City of Vancouver
City Center Redevelopment Authority

Richard Keller
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Marc Fazio
Secretary/Treasurer

Christine Wamsley
Jack Onder
Deborah Ewing
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Staff
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Meeting Summary/Meeting Minutes

October 20, 2016
11:50 p.m.
Council Chambers, City Hall

ROLL CALL

Present: David Copenhaver, Deborah Ewing, Christine Wamsley, Jack Onder, Richard Keller

Absent: Marc Fazio

Staff Present: Brent Boger, Chad Eiken, Greg Turner, Andrew Reule, Willy Williamson, Jan Bader, Rosemary Armour

APPROVAL OF MINUTES

Motion made by Christine Wamsley, seconded by Debi Ewing and passed unanimously to approve the Minutes for September 22, 2016.

DEVELOPMENT ACTIVITY UPDATES

Chad Eiken, Director, Community and Economic Development, City, reported on changes and updates on the Development Project List. Pre-applications have been submitted for the Hurley Office Tower at Columbia and 3rd for a 6-story office tower; 8,100 sf. Satellite Restaurant/Retail Building at Vancouver Mall; Mini Warehouse at 121st Ave & NE 56; Delta Plaza, proposed gas station with retail and a car wash on Grand and SE Columbia and West Coast Marine Cleaning, an Industrial Building on Old Lower River Rd. Preliminary site plans have been submitted for Open House Ministries Family Center, a family resource center on 13th St., and Vancouver Waterfront Block 6 has just received preliminary site plan approval.

CCRA DEVELOPMENT SUBCOMITTEE REPORT

Chad reported that the committee met in early October with all three members in attendance. The only item on the Agenda was Design Review of Block 8 and the committee's recommendation unanimously was to approve the design that has been proposed.

WATERFRONT BLOCK 8 APARTMENTS – DESIGN REVIEW

Esther Liu and Stephanie Randall, LSW Architects, presented their presentation. Please see "Block 8 the Waterfront Vancouver PowerPoint Presentation" dated September 2016. This project is 7-stories with one lower-level parking, for a total of 8 stories and will have 188 units and 209 parking spaces. They wanted to capture the site, which is pretty unique with river and mountain views and the I-5 corridor for viewing along with the park. They wanted to make the entire project front and center facing the river and that is why they have the glass bar at the south side and to make a very nice compliment they used brick on the other three sides to really anchor and relate to the

rest of downtown Vancouver and its roots. The ground floor is pretty much all retail except for the necessary service areas on the east side.

Josh Oliva, Developer, stated that they looked at how this building would interact with the river and park as those are the focal points of the entire waterfront development. He believes along with the retail on the ground-floor interacting with the restaurant buildings and the waterfront trail would draw people in and the design that LSW came up with the glass is unique in apartments, especially with what else is going on in Vancouver right now. They sacrificed the more typical decks and balconies with this glass front that they thought was a nice transition from the new, which is what is going on at the waterfront to the traditional in the back with the brick and what is more typical in downtown Vancouver and it makes a nice transition of the two times in Vancouver's history. They also spent a lot of time trying to get light into the back of the building because it is a large building and when you see most of the site plans it looks like the building orients north and south but the middle does have some openings to the south, which will allow some natural light at the back of the building.

President Richard Keller asked what kind of rents they are expecting.

Josh responded that this is a two-year building cycle and another six months of permitting, so the market will determine that at that time.

Richard asked if there was any news on financing.

Josh responded that it is too early as they are trying to keep up with the other development going on with Block 6 and trying to get this project completed within the first phase. They have raised the necessary equity financing and will be out in the market shortly for the other half of that.

Richard asked if the expectation is to start construction next year.

Josh responded that it would probably be spring/summer of 2017. They have already started with a grading permit for the basement level. They are trying to sequence this project on the heels of the Block 6 project and are going to be using the same contractor, so there are some economies of scale and timing that will benefit both projects.

Richard asked the members of the subcommittee to comment on the project.

Board member Jack Onder commented that it is a really nice building and the material choices are top of the market. The curtain wall type of construction is unusually good and he likes the fact that there is more glass on the river and the more traditional brick on the roof side reflecting its relationship back to the city. The one thing the committee did talk about was that maybe the advantage of having more decks on the units should at least be noted and considered. Being on the river with that relationship it could really enhance the rental attractiveness.

Josh responded that they definitely debated quite a bit about this and the pros and cons, especially with the envelope of the building and the rain protection and the moisture intrusion were certainly issues that were not debated lightly.

Board member David Copenhaver commented that it was a great looking project that exceeds the minimal design standards that were set and is a great first step in establishing a precedent for future development. It is a gorgeous looking building and he believes it is a great addition to our skyline.

Richard commented that it was a spectacular effort and hopes it all works out.

Motion made by Debi Ewing, seconded by Christine Wamsley and passed unanimously to approve the design of Waterfront Block 8 Apartments.

JEFFERSON APARTMENTS

Esther Liu and Kristina Walsh-Daarud, LSW Architects, presented their presentation. Please see "Jefferson Apartments Vancouver" Presentation dated September 2016. Esther stated that this location is in an industrial area and very close to downtown and the proximity of the site is very close to the train tracks. The site is a very challenging shaped site and they came up with a fairly simple design of two bars that mimic the box-cars that would be running through and tied it together with a bridge and these were some of the inspirations when they were designing all the different qualities of what was directly in that area.

Josh stated that this is part of the waterfront access project where the city reconfigured Jefferson Street where it turns into 8th Street and did a really nice job on the road improvements and as a result there was surplus property that he bought along with a property that had gone back to the bank. He was able to acquire the land at a good price and given the activity going on in downtown some of it geared more towards the higher end and certainly as has been well documented from his time on the Affordable Housing Committee, housing is on the lower-end and the median income range is in high demand and the intent was to build a product that would result in rents that were more in line with those income levels. They don't plan on going the tax credit route with this project, although that might avail itself later. He wanted to build something nice with some architectural interest on a site that the city, whether they intended for it or not, is really a nice site with road and frontage improvements which in turn lowered his costs.

Board Members Christine Wamsley stated that she has a hard time finding parking and asked how they figure with 89 units, only 81 parking spaces.

Esther stated that in the transit district they can go down to 67 so they are actually providing above and beyond.

Josh stated that the code would allow that but from a market standpoint, which ultimately is what is going to drive that, and based on other research and talking with people with similar type product in the urban core, one-to-one is a pretty good ratio and in general there is a trend of folks getting by without a car more and more.

Richard asked if there was any news on financing for this project.

Josh responded no, but this is a smaller project and believes he has the equity lined up.

PEARSON AIRPORT & BUILDING HEIGHTS DOWNTOWN

Willy Williamson, Pearson Field Airport Manager, City, and Jay Haldeman, Chair, Aviation Advisory Committee, presented their PowerPoint Presentation. Please see "Pearson Field & City Development" presentation dated October 20, 2016.

Jay Haldeman stated that his presence here today was to open a line of communication with what happens at the airport and what is going on with development in the city.

Jay stated that you can see from the presentation the impact of decisions of the board and city to do more development to make this city great, that the airport has an impact on development and development has an impact on this airport. This means that traffic flight patterns will shift for the better in some cases, but as we put buildings in the way of that flight path they will shift again.

Richard asked how difficult the six-story Hurley Development is going to be.

Jay responded that it is right in the middle of the departure corridor, but the FAA looks at a point in space and says it's not a hazard to aviation, but if you are sitting in the front seat of a small aircraft on a hot day and you are looking over the nose of that, then that building is right in the middle of where you are going.

Richard asked ideally how high that building should be.

Jay responded that he believes it should be held to the 66 feet the city code allows in that area and this is the shifting they are trying to get ahead off. There is a project coming every month, which is what we want is to build this core out and make it a great place to live; but it is going to affect this airport.

Willy commented that the other side of this is that there is a livability component to consider to. The closer to the airport the lower the airplane is going to be flying, and the higher the building the closer you are going to be to that flight path, and if you're directly underneath them you are going to get more noise, so it becomes a livability concern.

Jay stated that what is not considered is the aggregate here. As you add a development and then another and so forth, the FAA when they do their analysis doesn't look at aggregate they look at a point in space for each one of these buildings at a time. As you add more and more and the shifting of the flight path changes; where are they going to go, over Esther Short Park in the middle of a concert, or right across City Hall. This needs to be looked at and considered every time. The new projects that are coming to the city are great but we have an asset in Pearson Airport that we have to watch out for.

Richard stated that in his personal opinion this airport is critical to our community and there is no way in the world that we would want to compromise it. What is unknown to the board is the process that is adequate for everybody in working with the city to result in decisions that make sense to everyone.

Willy stated that it's key to get himself and the Aviation Advisory Committee to the table to discuss it with the board. He has been the Airport Manager for nine years and there hasn't been as much development in recent years because of the economy. He stated he has to look at not just the airport but also at how the airport affects the city and everything else. He wants to be at the table so that it can be worked out together and not have a catastrophic problem.

Richard asked what could be done to integrate Pearson Airfield and the process to get a new development project off the ground.

Chad responded that the code for building heights basically gives complete deference to the FAA in determining whether a building can go taller than this base level height. Pearson is bringing a different perspective in that the FAA is operating out of Renton with their computer models they may not know exactly what all the obstacles are and what they are asking for is to be allowed to participate in that discussion and share their concerns when those buildings are proposed in that particular corridor.

Richard asked if there was any effort to hire an expert on this.

Willy responded that we have a lot of expertise; his education is in aviation and aeronautics, Jay is a professional pilot and Bill Frost is a retired FAA employee and Air Traffic Manager and are well versed in how the air space operates, so we have enough to come to the table and speak in an educated fashion.

Richard responded that he doesn't know how to fix this situation where someone wants to put up a six-story building and it is okay per city code and it is okay for the FAA but in the end it makes it really difficult for private pilots to get up and over in time.

Jay responded that Richard had very eloquently stated exactly what the issue is; they need to get in on the frontend of it, right now they are at the backend. Airport staff needs to be there when the discussions start and Chad has been meeting with them and trying to find ways to do this.

Debi commented that she believes the subcommittee should be involved from the get-go before the developer starts building to the FAA standard if the development falls within that certain flight path area outside of Pearson Field.

Jay commented that because of all the confines with the FAA, Noise Abatement issues, safety, and trying to stay away from Esther Short Park they agreed upon this path. The path is being encroached upon and that is the point here and if they can get ahead of this and talk about it before things are in the pipeline they can help make this a viable development plan and a viable airport all at the same time.

Willy stated that he is working with Chad about this right now and they are going to get some stuff worked out pretty quick. The building heights that are in the municipal code right now are fine; they are not ever going to be a problem.

Richard commented that if it is specific parcels that potentially could be troubling to them then they could come back with a list and discuss it.

Chad stated that they are working on that and this was intended to be an introduction to the topic and issues, knowing that they would be back with an update at some point.

David commented that it is part of the City Center Vision plan that the city adopted and there are exhibits that show the cone of influence for the airport, so when you are developing within that it is pretty clear whether you're in that sphere of influence or not and have to go to the FAA. This is a real concern and it needs to be addressed and he thanked Willy and Jay for coming to the meeting and bringing it to the board's attention and stated that it was very informative.

Richard stated the sooner they can get really specific the better as there is going to be a lot of development in the next couple of years.

Chad stated that this is just a great example of a number of issues that we are running into with a growing city where competing goals sometimes just bump into each other and we have got to figure our way through them.

COMPARATIVE ANALYSIS OF ECONOMIC DEVELOPMENT DEPARTMENT STRUCTURES, FUNDING, AND STAFFING

Due to time constraints this item was tabled for the November 17meeting.

OTHER BUSINESS

No other business to be addressed.

EXECUTIVE SESSION (AS NEEDED)

No executive session was needed.

PUBLIC TESTIMONY

Richard opened Public Testimony and, receiving no testimony, closed Public Testimony.

NEXT MEETING

There being no additional business, the meeting adjourned at 1:15 p.m.

The next regular meeting will be held on November 17, 2016, at 11:50 a.m. at City Hall, Council Chambers.

Approved: _____

Richard Keller, President