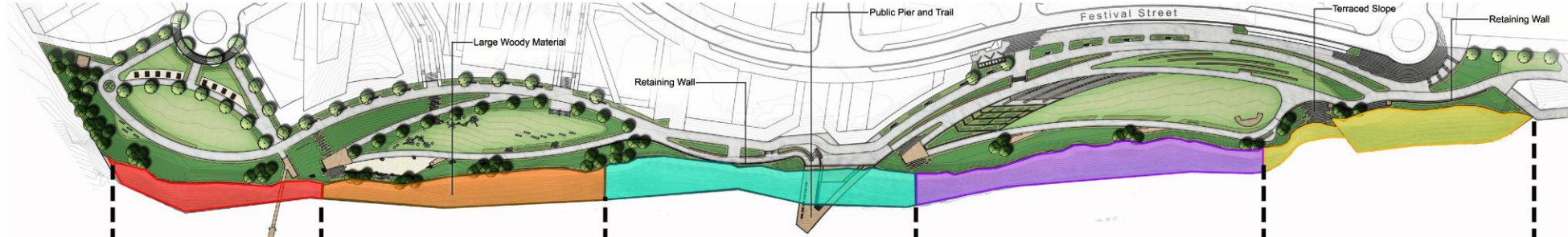
- \* Parking Stalls 14,000
- \*\* Includes 215 street parking spots (30 in leased area)
- Parking Difference (xxx) = deficit
- † Retail floor to floor height at grade is 20'
- BS Below Grade
- AG Above Grade
- WF Work Force Housing

**LEGEND**

■	RESIDENTIAL
■	WORKFORCE HOUSING
■	RETAIL
■	COMMERCIAL
■	AGE RESTRICTED
■	CIVIC
■	HOTEL
■	PARKING



# PARK MASTER PLAN AND SHORELINE CHALLENGES



## Zone A

**Goal:** Reconstruct shoreline to create natural shoreline, provide ecological lift, and mitigate project impacts

**Risk factor:** Low. Loss of adjacent upland features pose minimal property and public safety risk

### Above OHWM

- Remove rip-rap, man made debris, and non-native vegetation
- Re-grade shoreline to reduce slopes and create diverse habitat opportunities
- Install terrestrial habitat features
- Replant native riparian plant materials
- Install pile-supported fishing pier

### Below OHWM

- Remove rip-rap and man made debris to biological water mark elevation
- Re-grade shoreline to create shallow water habitat opportunities
- Install large woody material, boulders, cobble, and native vegetation to biological water mark
- Install rip-rap protect storm pipe outfall

## Zone B

**Goal:** Enhance shoreline by removing man made features, stabilize slopes, and restore native riparian landscape.

**Risk factor:** Medium. Loss of adjacent upland features pose moderate property and public safety risk requiring some shoreline protection

### Above OHWM

- Remove rip-rap, man made debris, and non-native vegetation
- Re-grade shoreline to reduce slopes
- Replant shoreline with native riparian plant materials

### Below OHWM

- Selectively remove concrete rubble and man made debris
- Place rip-rap in selected locations
- Install boulders and large woody material in select locations
- Install pile-supported fishing float

## Zone C

**Goal:** Reconstruct shoreline to create a stable bank to protect private and public investments while maximizing safe public access to shoreline areas

**Risk factor:** High. This zone of the project has the highest potential property and public safety risk requiring traditional shoreline protection

### Above OHWM

- Remove rip-rap, man made debris, and non-native vegetation
- Remove existing wood and steel dock
- Install retaining wall and public trail and pier
- Replant shoreline with native riparian plant materials

### Below OHWM

- Remove concrete rubble and man made debris
- Remove existing wood and steel piles
- Re-grade shoreline to reduce erosion and protect toe of slope
- Install new rip-rap
- Install boulders and large woody material in select locations

## Zone D

**Goal:** Enhance shoreline by removing man made features, stabilize slopes, and restore native riparian landscape

**Risk factor:** Medium. Loss of adjacent upland features pose moderate property and public safety risk requiring some shoreline protection

### Above OHWM

- Remove rip-rap, man made debris, and non-native vegetation
- Re-grade shoreline to reduce slopes
- Replant shoreline with native riparian plant materials

### Below OHWM

- Selectively remove concrete rubble and man made debris and place rip-rap in selected locations
- Remove existing wood piles
- Minor re-grading to reduce erosion
- Install boulders and large woody material in select locations

## Zone E

**Goal:** Reconstruct shoreline to create a stable bank to will protect private and public investments while maximizing safe public access to shoreline areas

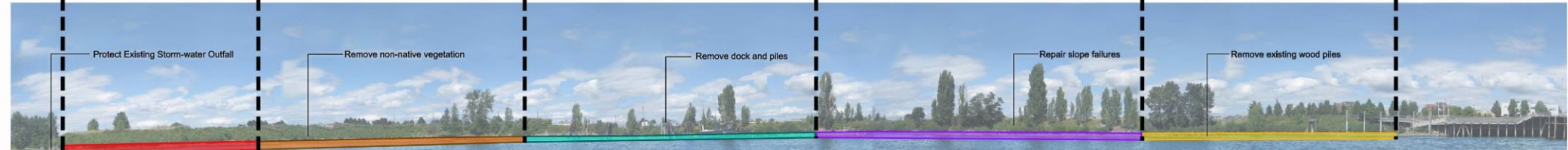
**Risk factor:** High. This zone of the project has the highest potential property and public safety risk requiring traditional shoreline protection and other structures

### Above OHWM

- Remove rip-rap, man made debris, and non-native vegetation
- Install retaining wall and terraced steps to access shoreline
- Replant shoreline with native riparian plant materials

### Below OHWM

- Remove concrete rubble and man made debris and install new terrace steps and rip-rap
- Remove existing wood piles
- Re-grade shoreline to reduce erosion and protect toe of slope
- Install beach cobbles



Existing Condition Zone A



Existing Condition Zone B



Existing Condition Zone C



Existing Condition Zone D



Existing Condition Zone E



Existing Condition Zone A



Existing Condition Zone B



Existing Condition Zone C



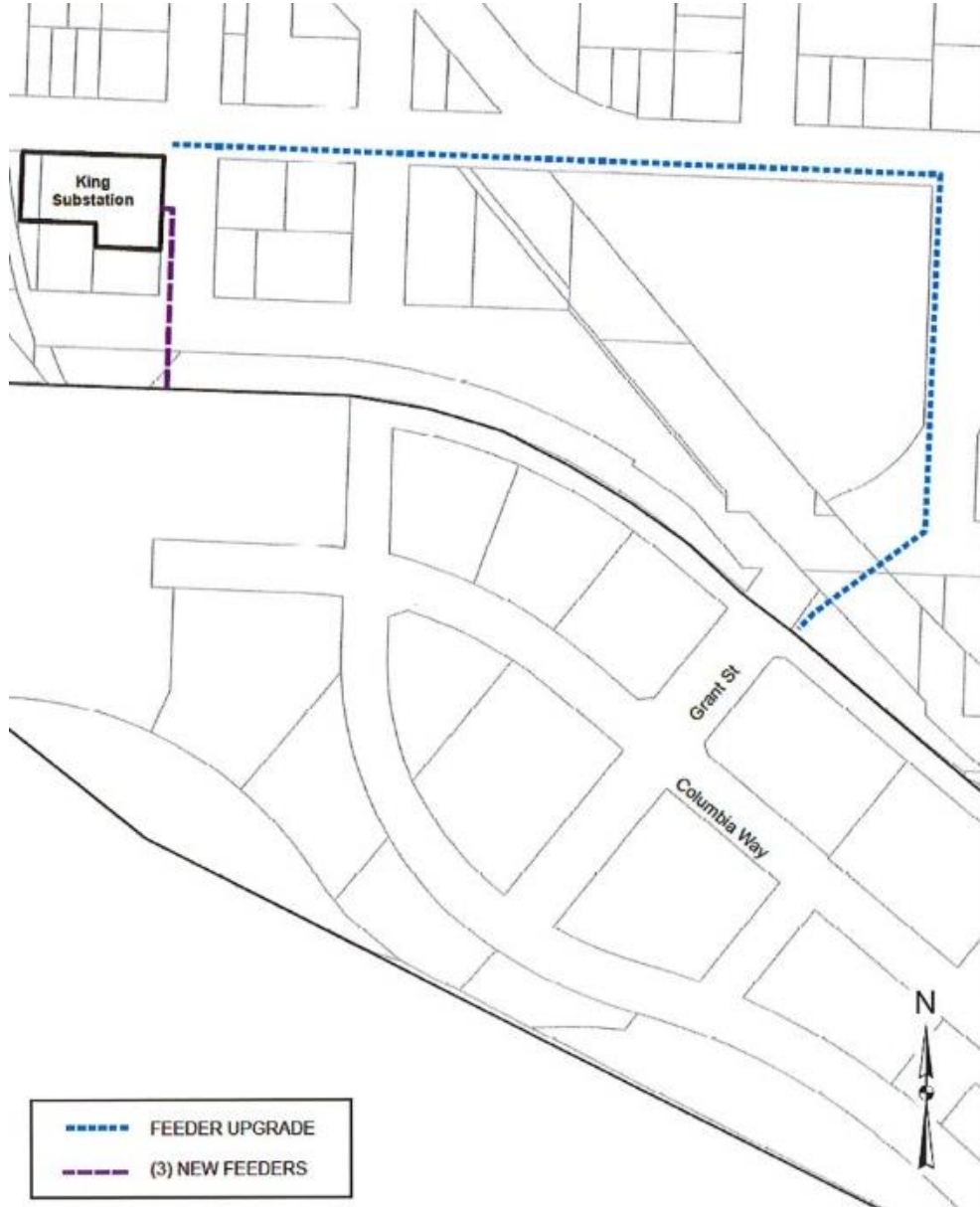
Existing Condition Zone D



Existing Condition Zone E

# LACK OF INFSTRUCTURE – NO ELECTRICAL POWER

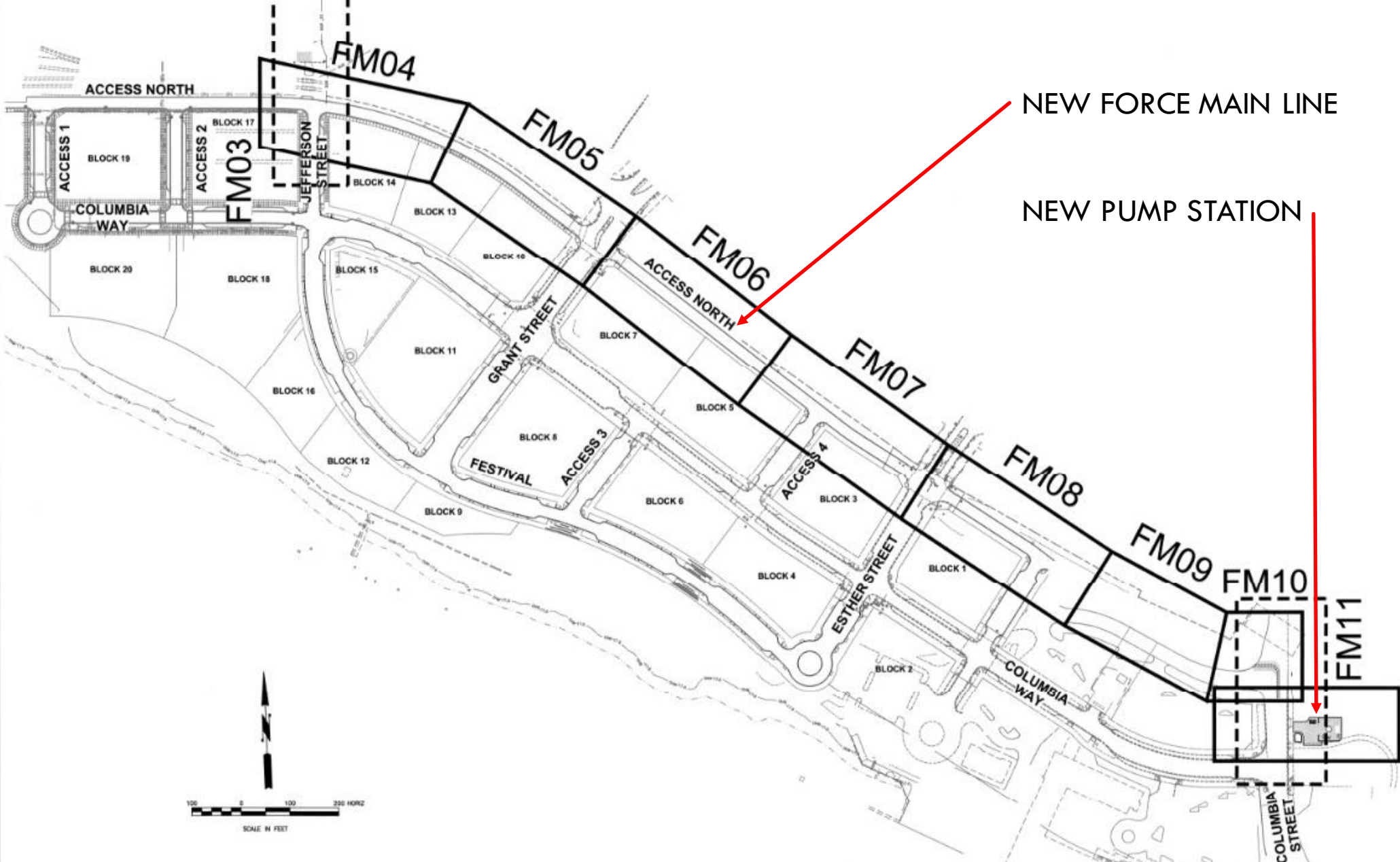
## OFF-SITE DISTRIBUTION IMPROVEMENTS



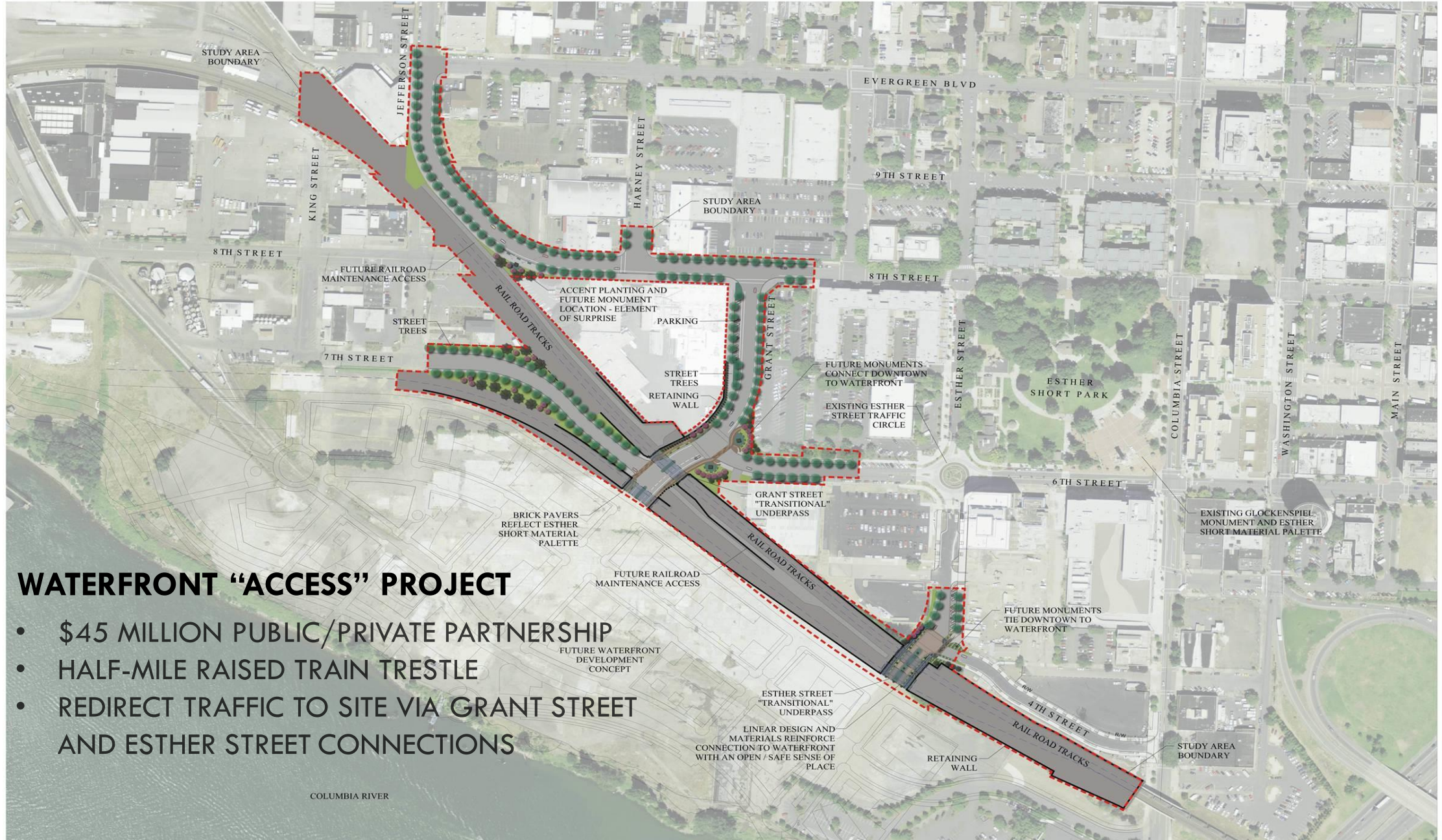
## ON-SITE DISTRIBUTION IMPROVEMENTS



# LACK OF INFRASTRUCTURE – SANITARY SEWER IMPROVEMENTS



# LACK OF INFRASTRUCTURE – ACCESS PROJECT



## WATERFRONT "ACCESS" PROJECT

- \$45 MILLION PUBLIC/PRIVATE PARTNERSHIP
- HALF-MILE RAISED TRAIN TRESTLE
- REDIRECT TRAFFIC TO SITE VIA GRANT STREET AND ESTHER STREET CONNECTIONS

# LACK OF INFRASTRUCTURE – COLUMBIA WAY OPENS



## ROAD DEDICATION CEREMONY - SEPTEMBER 24, 2015

**MAYOR TIM LEAVITT**

ALONG WITH A REPRESENTATION OF  
CITY, COUNTY, STATE, PORT OFFICIALS AND  
THE WATERFRONT-VANCOUVER USA OWNERS

MODEL A FORD PROCESSION

# PARKING – MASTER PLAN

DT 2

## Columbia Waterfront Master Plan Parking Amendment 5/16/2016



MAX PARKING = 7,024 SPACES/ 4.8 M SF/FAR 6.6  
MIN PARKING = 5,303 SPACES/ 3.6 M SF/FAR 4.5  
REMOVED 775 PARKING UNDER PARK AND STREETS

EXAMPLE OF AT GRADE AND  
LEVEL 1 BELOW GRADE  
PARKING

# FIRST CONSTRUCTION



# PLANNED 8-STORY PARKING FACILITY







THE  
**WATERFRONT**  
VANCOUVER • WASHINGTON

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Julie Hannon, City of Vancouver  
APA WA Conference  
October 12, 2022

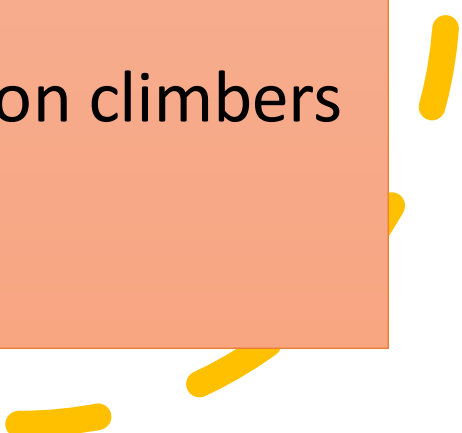




- **A couple park facts:**

- 0.5 mile in length
- 7.3 acres

- **Main features include:**

- Basalt terrace seating
  - Over water-cable stayed pier
  - Water feature
  - Playground with granite salmon climbers
  - Upland beach
- 



# Recreation Experience - Festival Lawn and Seat Walls









# Waterfront Park - Costs

Planning, permits, pre-development	\$ 5,696,238
Construction of Pier/Plaza Project	\$ 12,318,980
Construction cost of park	\$ 9,984,782
Construction of the water feature	\$ 2,000,000
<b>Total Estimate</b>	<b>\$ 30,000,000</b>

# Waterfront Park - Revenue Sources

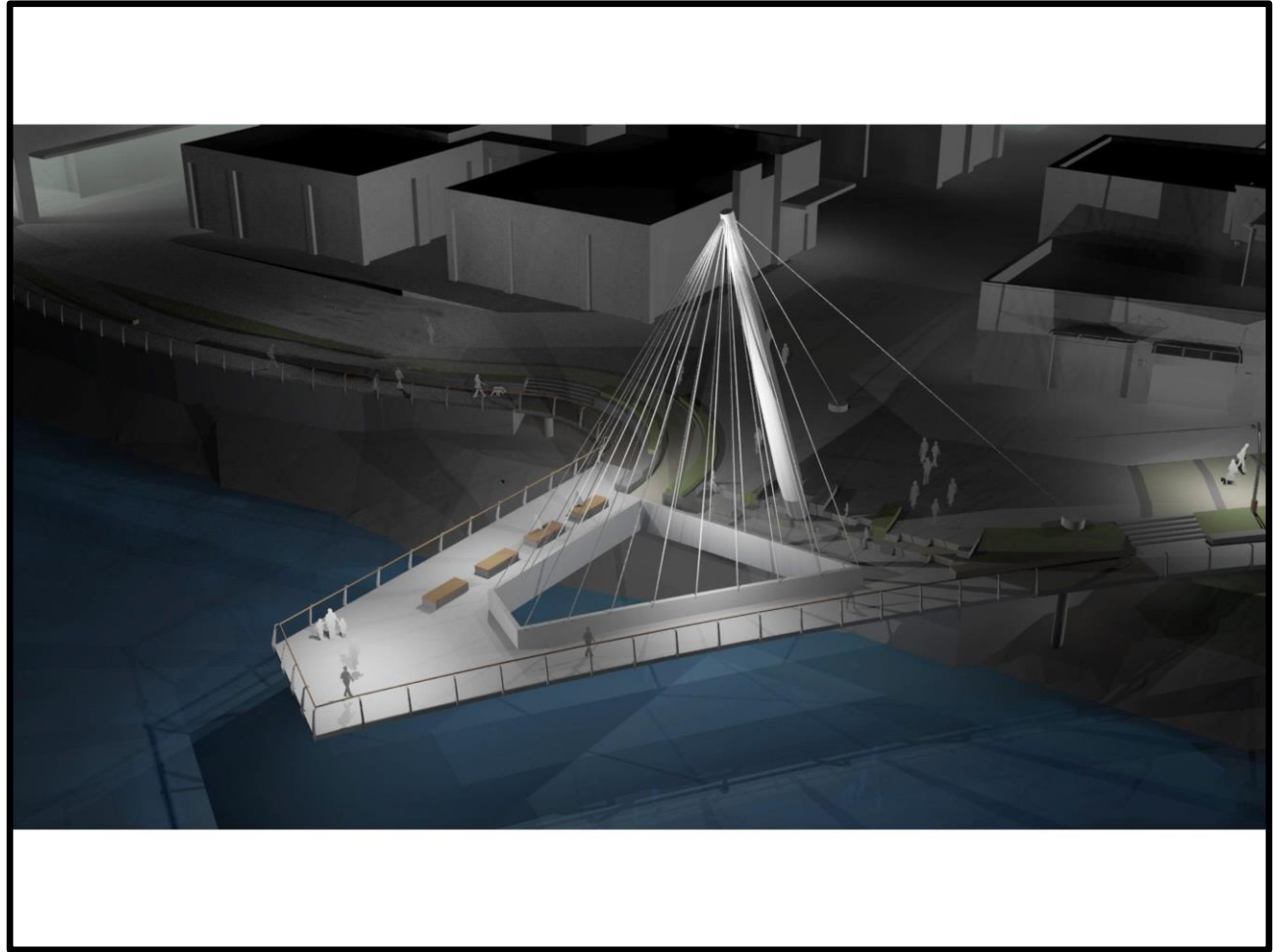
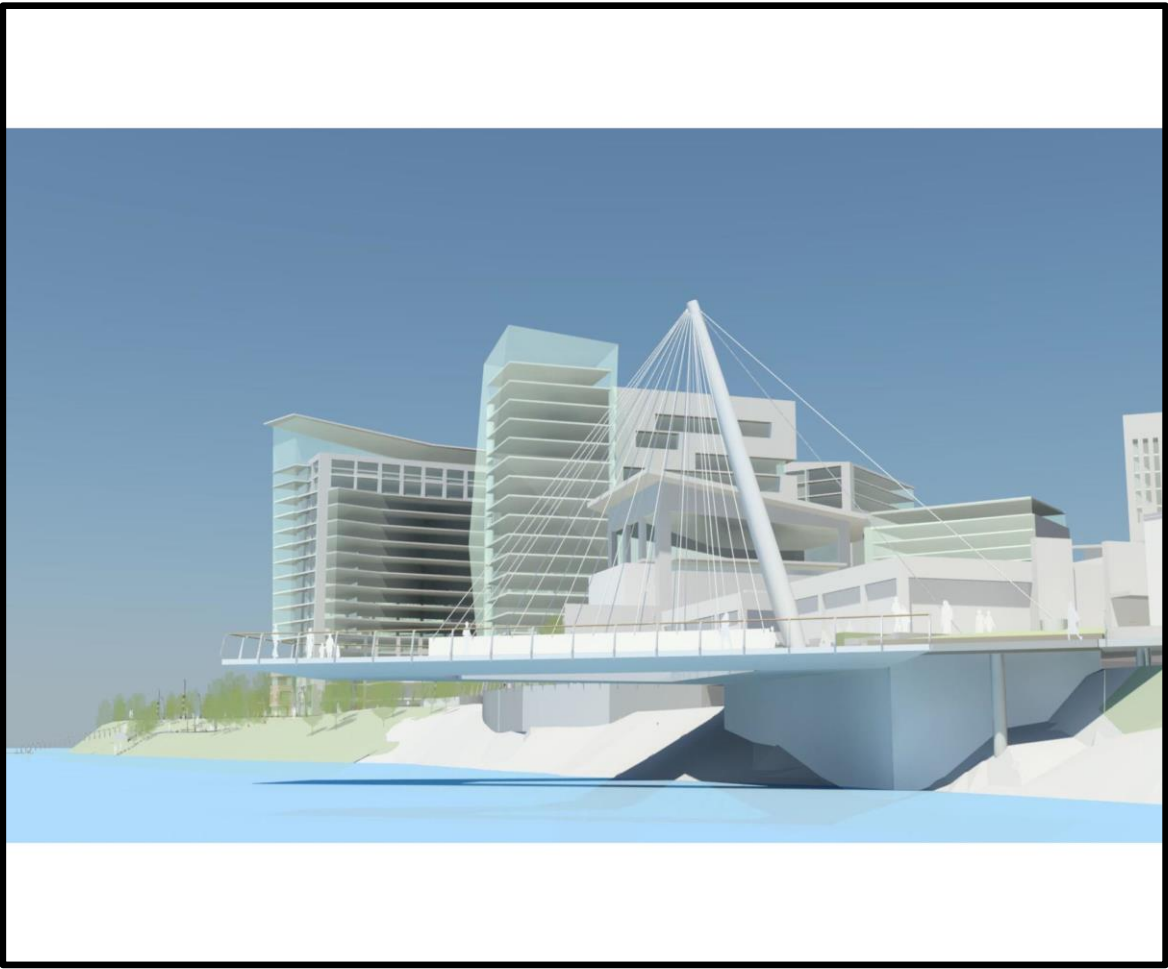
Grants	\$ 7,000,000
City Contributions	\$ 18,000,000
Waterfront LLC Donation	\$ 3,000,000
Private Donations	\$ 2,000,000
<b>Total Estimate</b>	<b>\$30,000,000</b>

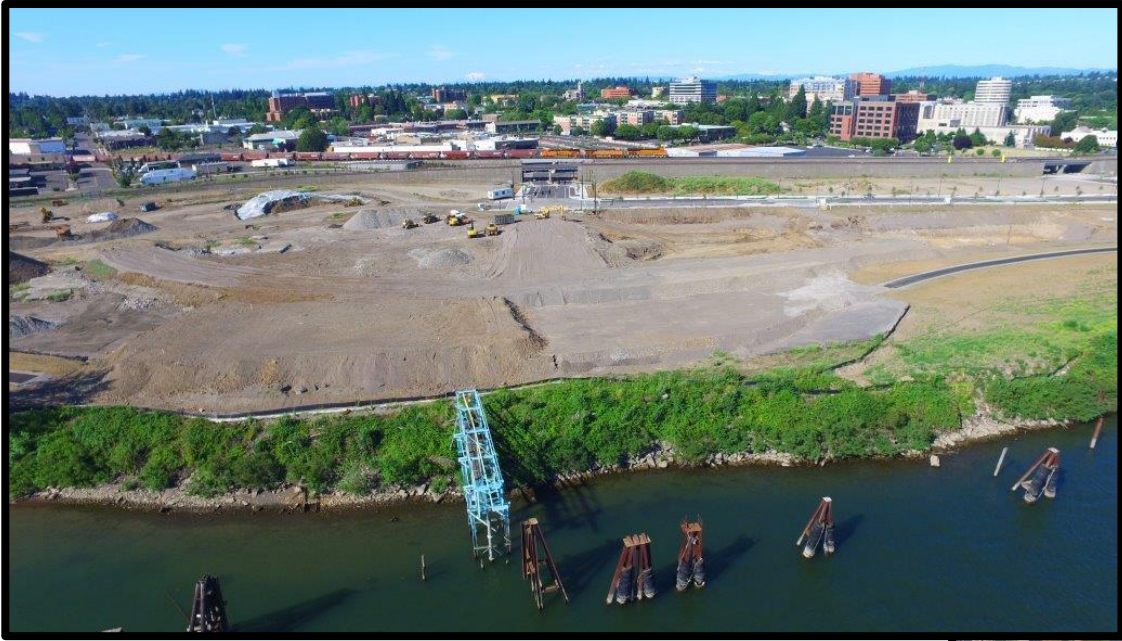
# Waterfront Pier











JULY 2016



ROLLER IS FROM GEORGIA GRANITE  
MEASUREMENTS:  
24" DIAMETER  
12' LONG

COG IS CONSTRUCTED OF CONCRETE AND  
STONE

MEASUREMENTS:

3' DIAMETER

5' TALL







LIFE ON A BARGE CONSTRUCTION CREW

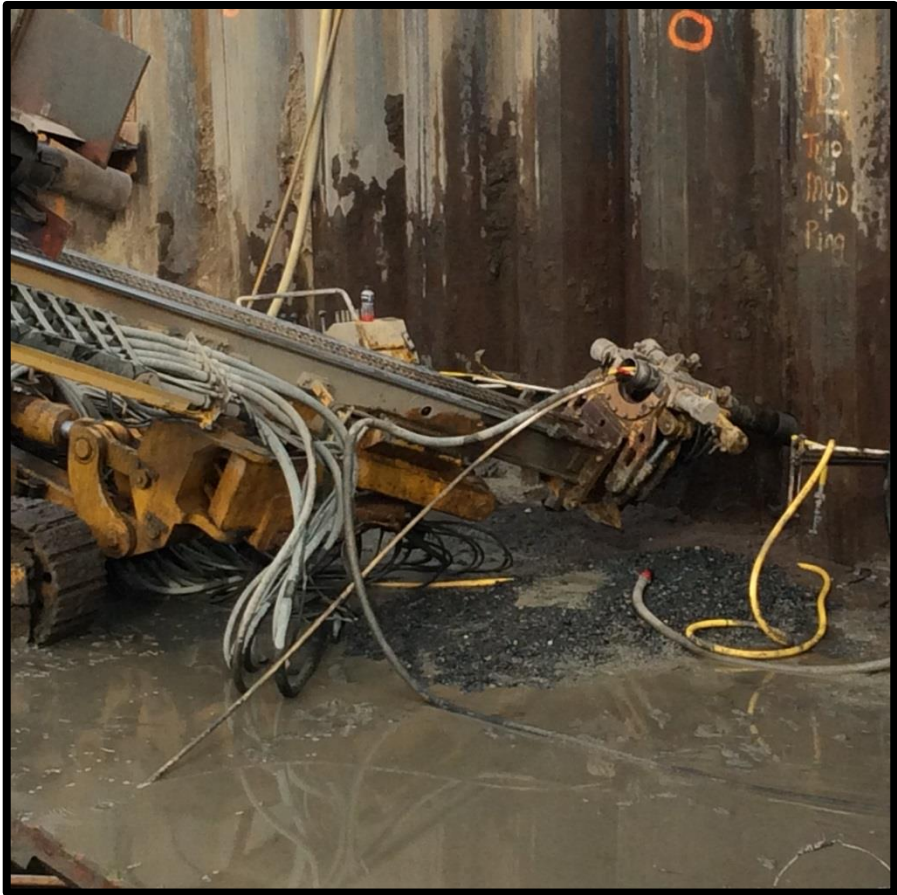


OCTOBER –DECEMBER 2016



TIE BACK ANCHORS - 36 INSTALLED

THESE SUPPORT THE SHEET PILE WALL THAT ACTS AS AN ANCHOR DURING SIESMIC EVENTS.



NOVEMBER – DECEMBER 2016



TEMPORARY PILES WERE USED TO SUPPORT  
THE FORMS REQUIRED TO BUILD THE  
CONCRETE PIER.

THESE WERE REMOVED IN DECEMBER 2017.







BARGE CREW INSTALLED THE TEMPORARY  
STEEL DECKING THAT WILL BE USED TO  
SUPPORT THE CONCRETE FORMS



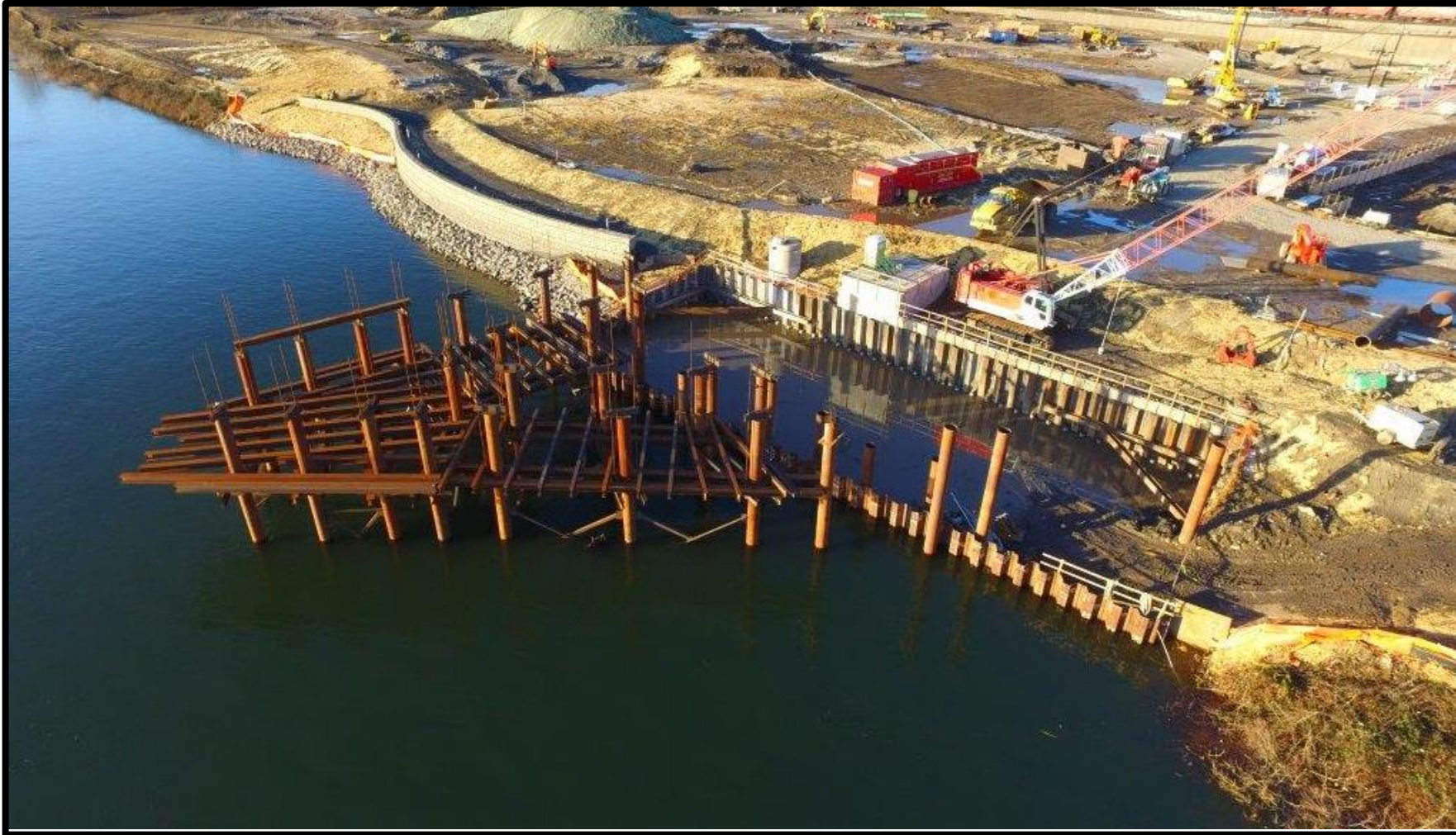
TWO PUMPER TRUCKS AND  
130 CEMENT TRUCKS.

8 HOURS OF CONTINUOUS  
CONCRETE POUR.

HOSES FROM THE  
PUMPER TRUCK.

THEY ARE CHECKING THE  
THICKNESS OF THE  
CONCRETE POUR.

INSTALLING A 4 FOOT CONCRETE TREMIE SEAL UNDER WATER.



NEXT UP: PUMP WATER OUT OF THE COFFER DAM AND MOVE  
ONTO THE NEXT CHAPTER OF THE PROJECT.  
THE ABUTMENT: MARCH 6, 2017



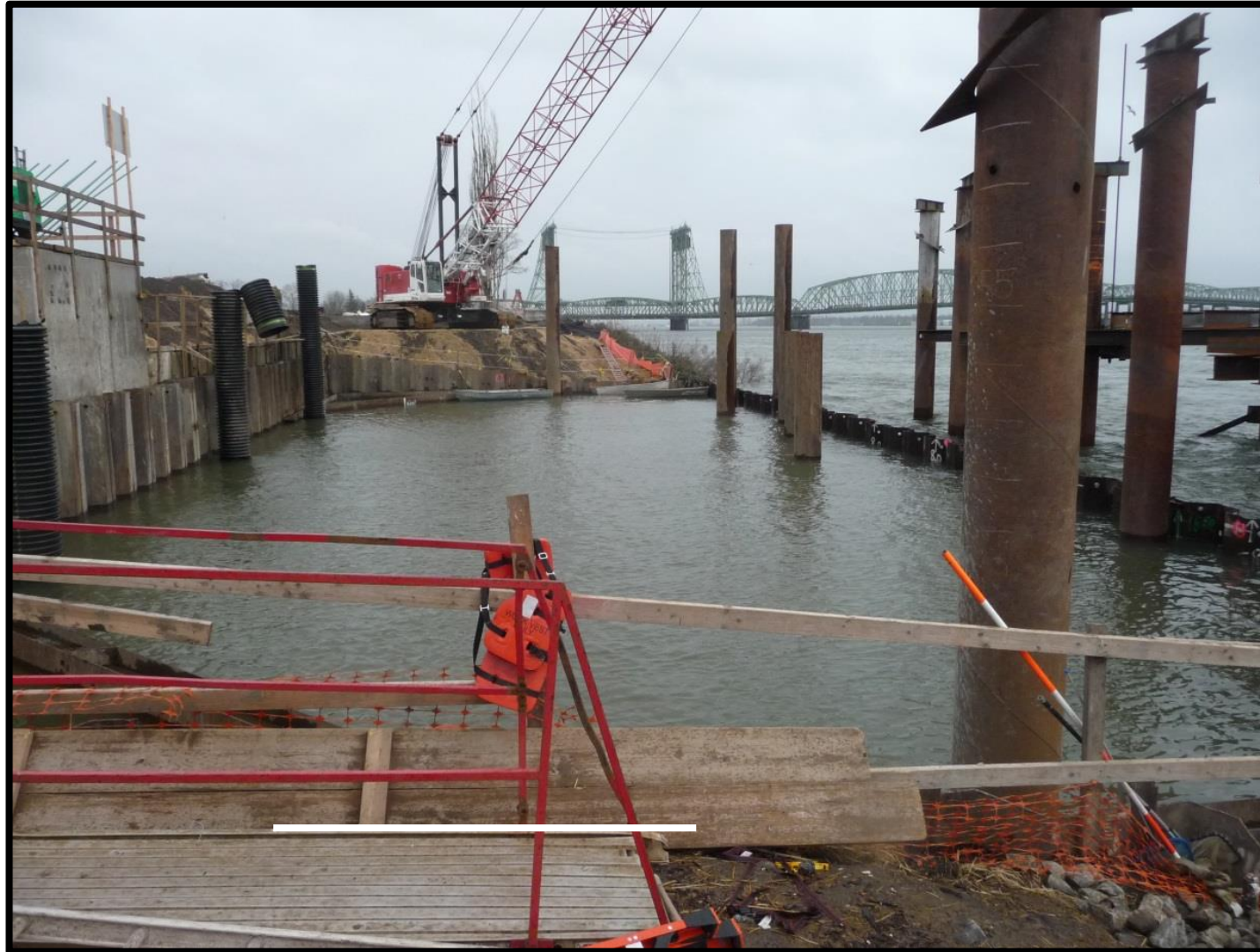


FIRST TIME WE COULD SEE THE TOP OF DRILL SHAFTS SINCE EARLY JANUARY  
1.3 MILLION GALLONS OF RIVER WATER PUMPED TO THE SANITARY SEWER SYSTEM.

MARCH 9, 2017



HIGH WATER AND STILL RISING. HAD TO START OVER WITH THE PUMPING.  
MARCH 13, 2017



COLUMBIA RIVER CORP OF ENGINEERS  
HIGWATER MARK 17.6'



*Thank You!*

PORT OF VANCOUVER USA

TERMINAL 1

American Planning Association  
Washington Chapter

October 12, 2022



DISCOVER TERMINAL 1



DISCOVER TERMINAL 1

# Terminal 1 Waterfront Redevelopment





DISCOVER TERMINAL 1

# Our waterfront legacy

- Birthplace of the port
- Vital link between downtown Vancouver, the city's waterfront park and The Waterfront Vancouver
- Entrance to our community





DISCOVER TERMINAL 1

# Project Overview

- 10-acre high-visibility waterfront site
- Access to water
- Fully developed site to include hotel, retail, commercial space, trails and public areas
- Connection to the river economy and port
- Support for small businesses and community partners



# Project Elements – Early rail projects and access



# Master Planning

- 5 years put into development of a master plan and Concept Development Plan
- Extensive public meetings to obtain input from the community
- Aggressively pursued sustainable development (LEED Gold Neighborhood)
- Focus on public amenities such as Vancouver Landing and a Public Market as part of vision



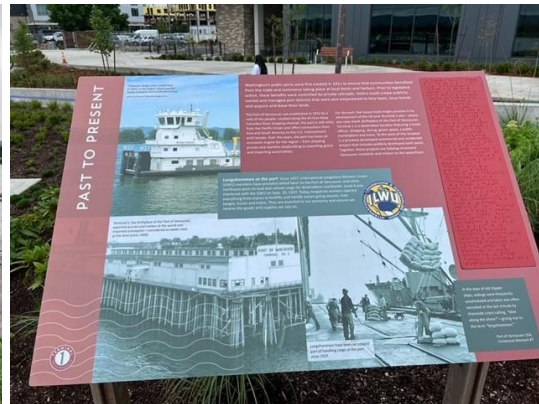


DISCOVER TERMINAL 1

# Project Elements – Vancouver Landing and AC Hotel by Marriott



# Project Elements – Vancouver Landing





DISCOVER TERMINAL 1

# Project Elements – AC Hotel by Marriott





DISCOVER TERMINAL 1

# Project Elements – LPC Developments





DISCOVER TERMINAL 1

# Project Elements – Renaissance Trail





DISCOVER TERMINAL 1

# Project Elements – Brew Lab & Daniel’s Way Plaza







DISCOVER TERMINAL 1

# Project Elements – Public Market



# Project Elements – Tourism/River Cruises



# Master Planning Process

Original master plan site map



# Master Planning Process

New master plan  
site map

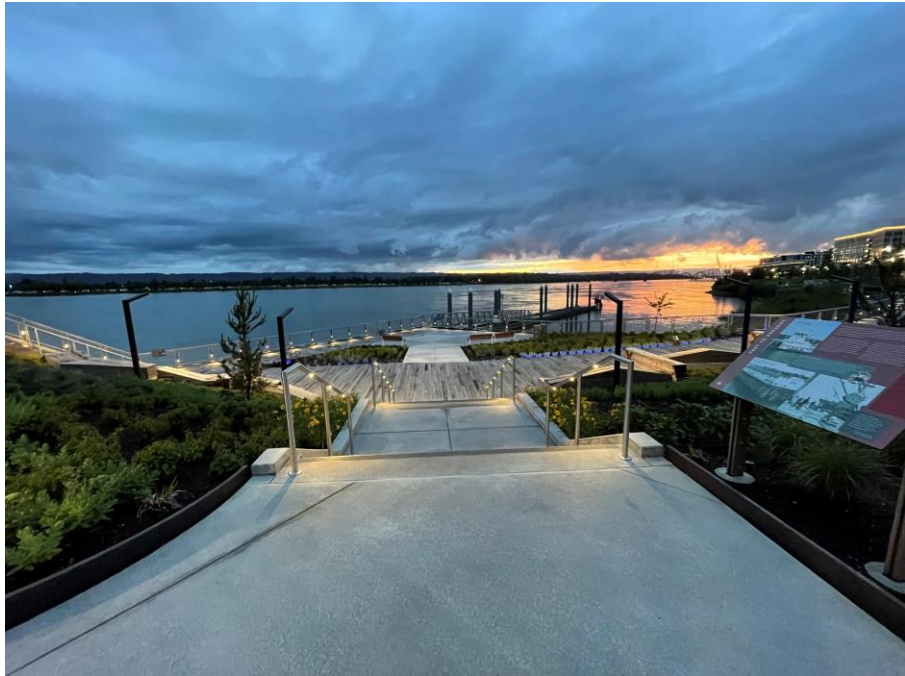


# Funding

- Support and timing
- Capital requests
- Tax Increment Financing
- Partnerships (city, developers, Rotary, WSU)



# Challenges and Lessons Learned



- Partnerships and patience
- Standifer Shipyard pilings
- FAA staff changes
- Parking and mobility shifts
- Timing of elements vs. public interest
  - In water work windows
  - Impacts from other projects
  - IBR and docks
- I-5 bridge replacement coordination and integration



DISCOVER TERMINAL 1



# Questions? Thank You.

Mike Bomar

*Director of Economic Development*

[mbomar@portvanusa.com](mailto:mbomar@portvanusa.com)

360-693-3611