

Seattle Daily Journal of Commerce

WATERFRONT REDEVELOPMENT



February 28, 2019

CONNECTING A WATERFRONT LANDMARK BACK TO THE CITY

Fire Station 5 recently received a seismic upgrade – and a stronger link to the public.



Open and inviting views into the apparatus bay create a transparent connection to the community.

Nestled among an abundance of shops and restaurants along the historic Seattle waterfront – including the legendary Ivar's Fish Bar – you will find Seattle Fire Station 5. This popular fire station welcomes tourists and citizens alike and is the home port of the 108-foot fireboat Leschi.



BY SUSAN CONWAY

BASSETTI
ARCHITECTS

as the “dreadnought of Seattle’s fireboat fleet.”

With the viaduct demolition underway, downtown views of this Seattle landmark will be revealed and visitors are expected to increase. Recent renovations of Fire Station 5 make it readily available for the influx of foot traffic.

A mid-century modern beacon on Seattle’s central waterfront, Fire Station 5 is a distinctive and recognizable fixture along this bustling promenade. As one of the busiest stations in the city, Fire Station 5 provides key services for a substantial part of the Seattle Fire Department’s downtown service area. As a base for landside and waterside response and rescue, the boats and gear for marine operations are unique aspects of this station.

The main impetus of the renovation was a seismic upgrade and increased disaster preparedness. However, the design took into consideration the unique relationship between the station and the public.

As one of the most frequently visited fire stations in Seattle, the firefighters constantly engage with the community. Visitors drop in to tour the facility and learn about the on-site equipment. Children delight in the fire trucks and fireboats. The inviting views from Alaskan Way into the apparatus bay, foyer, office, and

PHOTOS BY MORIS MORENO

WE'RE ON YOUR TEAM!

When you work with Star Rentals, you add powerful players to your project team—pros that are skilled, knowledgeable, and easy to work with.

Star Rentals employees are the most experienced in the industry. From our extensive training and safety programs to our equipment expertise, you can count on us to deliver the goods. We make sure you get fast, responsive service, and headache-free billing.

Do we think it's important to be a team player?
Absolutely.

100+ Years of Outstanding Service.

Star Rentals is the oldest, largest and most reliable independent rental company in the Pacific Northwest.

STAR RENTALS
Preferred Supplier  to the West's Best Contractors



www.starrentals.com

Bellevue • Bremerton • Eugene • Everett • Ferndale • Hillsboro • Kent • Longview • Olympia
Pasco • Portland • Salem • Seattle • Spokane • Tacoma • Vancouver • Wenatchee • Yakima



The first floor houses the apparatus bay, offices and maintenance areas. Private crew spaces are above.



The offshore side of the station is the home port to the fireboat Leschi.

to the waterfront beyond create a welcoming and positive connection to the community.

“This is one of the stations that’s the pride of the organization,” said Seattle Fire Chief Harold Scoggins.

The challenge

Built over 55 years ago, the fire station needed significant upgrades to meet current seismic, safety and accessibility codes. Renovations for crew, administrative and support areas were also needed.

Fire Station 5 is a notable example of mid-century modern architecture, and a designated Seattle landmark. As a result, interventions needed to be sensitive to the building’s original character-defining features.

In addition, at 6,000 square feet, the fire station has a sub-

stantially smaller footprint than the current Seattle Fire Department standards, requiring an efficient and creative design solution. While Fire Station 5 relishes visitors, the station was not laid out to efficiently accommodate guests and keep operations of the station separate.

The solution

Working closely with the Seattle Landmarks Preservation Board, Bassetti Architects proposed an infill that increased the building’s footprint without significant impact to the exterior. The increased floor area allowed for inclusion of an onsite physical training room and a more transparent and welcoming entry for the public.

A graphic memorializing a 1927 fireboat, previously housed at this site, summons visitors from

the community into the space by engaging them with the history of the fire station.

Strategic reorganization of the station’s layout supports operational efficiency. The first-floor areas available for public tours include the apparatus bay, offices and maintenance areas. Private crew spaces are on the second floor. By providing open and inviting views into the apparatus bay from the main pedestrian and vehicular thoroughfare, a more transparent connection to

the community is created.

Civic sustainability

Some of the strategies used to support the city’s strong environmental sustainability ethic include photovoltaic panels and solar hot water heating. The rooftop panels are clearly visible as ferries enter Colman Dock, demonstrating the city’s commitment to renewable energy. This allows passersby and incoming ferry riders to appreciate the green

elements of the building.

Despite the building’s unique position over water, the implementation of high-performance windows and walls improved thermal characteristics of the envelope and dramatically increased comfort for firefighters.

The project is on track for LEED gold certification. This level of LEED certification will exemplify

LANDMARK — PAGE 6

INSIDE

- Connecting a waterfront landmark back to the city 2
- Here’s Seattle’s chance to set the bar for civic space 4
- A gathering place for all on Edmonds’ shoreline 5
- Waterfront Park fits how Seattle lives, works 9
- New law gets downtown Bremerton back on track 10
- Old industrial area becomes a destination along the Columbia 12
- Future commute? Look to our waterways 14

ON THE COVER

Gramor Development is leading an effort to redevelop the Vancouver waterfront along the Columbia River. More details are on page 12.

PHOTO FROM GRAMOR DEVELOPMENT

WATERFRONT REDEVELOPMENT

SECTION EDITOR: BENJAMIN MINNICK • SECTION DESIGN: JEFFREY MILLER
WEB DESIGN: LISA LANNIGAN • ADVERTISING: MATT BROWN

from CONCEPT to COMMUNITY



Reid Middleton

Shannon Kinsella, PE, PMP, LEED AP

skinsella@reidmiddleton.com

(425) 741-3800

www.reidmiddleton.com

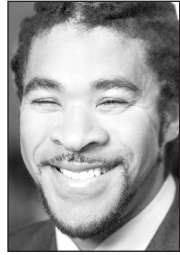
66 years of service for private & public owners throughout the Pacific Northwest & Alaska.

We provide waterfront, coastal, civil, & structural engineering, planning, permitting, & surveying.

HERE'S SEATTLE'S CHANCE TO SET THE BAR FOR CIVIC SPACE

Redeveloping the waterfront will be a lesson in context, commitment and community.

Seattle is on the brink of forever changing the way the world sees the city. With the launch of the next phase of the city's waterfront project, the "Waterfront for All," we are taking the next step in realizing the vision of developing a new way to access the waterfront, see the city and engage as a community.



BY RICO
QUIRINDONGO
DLR GROUP

For architects in the public sector, neighborhood development and urban betterment is top of mind in approaching any community-based project. Looking at a project with the scale and magnitude of the waterfront project, the 20-block boulevard and Overlook Walk represent a game changer for the city.

When the multifaceted team of stakeholders joined the mayor's office in January for a press conference on the advancement of this project, it spotlighted how far we have come to create a harmonious message for the



DLR Group in 2015 held a waterfront symposium at its Seattle office at University Street and Alaskan Way.

PHOTO FROM DLR GROUP

advancement of making this the Waterfront for All.

Looking at the landscape of partners — from elected officials to nonprofit organizations, Friends of Waterfront Seattle, Seattle Aquarium, Pike Place Market, Port of Seattle, cultural institutions and many local citizens — this project has the potential to bring about unity in an age of divisiveness. It sets the

bar high and has the potential to become one of the best international examples of civic space that will define who we are as a deeply diverse community.

These voices have been working for over a decade to bring together a solidified program that could realize the dream of "design as democracy." The project has the promise to create a space that will welcome, elevate,

and provide equal access and enjoyment to all people regardless of age, socio-economic status, religious affiliation, race or gender.

As with any democratic process, voices haven't always been harmonious, but the dialogue always remained open, honest and pushing toward resolution of conflicts. This milestone moment in our city's history will continue to be successful only if we do not lose sight of the three elements that are a constant in all complex community-based projects, with the Waterfront for All initiative being no exception. These ele-

ments are context (understanding the history); commitment (assessing and engaging our current assets); and community (envisioning the future for all citizens in this space).

Context

Anyone who has been in Seattle in the last 10 years can see and feel the pressures brought to bear by a changing density in the downtown core. This growth has been matched by massive investments in downtown, from

CIVIC SPACE — PAGE 7





CLOSING DEALS. OPENING DOORS.

Columbia Pacific Advisors is a fully capitalized bridge lender based here in Seattle. Through our lending strategy, we provide short- to intermediate-term financing of cash-flowing commercial real estate nationwide. We provide certainty of execution and close deals quickly, typically within 30 days.

- Originated more than \$1 billion in short-term debt since 2011
- Loans from \$5 million to \$75 million
- Loan terms from 6-48 months

Nationwide commercial bridge loans

BILLY MEYER
(206) 734-3979
billym@columbiapacific.com

WILL NELSON
(206) 576-0769
willn@columbiapacific.com



COLUMBIA PACIFIC ADVISORS
columbiapacific.com

LAUREN SMYLE
(206) 257-3724
laurens@columbiapacific.com

BRAD SHAIN
(206) 576-0092
brads@columbiapacific.com

Columbia Pacific Advisors, LLC is an SEC registered investment adviser. Registration does not imply any level of skill or training.

CADD NORTHWEST

Choose us for your next project!

- Proven solutions
- Architectural, Engineering & Construction
- Computer Aided Drafting and Design
- BIM • Revit AutoCAD • Sketch Up Trimble Support
- On-site and off-site CAD/BIM services and support






WWW.CADDNW.COM - 206-241-0901

A GATHERING PLACE FOR ALL ON EDMONDS' SHORELINE

Edmonds Waterfront Center is a public-private partnership between Edmonds Senior Center and the city.



BY SHANNON KINSELLA & NIC MORIN
SPECIAL TO THE JOURNAL



Scheduled for construction later this year, Edmonds Waterfront Center will house a senior center and a community center.

IMAGE FROM ENVIRONMENTAL WORKS COMMUNITY DESIGN CENTER

The new Edmonds Waterfront Center, a public-private partnership between the city of Edmonds and Edmonds Senior Center, will create a unique, multipurpose gathering space along the water's edge.

The project includes a new building, shoreline restoration, and improved parking and public access facilities. Programming for the facility will include a variety of educational, cultural and health-related activities supporting the well-being of seniors during the weekdays and the entire community in the evenings and weekends.

Public-private partnership

The nonprofit Edmonds Senior Center (ESC) was established in 1968 and began providing services for seniors in two buildings on the site. The buildings, along with a Buckminster Fuller geodesic dome that was moved to the site from the 1962 World's Fair at Seattle Center, had originally served as boat sales warehouses. In 1973, the city acquired

the property and made improvements such as connecting the two buildings. The dome was later removed and the area converted to parking.

For 50 years, ESC has provided activities and programs for seniors at the site, including health clinics, recreation, classes, meeting spaces, daily lunches, a thrift store and other services, as well as rental facilities for weddings and other events.

Faced with a building more than 50 years old, ESC began investigating options for a new facility. Studies determined that due to the condition of the structure, upgrading the building to meet current codes and seismic requirements was not cost effective. ESC explored options for a new facility, including a new building on site or at other locations in Edmonds. Around the same time, the city's 2013

Strategic Action Plan identified a new community center as a key goal.

A new senior center and a new community center would both require substantial investments of millions of dollars. Rather than develop two separate facilities with similar functional spaces, ESC and the city collaborated to reimagine the waterfront and

GATHERING PLACE — PAGE 6



LAKE WASHINGTON'S NEW TECH CAMPUS

CBRE
206 292 6000

GATHERING PLACE

CONTINUED FROM PAGE 5

create Edmonds Waterfront Center — designed to serve as both a senior center and a community center.

Funding

Funding for the project was beyond what the city and ESC could afford, so a strong partnership was formed for the redevelopment of the Edmonds Waterfront Center site. By using the ESC nonprofit's ability to fundraise, and the city's public agency mechanisms for funding and grants, the entities pursued funding opportunities.

ESC has so far raised \$12 million toward a \$16 million goal to fund the building. Sources of funds include the state, Snohomish County, local foundations such as Norcliffe and Hazel Miller, and generous support from Rick Steves and other private donors. The city allocated municipal funds for parking and other site improvements and obtained state grant funds from the Recreation and Conservation Office to restore the shoreline and provide public access.

The private-public partnership has raised over \$17 million to date for improvements at the site.

Multifunction building

A new multifunction building is the heart of Edmonds Waterfront Center. The building was designed as a center to serve all community members, including seniors. ESC hired Environmental Works Community Design Center to develop alternatives and design the building.

The building design provides flexibility for uses, including meeting and educational spaces, gathering space, a restaurant, improved thrift store, and other features. The new center includes large windows that take advantage of the magnificent view of the Edmonds shoreline, ferry dock, Puget Sound and Olympic Mountains.

Key design elements include a spacious community lounge with a two-story glass curtain wall looking out onto the beach and ferry, a banquet room that seats up to 260, an upstairs



Artist Bruce Myers designed this flatwork along the Edmonds waterfront.

PHOTO BY BRUCE MYERS

suite of four health clinic exam rooms, and four multipurpose rooms with commanding views of Puget Sound.

The project is designed with consideration for sea level rise, with the building and site elevated above existing conditions.

Shoreline restoration

Another key element of the project is removal of a treated-timber bulkhead and fill from the beach area to restore the shoreline to natural conditions. The existing fill area is paved and used for parking.

The beach will be restored to its natural grade using gravel and sand, dune grasses, and other natural features such as beach logs like those at Brack-

ett's Landing South, a park just to the north. A waterfront walkway and stairs to the beach will be provided for public access.

The city hired Barker Landscape Architects, who along with subconsultant Reid Middleton, prepared designs for the shoreline restoration and site improvements.

Integrating aesthetics and access features into the site were important. To maintain consistency along the city's shoreline, similar features found in other sections of Edmond's waterfront — including Brackett's Landing North and South parks and the mid-waterfront walkway — were incorporated. The project also includes a renovated parking area and all new site utilities.

TEAM

Owners:
City of Edmonds; Edmonds Senior Center

Architect:
Environmental Works
Community Design Center

Planning, site design:
Barker Landscape Architects
(now part of Environmental Works)

Structural, waterfront, civil engineer:
Reid Middleton

Environmental, permitting:
Herrera Environmental Consultants

Geotechnical engineer:
Landau Associates

Civil engineer (for building):
CG Engineering

LEED consultant:
O'Brien & Co.

Energy modeling and commissioning:
360 Analytics

Acoustical consultant:
The Greenbusch Group

Daylighting consultant:
Integrated Design Lab

Space planning:
Re-Juiced Studio

MEP design assist/lighting design:
Glumac

Interior design consultant:
ecd Design

General contractor:
W.G. Clark Construction Co.

Electrical contractor:
Active Engineering

HVAC contractor:
Emerald Aire

Plumbing contractor:
ACCO Engineered Systems

Fire sprinklers:
Advanced Fire Protection

Artist:
Bruce Myers

Archaeologist:
SWCA

Construction method

The private-public partnership allowed a variety of implementation methods for the construction of the project. With ESC responsible for the building replacement, as a private entity it was able to select a general contractor, W.G. Clark Construction, during the building design phase to provide input into the overall design and constructability of the building.

The city led the site and shoreline improvements portion of the project and will publicly bid the site work in this spring. The entities shared responsibility for implementation of the road

frontage and other common project elements.

Edmonds Waterfront Center is scheduled for construction later this year and will result in a fantastic community facility for all generations for another 50 years or more in the heart of Edmond's waterfront.

Shannon Kinsella is director of waterfront and airport engineering at Reid Middleton. She plans, designs and obtains permits for a wide range of public and private waterfront projects. Nic Morin is director of landscape architecture at Environmental Works Community Design Center. He supports and directs community-based planning and design efforts.

LANDMARK

CONTINUED FROM PAGE 3

the city's dedication to sustainability to visitors.

Worth waiting for

Due to other major projects adjacent to the station, including the seawall replacement, SR 99 tunnel operations, and below

deck marine-based structural work, firefighters waited over three years for the renovation of this station. They were able to move back into the modernized station in May 2018, and were greeted with a freshly renovated building that is seismically upgraded and welcoming to the

waterfront community.

Since this station was first built, the viaduct has always visually and physically separated the station from downtown. Demolition of the viaduct will allow the station to assume rightful connection to the reborn downtown waterfront, highlight-

ing this station as a beacon of public safety for the city and its visitors.

People will have a more welcoming opportunity to learn about fire safety; children will be able to meet, become inspired by, and admire their local firefighters; and firefighters will

continue to exhibit their hard work with offshore and onshore incident response.

Susan Conway is an associate at Bassetti Architects and was the project manager for the Fire Station 5 renovation.

CIVIC SPACE

CONTINUED FROM PAGE 4

the number of new high-rises and private development projects, including a major convention center expansion, to investment in city infrastructure and transportation upgrades.

A byproduct of this unprecedented economic growth and development has been the negative impacts to communities-of-need, including the continual rise in the homeless population. Despite the city's 10-year plan to eliminate homelessness by 2015, our homeless population has continued to rise 21 percent since 2015, according to the One Night Count. Our investments in social services and the public realm have not kept up with a growing population of need.

If Seattle is truly committed to a Waterfront for All, we need to consider a variety of ideas that improve equity. As it is critical for the city's growth to take down the viaduct and create this new park boulevard and Overlook Walk, it will be equally important to collaborate with a wide variety of social service providers. This will ensure we aren't pushing away communities-of-need in the core due to lack of access to resources and accessible housing.

As we develop a new waterfront, we must also pay homage to those that were here before us, the native communities that made this land what it is today, and ensure that we celebrate their presence, their rich history, and culture in our expanded placemaking vision. We must be inclusive; we must repair broken ties; and we must respect the past as we look to the future.

Commitment

Removal of the viaduct represents the city taking responsibility for one of the largest community liabilities in the current built environment and public realm. Alongside the ferry terminal rebuild and the Pike Place MarketFront expansion, the viaduct removal has provided an opportunity for multiple agencies to work together to proactively address the replacement and upgrade of major physical infrastructure and physical plant projects, turning the liabilities into assets.

We have a new sea wall, and with it, a restored ecosystem that runs along that waterfront edge. We are rebuilding piers 62 and 63 to provide a much-missed public outdoor space for large community gatherings and cultural space for the city.

We now have the new asset of the Pike Place MarketFront resulting in 300 new parking spaces, 10,000 square feet of retail space, the new public outdoor space and day-stall facility.

And we have the asset of the Overlook Walk to look forward to when the viaduct disappears, making way for the tree-lined boulevard that will support not only a Department of Transportation need, but also a pedestrian and biking thoroughfare through the waterfront park.

Community

Perhaps our greatest potential lies in the envisioned future of the waterfront as an instigator for social change.

With the Third Avenue visioning sessions underway, the Downtown Seattle Association provides a good example of how public-private partnerships can provide guidance for private

land, building and business owners to make investments that run parallel to public infrastructure planning. This needs to be an integral part of the equation for a vibrant community.

Alongside public infrastructure and private investment, we must commit to new and expanded ways of making social service investments. An example of the reimagined waterfront from the Pike Place Market is the drop-in resource center on the southeast corner of the MarketFront project, The Market Commons. Whether someone is a visitor to the city or from a marginalized population looking for resources, The Market Commons is a place to come, get information, enjoy a cup of coffee, and when you

walk out, find yourself in a better position than when you came in.

Moving forward, we need to consider this commitment to social betterment by leveraging both public and private investment dollars so that the investment made by an affluent community also has a plausible impact on the communities-in-need. Beyond rhetoric, it requires conscious and active commitment and investment to that end.

The city will need to continue to engage the private development community, working with property and business owners as they make their own investments in response to the transformation of the public realm. Retail storefronts, pedestrian landscapes

and office buildings that line the new waterfront all need to offer the same level of vibrancy as the revitalized public right of way.

We are off to a strong, collaborative start, gathering the voices of many perspectives — all bringing us to the brink of positive changes. This is a moment that will define who we are in our own cityscape, as well as how we are seen from beyond as leaders who not only believe in social betterment but know how to make it happen. It's go time.

Rico Quirindongo, AIA, principal at DLR Group, leads the Northwest civic practice. He also chairs the Pike Place Market Preservation and Development Authority.



BUILDING TO THE SKY

Representing outstanding building contractors throughout the Northwest and Alaska dedicated to providing highly skilled professionalism in the iron working industry—Reinforcing, fabricating, rigging, welding; and metal buildings, steel erection, ornamentals, fences, doors and other specialty needs.

To obtain contractor information or request bids for a specific project visit: www.ironemployers.com

NORTHWEST IRONWORKERS EMPLOYERS ASSOCIATION

Shoreline Development & Permitting *in Washington State*



THE SEMINAR GROUP

JUNE 6 & 7, 2019

SHERATON GRAND
SEATTLE

Seattle, WA

ACCREDITATION

**WA MCLE, OR CLE,
CA CLE, APA**

(see website for details)

This program is designed to help the regulated, the regulators, tribal members and conservationists navigate issues facing Washington's Shorelines. It will offer a detailed overview of the permitting process and ways to resolve problems with competing uses of marine waters.

Activities in shoreline environments can trigger overlapping and sometimes inconsistent local, state and federal regulations, as well as consideration of tribal treaty rights. These layers of regulation can equally impact developments ranging from small residential activities to large public infrastructure projects. Meanwhile, regulators and treaty tribes are tasked with balancing the many legitimate uses of the state's shorelines with the protection and presentation of the abundant natural resources located in shoreline areas.

Please join us as we explore the issues that impact the development, conservation and regulation of Washington's river, lake and marine shorelines.

Program Co-Chairs



Tadas A. Kisielius is a partner in Van Ness Feldman LLP's land use practice group. He helps clients secure and defend state and federal environmental permits and local land use approvals for controversial or complex development projects.



Samuel W. "Billy" Plauché is a partner with Plauché & Carr LLP. He provides counsel on issues regarding natural resources, land use, and environmental regulations. He has represented clients on a variety of matters taking place in shoreline areas.

TSGregistration.net/5841SDJC

206-463-4400

Use Code SPP100

\$100 DISCOUNT

WATERFRONT PARK FITS HOW SEATTLE LIVES, WORKS

The new park will support downtown residents and attract more Seattleites and visitors.



BY MAGGIE WALKER & HEIDI HUGHES
FRIENDS OF WATERFRONT SEATTLE

VISIT THE SHOWROOM

Friends of Waterfront Seattle is the city of Seattle's nonprofit partner helping to build the park and ensure its lasting success. Following the public-benefit partnership model, we educate the public about the park and its benefits, raise philanthropic funds to build the park, and will partner with the city to fund, manage and program the park long-term.

Our goal is to make the central waterfront a public mixing ground where all communities can share cultural, recreational and civic experiences in a beautiful environment.

Explore the future park at our project showroom, Waterfront Space, at 1400 Western Ave. in Seattle. It's open noon-5 p.m., Wednesday to Sunday.

Seattle's waterfront, like its industries and its workers, is evolving. Now that the viaduct has been traveled for the last time, its noise and dirt have stopped. Soon, the structure itself will disappear, allowing sunlight onto a waterfront newly connected to the downtown core.

We've always known this was going to be an extraordinary opportunity for our city, and we're committed at a high level: Friends is the nonprofit partner created as part of the city's waterfront strategic plan to help build and manage the new park spaces. We are raising philanthropic funds to help construct the park and provide free community programming for all users, and will work with the city Parks Department to maintain the park when built.

With local improvement district funding in place, construction is imminent and we are getting an even clearer picture of how the new central Waterfront Park will benefit the region.

Our continued economic growth depends on our ability to anticipate the needs of future generations of workers and industries, and Waterfront Park is an important element of that. It's been fascinating to see how other cities nationally are benefiting from similar projects.

Knowledge-economy workers choose to work where they want to live, and that tends to be in dense, walkable and vibrant mixed-use environments. Projects like The High Line, Brooklyn Bridge Park and The Yards Park have been a boon to residents, workers and visitors.

Seattle's timing could not be better. Once Waterfront Park is complete, it will:

- **Attract people from all over.** The emerging Waterfront District won't just be a nice place for downtown residents, but an asset to the whole region. With a concentration of small businesses, a new park offering music and cultural activities, space to run, bike and play, the waterfront will attract people from across

the region and the state.

- **Support and attract downtown residents.** People of all ages and stages of life are choosing to live downtown, and downtown residents keep a city vibrant by supporting large and small retailers, restaurants and cultural activities. Children under 18 are the fastest growing downtown demographic, and a high percentage of lower-income residents live within walking distance of the waterfront: 42 percent have incomes under \$35,000.

- **Retain workers and businesses in the core.** Investments in signature urban spaces like the new waterfront help attract and retain workers, especially knowledge workers. These workers aren't just in tech — they are essential to other established industries such as aerospace, advanced manufacturing, agriculture and trade.

- **Provide investment returns to the city.** The plan for the waterfront was intentionally diversified with funding from the state, city, port, property owners and philanthropists. This means we can have a great waterfront without sacrificing other city priorities. The large initial economic impact of construction activity will be followed by hundreds of millions of dollars in ongoing



A rebuild of Pier 62 will be finished later this year; construction of the entire park will be finished in 2023.

IMAGE FROM FRIENDS OF WATERFRONT SEATTLE



Alaskan Way Viaduct & Seawall Replacement Project

SHANNON & WILSON

Geotechnical Engineering
Seismic Engineering
Tunneling
Construction Dewatering
Hydrogeology/Infiltration
Well Services

Waste Management & Landfills
Remedial Design & Implementation
Due Diligence
Natural Resources
Surface Water Management

Offices Nationwide | shannonwilson.com

Marina Square will have two towers over a 365-stall garage podium that will also serve the marina and provide some overflow parking for ferry commuters.



IMAGES FROM SOUND WEST GROUP

NEW LAW GETS DOWNTOWN BREMERTON BACK ON TRACK

Opportunity Zones give tax breaks for revitalizing economically challenged areas.

The city of Bremerton has a proud history as a blue-collar town, with one of the largest naval shipyards in the country.

When German immigrant William Bremer founded Bremerton in the late 19th century, he recognized the unique physical characteristics of the harbor, including a glacial cut resulting in a 600-foot drop in depth at the edge of the shore. That deep shelf would later enable aircraft carriers and battleships to moor along the waterfront at Puget Sound Naval Shipyard.

The water connection has been essential throughout history, from Native Americans' reliance on fish for sustenance, to trade, recreation and transportation, including the many foot ferries known as the Mosquito Fleet that connected Bremerton and the Kitsap Peninsula to Seattle, Everett, Tacoma and other ports of call.



BY WES LARSON
SOUND WEST
GROUP



Around the corner from Marina Square is Quincy Square, where developers restored the Roxy Theater and repurposed two old buildings into apartments.

A stock of dated, cheap housing (also known as "war boxes") was built overnight on miniature lots to serve the burgeoning demand of the Puget Sound Naval Ship-

yard during World War II. This was a time when population boomed from 15,000 in 1940 to 75,000 in 1944. Rosie the Riveter was a national heroine

and Quincy Jones, whose father moved his family from Chicago to be employed in the shipyard, was growing up in Bremerton's West Hills and discovering his

passion for music.

As was the case with cities throughout the nation, the flight to the suburbs in the 1970s and 80s resulted in a hollowing out

of this great city, as apartment buildings and retail were vacated for subdivisions and malls in Silverdale, and once busy streets were left vacant and buildings abandoned.

What was once an active waterfront — with hotels, apartments, retail, bars and restaurants — gave way to parking lots.

Bremerton, as was the case with many urban centers, became a city in decay and a poster child for urban revitalization. A beautifully situated waterfront community, this city has been challenged by blight.

Opportunity Zones

In the early 2000s, led by Mayor Cary Bozeman, the city began to crawl out from its demise and rebuild its waterfront, reclaiming and redeveloping parking lots into housing, a conference center, restaurants and a hotel. This effort stalled, unfortunately, with the Great Recession.

Now, due in part to a new law in 2018 initiated by a uniquely bipartisan effort creating Opportunity Zones throughout the country, and the engagement by hometown developer Sound West Group, redevelopment and revitalization of downtown Bremerton is back on track. Sound West Group, through its real estate securities sponsor affiliate Sound West Realty Capital, is capitalizing Marina Square as a project specific Opportunity Zone fund.

Opportunity Zones are meant to incentivize investment in revitalizing areas like Bremerton that are economically challenged.

By investing in qualified Opportunity Zone projects, investors can defer capital gains taxes realized on proceeds from sale of an asset. The program is like a 1031 exchange. It differs in that the investor can reinvest the gain from the sale of any asset, not just real estate, into an Opportunity Zone project.

The investor also need only reinvest the capital gain, and not the entire proceeds from sale. Additionally, the investor can realize a partial step up in basis on the investment in the qualified Opportunity Zone project. Most significantly, any capital gain from the investment in the project will never be subject to capital gains tax, provided the investment is held for at least 10 years.

Marina Square

Marina Square, one of the last waterfront properties in the Puget Sound region, is now the site of a \$129 million Opportunity Zone development by Sound West Group in cooperation with the Port of Bremerton, city of Bremerton and other public partners. The project is on 2.2 acres overlooking Bremerton Marina, about 100 feet from the Kitsap Transit passenger-only fast ferry (with a 28-minute crossing to



A 125-room luxury Cambria Hotel will be part of Marina Square.

Seattle) and Washington state auto ferry, as well as the downtown conference center.

Puget Sound Naval Shipyard, employing 15,000 civilian workers in addition to 8,000 active duty military, is just four blocks away from Marina Square. Around the corner is Quincy Square (named for Quincy Jones), featuring the restored Roxy Theater and the repurposed Sears and Ford buildings now called the B Flats apartments, plus restaurant and retail. Planned for the second phase of Quincy Square are more multifamily and retail, as well as an arts, exhibition and entertainment center.

Starting construction in May, Marina Square will have two towers over a 365-stall parking garage podium. The towers will contain 145 apartments and a 125-room Cambria Hotel (the luxury brand of Choice Hotel Group), plus extended-stay units, a restaurant and retail. The three-tier garage will also serve the marina and provide some overflow parking for ferry commuters.

Key to Marina Square is the public square and plaza between the hotel and apartments, which will connect the public from Washington Avenue to the waterfront via a grand staircase to the beach and an adjacent pier. The

open space along the shoreline will be ideal for weddings, picnics, concerts, wine tastings and other events. Access to the shoreline will also open opportunities for water-based activities such as kayaking and jiggling.

Compass Construction and Encore Architects are leading the Marina Square project team. Cambria/Choice Hotels is joint venturing in the hotel.

Efforts are underway to coordinate with tribes regarding restoration of the shoreline to its natural state.

This project is the “buzz” in Kitsap County and the Opportunity Zone world, where it has been highlighted at securities conferences in Chicago and Las Vegas.

Borrowing the title from Jones’ 1989 Grammy Award-winning album: Bremerton is “Back on the Block.”

Wes Larson is principal and CEO for Bremerton-based Sound West Group, an integrated real estate company with over \$300 million of assets under management and over \$300 million under development. Larson is a native of Bremerton and an attorney experienced in international banking and finance.

Proudly providing the Pacific Northwest since 1977 with services for:

- Construction site support
- Stormwater management
- Hydro excavation
- CCTV pipe inspection
- All aspects of storm, sewer, street and parking lot cleaning and maintenance
- 24 hour Spill Response Team



The largest combined fleet of Sweepers, Water Trucks, Eductor Trucks, CCTV, Snow Plowing and Deicing rigs in the state!



WWW.BESTPARKINGLOT.COM



A cable-stayed pier at Waterfront Park juts nearly 100 feet over the Columbia River without any in-water support.

IMAGES FROM GRAMOR DEVELOPMENT

OLD INDUSTRIAL AREA BECOMES A DESTINATION ALONG THE COLUMBIA

At full build out, The Waterfront Vancouver will have 3,300 residential units, 1.5 million square feet of office, retail and restaurant buildings and a waterfront park.

It's easy to look at The Waterfront Vancouver today and forget what once was: An old paper mill, with a railroad track that separated downtown Vancouver from the Columbia River, and no public access to the largest waterway in the Portland metropolitan area.



BY BARRY CAIN
GRAMOR
DEVELOPMENT

What isn't easy to forget is the years needed and the numerous people that invested time in making this project a success.

Thirteen years were spent in meetings between members of the investor group, Columbia Waterfront LLC, and the city of Vancouver, as well as a long list of government agencies including those who specialize in waterfront projects. The team involved wanted to ensure that we weren't just building a commercial development, but a destination.

We knew whole-heartedly that we had the opportunity to impact Vancouver for generations to come and we didn't approach

that responsibility lightly.

Century in the making

As is the case for many waterfront redevelopments across the country, the land along Vancouver's waterfront, which borders the Columbia River, was an unfriendly industrial area. For over a century this sprawling riverfront location was inaccessible to the public, separated from downtown Vancouver.

For some history on the site: In 1905, a sawmill opened on the shore just south of downtown Vancouver, followed by a massive shipbuilding operation in 1918, which was converted to a paper mill in 1962.

All these industrial uses eventually made downtown Vancouver less of a livable community, and most of the Vancouver residential growth occurred north and east of downtown. The city started an effort in 1990 to reverse this trend in the downtown area by sponsoring the Hilton hotel and convention center, rebuilding Esther Short Park and subsidizing the conversion of the Lucky Lager brewery into apartments.

The last piece of the industrial uses and separation from

the Columbia River remained until the paper mill closed in 1996. This opened the door for the redevelopment of downtown Vancouver's most valuable amenity: the riverfront.

Shared vision

In 2005, Boise Cascade offered the 32-acre property for sale. I recognized the unique potential of this site and set out to explore the possibilities of redeveloping it. To tackle a development of this size and scale, and to do so successfully, required a team of professionals from diverse backgrounds, which led to the formation of the Columbia Waterfront LLC. The then newly formed company put the property under contract and began a 4-year process of finalizing a development agreement with the city of Vancouver.

In 2008, the 32-acre site was acquired by this investor group so it could continue the singular vision it had in mind: return the title of "Gateway to the Pacific Northwest" to the shores of Vancouver. The group worked closely with public planners, financing entities, city and Port of Vancouver leaders, as well as local residents, to create a master

plan for development.

The initial plan for the \$1.5 billion development was approved in October 2009. This plan includes 3,300 urban residential units, 1.5 million square feet of office, retail and restaurant buildings and the waterfront park.

It takes a village

While the formation of the partnership and purchase of the land was an incredible first step towards turning our shared vision into a reality, there were still many obstacles that needed to be overcome.

For one, the site had no infrastructure. It took thousands of hours of meetings, planning and a significant investment from Columbia Waterfront LLC and public entities to bring the basics — water, electricity, roadways and a public park — to the site.

One of the most significant modifications was to reroute the train tracks that separated the waterfront land from the downtown core, including the creation of two new access points on Grant and Ester streets. If the \$1.5 billion development was separated from the balance of downtown by a train track, it

would never truly feel like a part of downtown, nor would downtown benefit from the development.

It took the proverbial "moving of a mountain" to relocate a railroad and I will always be grateful for the efforts and cooperation needed from the city of Vancouver, the Port of Vancouver and Washington Department of Transportation Rail Division to make this critical part of the vision a reality.

To create a first-class urban destination and not just a disconnected collection of high-rise buildings, Columbia Waterfront LLC donated over 7 acres and a half-mile of waterfront land, valued at over \$15 million, to be used specifically for a world class park.

Design leadership from the development team and coordination between private and public entities has resulted in outstanding quality for the development's Waterfront Park, as well as the extension of the Columbia River Renaissance Trail — a stretch of riverside trail already used by over 800,000 people a year.

In addition to major local architectural and engineering companies that designed streets and buildings, the development team

spanned national and international partners. Those included PwL Partnership Landscape Architects of Vancouver, B.C.; Larry Kirkland, a renowned public artist with numerous notable monuments in Washington, D.C.; and Fisher Marantz Stone, designers responsible for lighting some of the largest and most iconic structures in the world.

Stronger community, together

The Waterfront Vancouver represents why cities across the country are investing in the redevelopment of their waterfronts through relationships with private investors: To bring new places and experiences to local residents, expand businesses and welcome visitors, improving their community for generations to come.

Today, The Waterfront Vancouver is open and home to thriving restaurants, apartments and businesses, including Twigs Bistro and Martini Bar and WildFin American Grill, which are setting economic performance benchmarks for downtown Vancouver.

Looking ahead, development will continue steadily into this year with more apartments and condos, a luxury hotel, Hotel Indigo, and restaurants including Pizzeria sul Lago, Barlow's Public House, Maryhill Winery and Stack 571 Burger & Whiskey Bar.

This collaboration and partner-



This plaza will be one of several public gathering areas along the Columbia.

ship between private and public entities can be a magnet for investment. As stated in a study from Johnson Economics in 2012: "The Vancouver Waterfront project represents the most viable opportunity for the state of Washington to benefit from the economic activity in the broader Portland-Vancouver metropolitan area."

The present value of the tax contributions from the development over a 20-year period

would be over \$382.6 million for the state and local jurisdictions. Additionally, employment at The Waterfront Vancouver is expected to total over 10,000 jobs when considering both construction labor and ongoing business needed to bring the project to life.

However, the numbers only tell part of the story. The true success of The Waterfront Vancouver can only be measured in the eyes of the community. If they

connect with this place and are proud to live, work and visit, then we have done our job well as development partners.

Barry Cain owns and directs Gramor Development, a commercial retail real estate company responsible for the development of more than 65 retail and mixed-use projects in the Portland-metro area valued at over \$1 billion.

TEAM

Grant Street Pier and Waterfront Park

Public artist and designer:

Larry Kirkland

Architectural lighting design:

Charles Stone
(Fisher Marantz Stone)

Park landscape architect:

PwL Partnership
Landscape Architects

Pier contractor:

Rotschy Inc.

Park contractor:

Tapani Inc.

Blocks 9 & 12 (flagship restaurant buildings)

Architect:

LRS Architects

Contractor:

R&O Construction

Murdock office and Rediviva apartment

Architect:

Ankrom Moison

Contractor:

R&O Construction

Site infrastructure

PBS Engineering

R&O Construction



Vancouver, Washington

PLANNING | ARCHITECTURE | INTERIORS

WWW.LRSARCHITECTS.COM



A flotilla of passenger-only ferries could reach cities that haven't had service in decades.



IMAGE BY KPFF CONSULTING ENGINEERS

FUTURE COMMUTE? LOOK TO OUR WATERWAYS

New foot ferry routes are being studied on Puget Sound, Lake Washington and Lake Union.

Growing demand for transportation alternatives is driving increased interest across the country in waterborne transportation. The Puget Sound region is no exception and is poised to take advantage of our local waterways to move people from waterfront communities to growing job centers in downtown Seattle and South Lake Union.



BY ANDREW BENNETT
KPFF CONSULTING ENGINEERS

Pier 48 presents an ideal opportunity to develop a new mixed-use, multi-modal passenger-only ferry terminal connecting these services to the new Seattle waterfront.

Since the first Native Americans traveled between villages by canoe, the waterborne transportation of people has shaped coastal development on Puget Sound. With the Washington State Ferries 2040 Long Range Plan predicting ridership growth of over 30 percent in the next 20 years, the movement of people across our shores will continue to influence our waterfronts and transportation networks for years to come.

In addition to growth on WSF's large ferries, new passenger-only routes are being studied, planned and operated up and down Puget Sound, as well as on Lake Washington and Lake Union. This new version of the historic Mosquito Fleet will bring the benefits of marine transit to cities that have not had ferry service in decades.

Growing demand for transportation alternatives and advanced vessel technology that reduces fuel consumption and greenhouse gas emissions make these new services feasible; the major remaining obstacle is finding a place to land on Seattle's Central Waterfront.

Central Sound terminal upgrades

The two largest ferry-related developments in the central sound are being undertaken by WSF in downtown Seattle and Mukilteo, with the creation of new multimodal hubs to serve the busiest routes in the WSF system.

At downtown Seattle's Colman Dock, a new terminal on a seismically upgraded pier will serve WSF ferries, which brought over 9 million walk-on and vehicle passengers into downtown from Bremerton and Bainbridge Island in 2018. Other terminal improvements under con-

struction include an overhead walkway connecting the main terminal to the adjacent passenger-only terminal, improved passenger amenities, and a new footbridge over Alaskan Way on Marion Street.

Adjacent to the new terminal building at Colman Dock, Pier 50 is being rebuilt to serve passenger-only ferries operated by King County Metro and Kitsap Transit arriving from West Seattle, Vashon Island, Bremerton and Kingston, with new service from Southworth scheduled to start in 2020.

In Mukilteo, a short walk to the northeast of the existing ferry landing, a new WSF terminal will open the heart of the downtown waterfront to new development, reduce backups on state Route 525, and provide a new overhead passenger loading system.

The new terminal is also closer to Sound Transit's Mukilteo Station and includes a new transit center for Sound Transit, Community Transit and Everett Transit buses. These multimodal connections will make it easier for Whidbey Islanders to reach jobs on the east side of Puget Sound without the need to drive onto a ferry.

Looking ahead, WSF is planning to rebuild or replace the Fautleroy ferry terminal in West Seattle, with the intent

of improving reliability of the service and reducing the impact of ferry operations on the surrounding community. As this terminal serves riders from Vashon Island and Southworth, it is key to improving service on the "triangle route," one of the most challenging services in the WSF system.

Foot ferries on Puget Sound

The West Seattle Water Taxi is a vital transportation link between Seacrest Park and downtown Seattle, with ridership increasing every year. Looking ahead, the taxis will be counted on to provide reliable service throughout Seattle's period of maximum constraint.

In 2016, voters in Kitsap County passed a sales tax to pay for new high-speed passenger-only ferry service to downtown Seattle from Bremerton, Kingston and Southworth. Currently operating Bremerton and Kingston passenger-only ferries are meeting or exceeding ridership projections. New boats will be built for the new route to Southworth, as well as to provide backup vessels critical to reliable service.

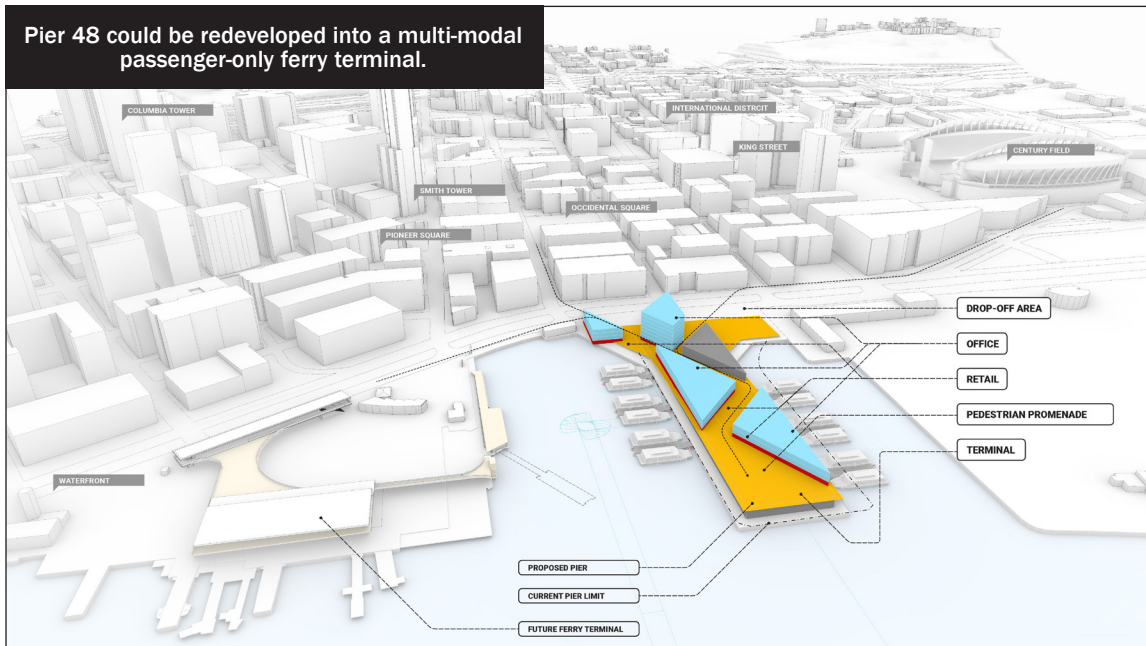
Home values in Bremerton are already seeing the impact of the new ferries, which provide a 30-minute commute to downtown Seattle. The direct

connection to jobs in downtown Seattle is also expected to draw commuters to Kingston and Southworth, where the cost of living is much lower than in King County.

Additional services are in the planning and feasibility study phase, starting with the recently completed Tacoma Feasibility Study, which identified a reliable 55-minute commute from downtown Tacoma to downtown Seattle using 150-passenger vessels. Discussions are underway in the North Sound on potential passenger-only services between Langley and Everett and — if successful — expanded service from Clinton to Seattle, as well as service between Bellingham and the San Juan Islands.

Foot ferries on lakes

On fresh water, private interests are planning to connect high-tech jobs in Renton and South Lake Union, using advanced high-speed ferries running at 35-plus knots on Lake Washington to make the trip in less than an hour. An independent but complementary service on Lake Union is planned to launch in 2020, connecting Lake Union Park with the University of Washington and Fremont using all-electric ferries designed to carry 30 passengers and bicycles.



RENDERING BY LMN ARCHITECTS

Pier 48 multi-modal hub

While passenger-only ferries help achieve the city of Seattle’s goals of providing transportation alternatives and reducing the number of private vehicles coming into downtown, the greatest challenge to the growth of these services is the lack of a place to land. The new Pier 50 will initially have two slips, and while talks are underway to increase that capacity, even more slips will be needed as new ferry services are launched.

An ideal site for an expanded passenger ferry hub is Pier 48, which is owned by WSDOT and is being used as a staging area for Colman Dock and the

demolition of the Alaskan Way Viaduct.

Using the Ferry Building in San Francisco as an example of a successful mixed-use, transit-oriented waterfront development, a rebuilt Pier 48 could be home to restaurants, retail, offices and public open spaces — all built around its core function as a multi-modal transportation hub. Its proximity to historic Pioneer Square and the Stadium District would bring in both tourists and fans of the Seattle Sounders, Mariners and Seahawks.

The Central Puget Sound region is seeing rapid growth in east-west ferry service and new north-south routes can be expected to add options for travelers to

and from downtown Seattle. These services are already driving development opportunities in their originating communities and they need partners in Seattle to overcome the challenges associated with development of sites like Pier 48.

Working together, the public and private sectors could create a modern, efficient multimodal transportation center at Pier 48 that would energize the south end of the Central Waterfront with commuters, tourists, residents and sports fans — seven days a week and well into the future.

Andrew Bennett, a principal in the Waterfront and Heavy

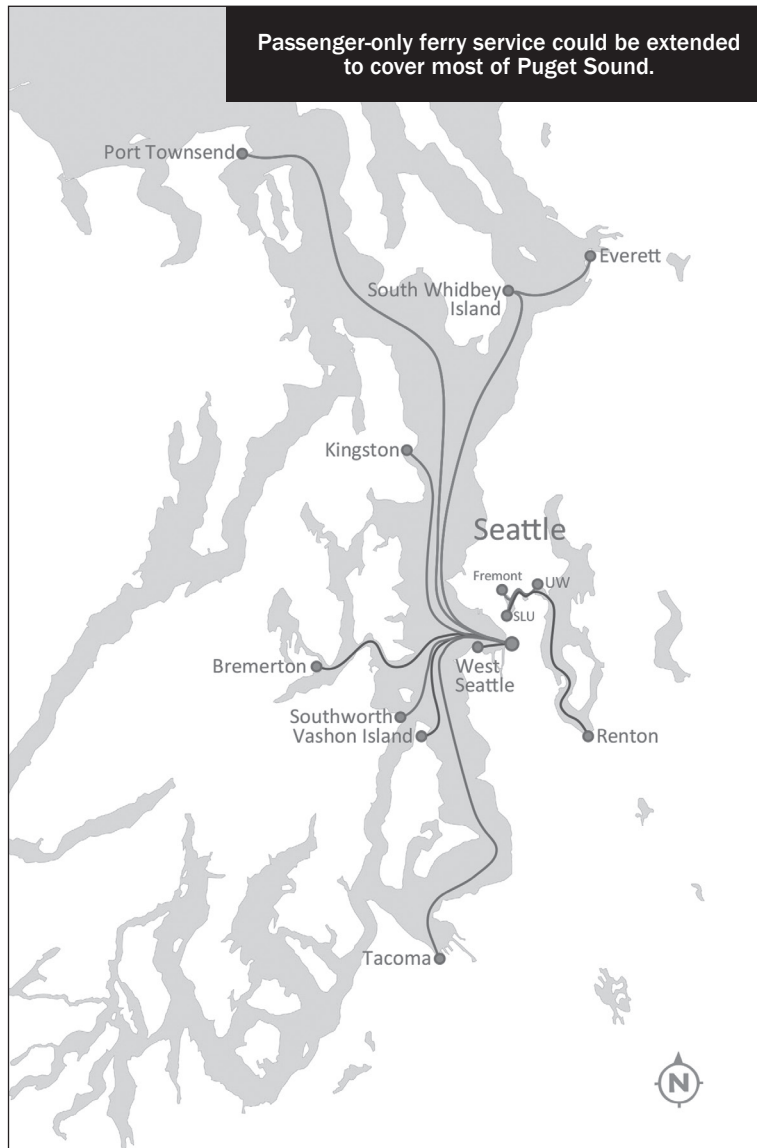


IMAGE BY KPFF CONSULTING ENGINEERS

Civil Engineering Group at KPFF Consulting Engineers, is a naval architect, waterborne transit planner, and waterfront project manager who rides ferries whenever he gets the chance.

WATER

CONTINUED FROM PAGE 9

economic impact over the years, as well as thousands of jobs and millions of dollars in direct taxes.

• **Expand opportunities to small businesses; celebrate Seattle’s many cultures and partner with social service agencies.** Friends is working to ensure this large public project benefits the entire community. For example, we’ll be helping lower-income entrepreneurs establish their Waterfront Park-based businesses. Through partnerships with organizations like Ventures, Friends will provide access to affordable space, business training and micro-loans. Small businesses are the heart of job growth, and it is essential that we make sure everyone can get on that economic elevator.

Diverse groups will also be engaged in cultural, educational and recreational programming so that visitors can experience Seattle’s cultural vibrancy. To keep these goals central to our work, we will expand our organization and diversify our leadership to reflect all Seattle’s communities and cultures.

It’s happening now

Those who are watching the waterfront are seeing the physical transformation: the tunnel construction, the viaduct demolition, the MarketFront expansion. Over the next four years, we’ll also see the construction of Waterfront Park: The Overlook Walk connecting Pike Place Market to the waterfront and restoring viaduct views; Seattle Aquarium’s new Ocean Pavilion with its “sharkulus”; and new trees, bike paths, bioswales, benches and playgrounds.

But just as it takes people to make a house a home, our park won’t fulfill its purpose until it’s filled with people.

This has already started. Friends has been activating the existing waterfront during summers since 2015, and we have employed a three-pronged approach to keeping it welcoming and lively. First, we attract people to the space by bringing an abundance of programming and events; second, for those residents who are experiencing homelessness and addiction, we

are meeting them where they are; and third, we engage law enforcement as appropriate.

We get many questions about that second element. For several years, we have been engaged with Law Enforcement Assisted Diversion (LEAD) to help those in need. By pairing LEAD with our summer programming, we have seen a 30 percent decrease in arrests and citations and a 40 percent increase in attendance at events. This is crucial validation for our approach of honoring all people who come to the waterfront, and we look forward to scaling up this work year-round.

Our waterfront is truly going to be Seattle’s front porch. As a place for recreation and restoration for those near and far, as a place of economic opportunity and as a legacy to our city, our waterfront will improve both stability and growth for our entire region.

Maggie Walker is board chair and Heidi Hughes is executive director of Friends of Waterfront Seattle.

WE DELIVER!

gray lumber company

800.GLC.GRAY
graylumber.com



WHAT'S NEXT AFTER THE VIADUCT COMES DOWN?

WATERFRONT PARK

C O M I N G 2 0 2 3

Reconnecting the city to its shoreline — a green, welcoming public park is coming to Seattle's waterfront. Check out www.friendsofwaterfrontseattle.org for all the beauty, fun, and access in store.



SWEEPING VIEWS WITH OPEN SPACES FOR ALL TO GATHER, PLAY, RELAX, AND ENJOY



LUSH NATIVE PLANTINGS CREATE A BEAUTIFUL, SUSTAINABLE URBAN ENVIRONMENT

Friends of Waterfront Seattle is the City of Seattle's nonprofit partner helping to build the park and ensure its lasting success. Following the public-benefit partnership model, we educate the public about the park and its benefits, raise philanthropic funds to build and operate the park, and will partner with the City to manage and program the park long term.

friends
of WATERFRONT SEATTLE

INFO

VISIT WATERFRONT SPACE, THE FUTURE PARK SHOWROOM: 1400 WESTERN AVE., SEATTLE
JOIN US FOR A FREE TOUR DURING OPEN HOURS: WEDNESDAY - SUNDAY, NOON TO 5 PM