Vancouver Mill District Charrette

Presented by
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Sponsors: City of Vancouver, C-TRAN David Evans and Associate, Inc.

Team: SERA Architects, Myhre Group, Portland State University

Participants: Local and national experts from throughout the country
Why the Mill District?

• Vancouver is receiving a new light rail line as part of the CRC
• Mill District will have new stations and a park-and-ride
• Mill District lacks an identity (sits between two established districts)
• Mill District is bisected by a major truck routes (Mill Plain/15th Couplet)
The Task

Identifying transit oriented development (TOD) opportunities that will spark creation of a livable, sustainable, vibrant, economically successful Mill District.

Identifying potential key investments that complement light rail and catalyze development.

Envision an identity for this part of the Vancouver central city.
Public Transit

Future Transit Service

- Light Rail Transit
- Eight local bus lines
- Proposed Bus Rapid Transit (BRT)
Vancouver Context
Existing Land Use

Vancouver Current Land Use and Future Transit Alignment

Legend:
- Mill District
- Planned Park-and-Ride
- Planned Light Rail Station
- Potential Light Rail Station
- Government
- Commercial
- Residential
- Church
- School
- Industrial, Warehouse & Storage
- Recreation
- Road Surface
- Public Parks

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2010
Rail-Dolution
Photo Tour of the District
Park-and-Ride and Station Site

C: To the north – a commercial building used for storage

D: To the north – a parking lot

E: To the west - auto service business

F: To the west - auto service business
G: To the south - Drive-in restaurant and one-story commercial buildings and 15th Street Arterial.
Commercial Development

Old Storefronts and new Office/Commercial Development
H: Typical development (residences, small businesses, vacant land) on 17th St in the northern part of the Mill District
Vancouver Vision
Vancouver City Center Zoning (CX)  
• Mixed uses (Retail, office, commercial, and residential)  
• Building heights up to 200 feet  
• Parking requirements for development are low. Surface parking is limited  
• Buildings must be at edge of sidewalk with limits on blank walls
Charrette
Charrette Results

Five Major Themes

• Main Street should be the focus of revitalization.

• The park-and-ride must be context sensitive and integrated with the community.

• Connections to Uptown Village, Downtown, and amenities east of Interstate Five (colleges, community center, VA Hospital) must be enhanced.
Five Major Themes (cont’d)

• The major-east west arterial couplet Mill Plain/15th should retain its function, but be reimagined.

• Redevelopment opportunities should be judicious and opportunistic.
The Plan
Massing on North South Axis
Mill District/Uptown Station
Integrated Mixed Use Park & Ride
The Plan

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Questions?