

# Transportation Alternatives Program 2017 Application

## Instructions

Complete application in the space provided. Applicants are limited to application form and 5 pages of attachments. Submit completed application and attachments electronically to [dale.robins@rtc.wa.gov](mailto:dale.robins@rtc.wa.gov). You will receive an e-mail confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application contact Dale Robins at 360-397-6067 x5212.

## General Information

Project Title: Columbia River Renaissance Trail Connection

Project Location and Limits: 100 Columbia Street, Vancouver, WA 98660

Project Length (miles): 1,200 lineal feet

Agency: Port of Vancouver

Contact Person: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

Certified Acceptance Agency: Port of Vancouver

## Project Screening Criteria

*Check all that apply.*

- Project is consistent with the RTP
- Project contains at least one eligible Transportation Alternatives Category
- Project is directly related to the surface transportation system (except trails)
- Project does not supplement the construction of an existing project
- Project is open to public access

## Cost Summary

Project Phase	Start Date	TAP Funds	Other Funds	Total Cost
Design				\$0
Right of Way				\$0
Construction	06/01/2019	\$485,000	\$3,515,000	\$4,000,000
Totals	n/a	\$485,000	\$3,515,000	\$4,000,000
<b>Overall Match Ratio:</b>				87.88%

## Project Type

Check all that apply.

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Bike/Pedestrian facilities              | <input type="checkbox"/> Vegetation management practices        |
| <input checked="" type="checkbox"/> Safe routes for non-drivers             | <input type="checkbox"/> Archaeological activities              |
| <input type="checkbox"/> Abandoned railroad corridors for trails            | <input type="checkbox"/> Environmental mitigation activity      |
| <input checked="" type="checkbox"/> Turnouts, overlooks, and viewing areas  | <input checked="" type="checkbox"/> Recreational Trails Program |
| <input type="checkbox"/> Control of outdoor advertising                     | <input type="checkbox"/> Safe Routes to School Program          |
| <input type="checkbox"/> Historic preservation of transportation facilities |   |

## Project Information

### 1. Project Description:

The Port of Vancouver (port) requests funding for a pedestrian and bicycle path connection to the Columbia River Renaissance Trail at its waterfront development, known as Terminal 1. The connection will eliminate a gap in the City of Vancouver's premier regional waterfront trail, which currently hosts more than 800,000 annual visitors. The existing trail parallels the Columbia River five miles eastward to Wintler Park, with links to the Fort Vancouver National Historic Site, Vancouver Land Bridge and numerous public amenities. To the west, the city is constructing a new waterfront park, which includes an extension of the Renaissance Trail into a high-end development with retail, hospitality, residential and other amenities. Terminal 1, situated between the Interstate 5 Bridge and the city's park, is the link for the Renaissance Trail, connecting the existing trail to the city's extension to form a complete regional trail from Wintler Park to downtown Vancouver.

The proposed trail connection is 1,200 linear feet long and approximately 24 feet wide. It is composed of all-weather terrain elements, is ADA-accessible, and enhanced with security lighting, landscaping, benches, public art, wayfinding and interpretive signage to create an inviting, continuous connection for pedestrians and bicyclists of all ages and abilities. The trail connection is significant in the overall waterfront development because Terminal 1 is the gateway for these trail users to travel east and west along the Columbia River and through downtown Vancouver.

The current location is a highly visible and degraded industrial site that, if left unimproved, will interrupt access and continuity of a progressive opportunity for a premier regional waterfront trail. Construction of the trail connection creates a continuous flow for pedestrians, bicycles and recreational users through the port's property, providing separation from motorized vehicles and facilitating overall trail use.

The unique location of the trail requires ground stabilization such as deep soil mixing and/or stone columns to counter set the earthquake-induced loads resulting from liquefaction.

Overall redevelopment of Terminal 1 is a priority for the port; demolition, site preparation and selection of future developers are already underway. By adding this trail connection to existing amenities, such as the port's dock and amphitheater, the city's waterfront park and the adjacent private development, the waterfront will be a regional destination fostering economic growth for Vancouver and Clark County.

## Project Information

2. Describe how the project will improve the public travel experience, and travel options, including the benefit to the community:

The trail connection eliminates a gap in the Renaissance Trail by connecting the existing trail in the east with the city trail under construction to the west. The trail connection develops nearly six miles of trail while creating additional public access to non-motorized travel options to downtown Vancouver's destinations and attractions, so pedestrians and bicyclists can avoid busy city streets while enjoying the waterfront and reaching their destinations more safely.

Pedestrians and cyclists will have the option to continue along the existing five-mile section of the trail eastward under the Interstate Bridge to access restaurants, multiple residential areas, office/industrial complexes, Marine Park, the Vancouver Water Resource Center and Wintler Park. The trail connection links the current 800,000 annual users already on the east side of the trail to additional public destinations, such as a boat ramp, amphitheater and restaurant, and in the future, a public market, open green space, hotel and a mixed-use office building.

The trail connection is a crucial link through Terminal 1, connecting the existing regional trail and the city's waterfront park, with a 32-acre private development to the west. The port's overall Terminal 1 project will be an economic engine for Vancouver, Clark County and the region, drawing visitors from across the Vancouver-Portland metro area, creating approximately 1,700 permanent jobs and leveraging \$205 million dollars in private investments.

The regional trail will easily have over a million annual users, making it the public access lifeline for Vancouver's waterfront properties.

3. Describe how the project provides a connection between modes, or improves transportation choices, or connects to land use services such as job locations, a civic center, library, grocery market, playground, retail center, medical office, school, and other. (Include modes and list of specific land uses connect within 1/2 mile of project):

Public access to the waterfront has been underutilized for the past decade, mainly due to the industrial use of the area and the rail line that separates the waterfront from the broader downtown area. As part of the port's redevelopment of Terminal 1, and in conjunction with the development of 32 acres by the city and Columbia Waterfront LLC, the trail connection provides public access from downtown Vancouver to the waterfront and east to the existing regional trail. The trail connection offers an ADA-accessible, safer, non-motorized transportation alternative for residents, employees, visitors and recreational users.

Amenities within a half-mile radius of the proposed project include a variety of single and multi-family residential housing options; Esther Short Park; Vancouver Community Library; Vancouver City Hall; Hilton Vancouver Washington Convention Center; Juvenile Justice Center; Fort Vancouver National Historic Site; Public Service Center; future City of Vancouver Waterfront Park, and; the port's public amphitheater and boat dock.

Additional amenities and employment opportunities include movie theaters, medical and professional offices, hotels, churches, restaurants, small retail businesses and a new grocery store in planning stage.

The trail connection facilitates safe and convenient connections to The Vine – C-Tran's Bus Rapid Transit system – and the I-5 bike path that expands the service area south over the Interstate Bridge to Portland, Oregon. Vancouver's historic Amtrak station is within a mile of the trail connection.

About 600 people walk, bike or carpool every day in the local area. The trail connection offers a transportation alternative for more residents by opening a new, safer east-west path in downtown Vancouver

## Project Information

4. Describe how the project relates to an adopted plan such as the GMA plan, modal plan, neighborhood plan or other planning process. (Include name of Plan and attach a copy of page from plan that including project by name):

The port has submitted a Concept Development Plan (CDP) to the city for redevelopment of Terminal 1 – a 10-acre site – with anticipated approval in June 2017. The CDP addresses the trail connection many times as it's the lifeline to the port's development and connects the city's adjoining waterfront development to the west. The trail connection will be the primary access for pedestrians and bicyclists to travel east and west along the Columbia River in downtown Vancouver.

The Columbia River Renaissance Trail is a part of the city's 2014 Comprehensive Parks, Recreation and Natural Areas Plan, and is a key component for waterfront trail activities and amenities. There are several plans within the city and county that include expansion of the trail, including the Regional Trail and Bikeway Systems Plan; Vancouver City Center Vision and Subarea Plan; City of Vancouver Transportation System Plan; Vancouver Municipal Code; City Center Waterfront 20.630.80; Columbia River Shoreline Enhancement Plan District 20.620, and; Portland-Vancouver Bi-State Regional Trails System Plan.

5. Describe to what extent the project will improve mobility for disadvantage populations, including elderly, disabled minority, and low income populations:

The connection improves mobility for all ages and abilities by offering a wide, safe, ADA-accessible, non-motorized, all-weather walking surface to reach the waterfront's amenities. Through enhanced surface materials, lighting, public art, wayfinding and interpretive signage, the trail will serve as a primary bicycle and pedestrian route. Trail users can also take advantage of extended transportation opportunities by accessing the C-Tran bus stop that's less than one-half mile away from Terminal 1, near Columbia Street and Sixth Avenue.

The port is revitalizing its property at Terminal 1, with plans to include a public marketplace, upgraded public amphitheater, open gathering space, hotel, retail, office space and restaurants. The trail connection provides accessibility for north Vancouver trail users to safely travel east and west along the Columbia River.

The 2014 RTC Demographic Profile report shows the project is located an area with poverty rates exceeding 24% and 18%, with Clark County's average being 12%. The report also states 65% of Clark County commuters stay in Clark County. When the waterfront development is at full build out, it's estimated there will be 1,700 newly created jobs, bringing in \$679 million dollars of earnings to the region. The trail connection will provide and improve mobility for disadvantaged populations traveling to work and amenities.

6. List affordable house complex and number of housing units that are within 1/2 mile of project:

Six affordable housing facilities (536 units) are located with one-half mile of the trail connection, with two complexes that support senior living: Lewis and Clark Plaza and Smith Tower. Lewis and Clark Plaza is a 46-unit complex and Smith Tower is a 15-story building with 170 units. The trail connection provides seniors a destination for walking, biking, viewing, shopping, recreating and eating. The path will be ADA-certified to provide safe and accessible outdoor activities for a healthier and more active lifestyle for people of all ages and abilities.

Approximately 29% of the housing units within the project service area are low-income housing. This project will provide safe access for all ages and abilities to enjoy daily amenities, activities and gathering spaces for family, friends and visitors.

## Project Information

7. Identify the safety issues addressed by project (collision data, lack of adequate safe crossing or access, lack of separated facility, high speed or volume, other):

The existing Renaissance Trail ends at the east side of the port's property at Terminal 1, forcing westbound pedestrians and bicyclists to detour to busy downtown streets without a defined path or wayfinding. They also must navigate active parking lots, undeveloped lands and congested street crossings. The trail connection allows non-motorized travelers to stay on a safe, defined path, and provides the ability to continue traveling west to their final destinations. The connection also links to the city's waterfront development, adding one more mile of trail to the west and eliminating undefined and disjointed paths.

The Regional Trail and Bikeway Systems Plan conceives continual growth for the Renaissance Trail, eventually expanding it to connect neighborhoods and amenities from Washougal to Ridgefield. The proposed trail connection through Terminal 1 provides a critical link for the future 17-mile regional trail, which could attract and provide safe access for well over 1 million annual users

8. Describe how the project addresses the safety issues identified:

The trail connection establishes a safe, clearly signed and interconnected route for pedestrians, bicyclist and other non-motorized modes of transportation for users of all abilities. The current routes are undefined and disjointed, requiring users to navigate through active parking lots, busy streets and congested intersections. To maximize safety, the trail connection separates pedestrians and bicyclists from vehicle traffic. There will be many more interconnections and loops throughout the downtown community, reinforcing sidewalk connections to many amenities, including mass transit locations, the city's waterfront park, Esther Short Park and the Columbia River – the fourth largest navigable river in the U.S.

This all-weather trail will accommodate significant pedestrian and bicyclist traffic from residents, visitors and recreational users of all ages and abilities. The trail connection provides a safe, durable and ADA-accessible link to our community's interconnected regional trail system. Constructing this connection is a critical need for improved non-vehicular circulation and safe passage for those traveling through downtown Vancouver and along the Columbia River.

Providing an accessible, safe, ADA-certified all-weather trail in an urban area also encourages non-motorized uses, resulting in reduced vehicle use and parking need.

9. Readiness:

- Design at 70% or higher
- Right of way acquisition complete or not needed
- Environmental permits approved

Please explain:

The port submitted its Concept Development Plan (CDP) application to the City of Vancouver in December 2016, with a planned date of June 19, 2017, for the City Council vote of approval. The CDP includes several city permit approvals, including shoreline; archaeological predetermination; tree plan; stormwater plan, and; SEPA Planned Action. The shoreline permit will also go to the Washington State Department of Ecology for approval, which is expected in August 2017. The port also included 20 percent concept engineering designs in the CDP.

- June 2017 - CDP approved
- August 2017 - Shoreline permit
- July 2018 - SEPA and NEPA permits
- August 2018 - 100% Designs
- Summer/Fall 2019 - Construction starts

## Project Information

10. Describe how the local community and other agencies have been involved in the planning process for the project.

List any opposition to the project and how it was overcome:

The port initiated an interactive Waterfront Development Master Plan process in April 2015. The seven-month-long planning effort included the port commission, port staff, City of Vancouver, community stakeholders and the public. Four public commission workshops were held specifically for the Waterfront Development Master Plan and included opportunities for public input and feedback.

The port's planning team conducted several stakeholder interviews during the initial data collection effort to explore potential opportunities and constraints for the Master Plan. Identified stakeholders represented a range of public and private organizations that have an interest in the Vancouver area. Stakeholders included in the discussion were: Greater Vancouver Chamber of Commerce, Visit Vancouver, Columbia River Economic Development Council, local Native American tribes, Vancouver Farmers Market, City Center Redevelopment Authority, local developers and local business representatives.

More than 100 people attended a July 2015 community open house event that was held at the port's amphitheater site from 5 to 8 p.m. Port staff attended many neighborhood association meetings and conducted a months-long on-line survey to provide more opportunities for public engagement and involvement. The survey says: both Walking/biking paths and access to waterfront parks are 78% of important features to bring to the development.

The port has found that the community is very energetic and ready for a development that revitalizes the waterfront while keeping its rich history intact. The community is also ready to connect with the waterfront for recreational, leisure, family and social gatherings

11. Describe how the project improves public health and increase physical activity:

Community health benefits are realized through the kind of improved mobility, destination opportunities and interconnectedness this project provides. These, in turn, offer improvements to physical and mental health, workforce productivity, and reduction in chronic disease.

The trail connection is separated from vehicle traffic, allowing for maximum safety. Construction will link the current regional Renaissance Trail, visited by over 800,000 annual users, through the port's property to the city's new waterfront development. The trail connection will be easily accessible, with signage and wayfinding to encourage daily use.

In addition to encouraging non-motorized activity, the trail connection encourages healthy habits for a better quality of life, facilitates increased recreation and helps increase sustainable transportation modes such as walking and biking.

12. Describe how the project includes design elements that contribute to quality of life:

This project creates a community connection between a regional trail system and Vancouver's largest waterfront redevelopment through the port's property. The current site is a highly visible and degraded industrial site that, if left unimproved, interrupts access and continuity of a dynamic opportunity for a premier regional waterfront trail. The redevelopment will be transformed into a community gathering space, helping encourage healthier lifestyles and support economic sustainability and overall improved quality of life for the community.

The trail connection will be approximately 1,200 lineal feet long and 24 feet wide, with an all-weather surface, signage, lighting, bicycle parking, outdoor seating and landscaping. It will also be ADA-accessible, creating parity in access to social venues and encouraging community engagement across age, gender, ethnicity and social status.

## Project Information

13. List all funding partners contributing to the project:

Funding Source	Amount
Port of Vancouver	\$3,515,000

## Other Information

You may use this space to provide any additional project information considered worth noting:

### FUNDING:

The port has a Capital Budget request in process with the Washington State Legislature in the amount of \$500,000.

The port is pursuing additional funding for the trail connection from the Washington State Recreation and Conservation Office (RCO), Washington State Wildlife and Recreation Program (WWRP) and Federal Lands Access Project (FLAP).

# Port of Vancouver Waterfront Redevelopment Artist Rendering The Columbia River Renaissance Trail connection



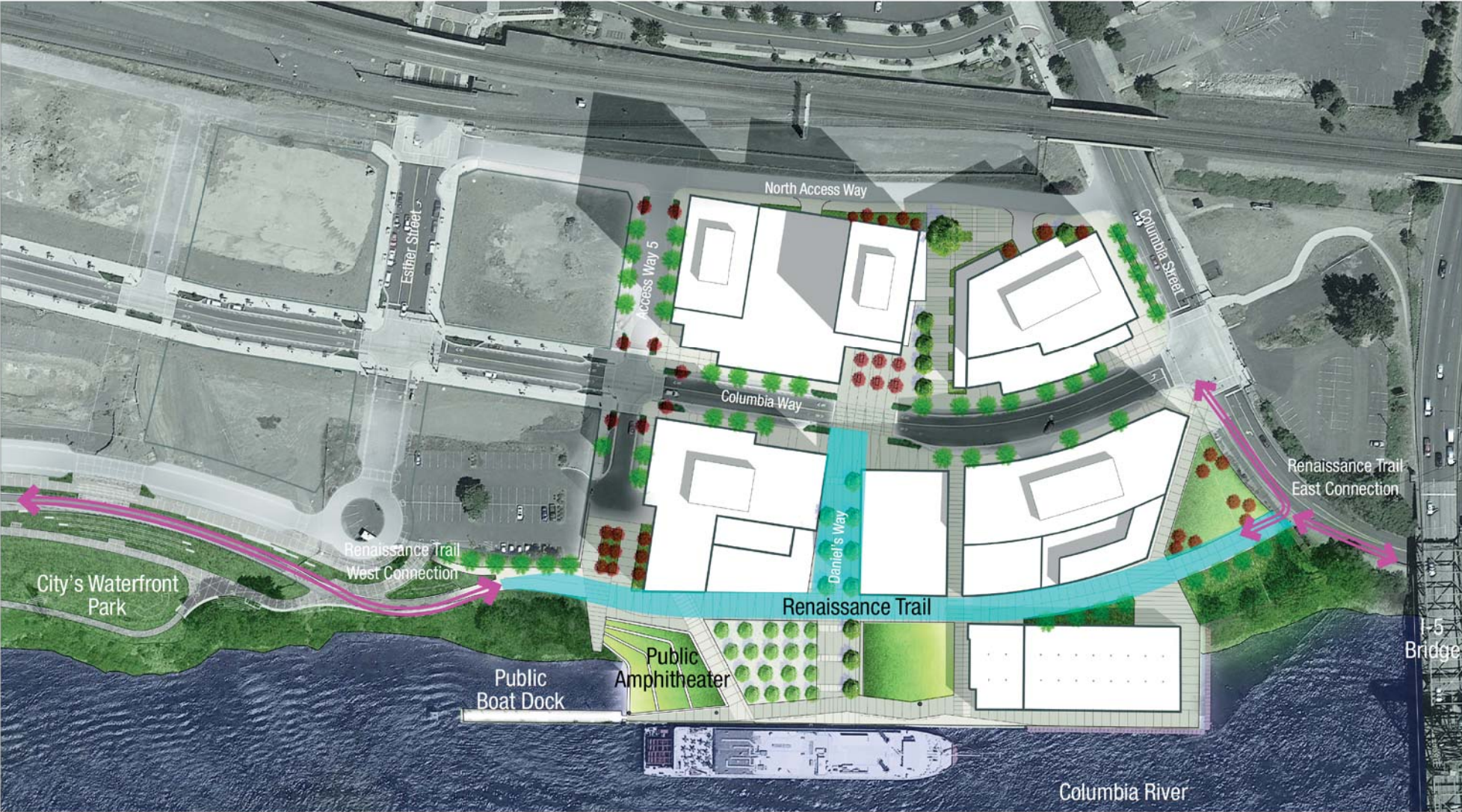
COLUMBIA RIVER RENAISSANCE TRAIL



— Bike Lanes & Sidewalks  
— Existing Multi-Use Paths  
— Proposed Multi-Use Paths



# COLUMBIA RIVER RENAISSANCE TRAIL



Port of Vancouver Waterfront: Renaissance Trail Schematic Design

# RENAISSANCE TRAIL & AMPHITHEATER SCHEMATIC DESIGN

Columbia Renaissance Trail - Looking East



**PORT OF VANCOUVER USA  
TYPE IV REVIEW NARRATIVE  
TERMINAL 1 WATERFRONT DEVELOPMENT**

**1.0 INTRODUCTION AND SUMMARY**

This narrative is provided in support of the Terminal 1 Waterfront Development (the project) the Port of Vancouver USA (the Port) proposes to construct at its Terminal 1 located along the Columbia River in downtown Vancouver (City). The project is located in the Columbia River Renaissance district of the Vancouver City Center Vision (VCCV) subarea plan.

The conceptual master plan (the plan) proposes to develop the 10.37-acre site with approximately 355 residential units (apartments and possibly live/work units), 62,000 square feet of retail space, 200,000 square feet of commercial office space and a 160 room hotel (including retail, restaurant and event and support office space). The project also includes the potential reuse of approximately 36,600 square feet of existing building area as a “market place”. In addition to these elements the plan includes public amenities including an extension of the Columbia River Renaissance Trail, and enhancement of the existing pier to add new civic open spaces and amenities (see Figure 1. Illustrative Site Plan). At this time, the Port is requesting approval of the conceptual master plan pursuant to Vancouver Municipal Code (VMC) 20.630.080(C), as well as approval of other required permits necessary to implement the plan. As established by VMC 20.620.030 B, the plan will:

- Assure that the proposed development is considered as a whole and will conform to the comprehensive plan and the underlying requirements of the zoning district.
- Assure that phased development is properly coordinated.
- Provide the Port and its development partners with reliable assurances of the City’s expectations for the overall project as a basis for detailed planning and investment.
- Coordinate the master plan process with the requirements of the state Shoreline Management Act (SMA)<sup>1</sup> and the *City of Vancouver Shoreline Master Program* (SMP).

The plan approval process follows the requirements of VMC 20.260, Planned Developments. The Port is seeking approval of the conceptual master plan according to VMC 20.260.030(A)(1). After approval of the plan, individual buildings would require detailed plan (site plan) and design review approvals prior to building permit issuance.

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<sup>1</sup> Revised Code of Washington Chapter 90.58.

- a. Create and support messy vitality, a dynamic and rich mix of residential, cultural, civic, retail and entertainment places that will attract growth, jobs and round-the clock activity;
- b. Focus waterfront redevelopment on residential uses supported by significant public access, recreation, cultural, hospitality, entertainment and limited commercial uses;
- c. Connect the downtown to the waterfront;
- d. Overcome the barrier like feeling of the railroad and berm between downtown and the waterfront; and
- e. Strengthen the primary street connections to the waterfront.

2. Build to the highest density that is financially viable and achievable within the allowed height restrictions and grid dimensions.

3. Create an urban high activity waterfront character.

4. Create tangible connections to the waterfront, connecting Vancouver's City Center businesses, neighborhoods and parks to a vibrant waterfront district that is accessible to all.

5. Design streets to enhance the district's ability to function as a pedestrian-oriented urban neighborhood, encourage pedestrian activity, and create a lively active district.

6. Extend the Columbia River Renaissance Trail to the west.

7. Encourage water oriented uses along the shoreline area.

8. Encourage environmentally friendly site and development design and construction.

9. Secure public access to or along the shoreline, to include waterfront public spaces.

B. Boundary. The area zoned City Center (CX) located within the Columbia West Renaissance District of the Vancouver City Center Subarea Plan between Interstate-5 on the east, the Railroad Bridge to the west; the Railroad right of way to the north and the Columbia River to the south (refer to Figure 20.630-7).

C. Administration. Compliance with the provisions of this Section shall be determined through the procedures of Section 20.620.030A and B, Columbia River Shoreline Enhancement Plan District, Administration.

D. Design and Development Standards

1. Street Grid

The street system shall be based on a grid pattern and pedestrian system similar to the existing City Center grid of 200 foot blocks. Based on site and environmental constraints the planning official may approve a limited number of smaller or larger blocks. Where blocks are 300 feet or longer on a face, mid block pedestrian connections shall be provided.

2. Traffic Calming