

**Hines, Maurice**

**From:** Columbia River Crossing  
**Sent:** Monday, October 24, 2011 4:10 PM  
**To:** Columbia River Crossing  
**Subject:** FW: Meeting with Perkins /Coie LLP

**From:** Gray, Joe  
**Sent:** Monday, October 10, 2011 3:03 PM  
**To:** document.control  
**Cc:** Pressentin, Anne; Palazzo, Mike  
**Subject:** Meeting with Perkins /Coie LLP

**Date:** 10/10/2011  
**Time:** 10:00am – 11:10am  
**Location:** Offices of Perkins / Coie LLP  
**Attendees:** Steve English, Stephen Pfeiffer and two owners of Buena – Hayden LLC (Did not get the Names of the owners)

**B-001-001**

Met with the above listed at the Attorneys office of Perkins / Coie LLP today. The meeting was about the potential impacts to the Buena-Hayden properties due to the CRC project. I was asked many different questions about the project and funding related to it. I let them know that the FEIS information was up to date and that was what we were using to identify properties that maybe impacted by the project. The attorneys wanted to know how much money was being spend monthly on the project and I told them that I did not have that information. I was also asked about how many people were employed at the CRC office and I told them I was not sure, but around 40-50 and that changes based on the work needs. The main reason for the meeting was to see when and how much we were going to pay the owners (Buena – Hayden LLC for their property and when were we going to do that. I explained that we were not purchasing any R/W at this time and we were not moving forward with R/W till after ROD and if we had funding to move forward.

They asked if we would be will to buy the vacant property (Newport Bay) now before they have a new owner or lease it out. They say there is plans to have Denny's move to that location and on the Denny's site place a new Starbucks there. Also they told me that they feel they are Damaged due to the project taking so long. They feel that their properties are not selling or can sell because of the project and no one is will to purchase then have to move due to the project. This has created a hardship for the LLC and the CRC project caused this. The Attorney (Steven English) asked if we were willing to lease or buy the Newport Bay property at this time. I explained the process of this and that I could not answer this at this time, because I needed to know if the project had funding for this type of process. Mr. English told me that they are going to put a proposal to me and want a response quickly on the properties in question. Mr. English stated that he would not like to take action against us, but he feels his clients are damaged and wants to come up with a resolution that helps all of us. I told him to put the proposal together and get it to me and we would look it over and get back to them.

Joseph A. Gray  
Right -of- Way Manager  
*Columbia River Crossing*  
office: (360) 816-2171  
Cell: (360) 601-8991

**B-001-001**

This comment is a summary of a meeting between the ODOT right-of-way manager and impacted property owners and their representatives. The property owners' concerns will be resolved through the right-of-way acquisitions process, which will meet the requirements of the Uniform Act. Information about expenditures is available by contacting the project office.



P.O. Box 83719 Portland, OR 97283-0719  
(503) 289-2669 / FAX 289-2825

October 24, 2011

Columbia River Crossing Project  
700 Washington Street, Suite 300  
Vancouver, WA 98660

RE: Comment by DMI in response to the FEIS

Dear CRC:

**B-002-001** I am a planner representing Diversified Marine, Inc. ("DMI") at 1801 N. Marine Drive, Portland. I am writing to respond to the Final Environmental Impact Statement (FEIS) issued on September 24, 2011.

1. Section 3 of the FEIS states:

*The information presented in this section [Section 3.3 – Property Acquisitions and Displacements] is based on the analysis described in the CRC Acquisitions Technical Report, included as an electronic appendix to this FEIS. (p. 3-79)*

DMI objected to the Acquisitions Technical Report in our June 23, 2008 letter to the CRC, which is included in the DEIS as comment item number B-059. We continue to make those objections to the Acquisitions Technical Report, because the information in the FEIS does not resolve them.

**B-002-002** 2. The discussion of information about the North Portland Harbor gathered since the DEIS was published (pp. 3-81 to 3-82) does not include any new information about DMI or other uses on the south side of harbor. It addresses only the floating homes on the north side of the harbor.

However Exhibit 3.3-3 (Figure I, p. 3-86) shows what appears to be acquisition of at least an easement at the east end of the DMI site, with consequential significant impacts to the existing DMI office building. And Exhibit 3.3-4 (Figure F, p. 3-87) shows that the project footprint will include land owned by ODOT and leased to DMI that is critical to parking and storage needs of DMI. Acquisition of ODOT-owned property is discussed in a sidebar on p. 3-90. But its significance to DMI is not considered expressly in the FEIS.

### **B-002-001**

The Acquisitions Technical Report has been updated for the Final Environmental Impact Statement. Please see B-002-002 through B-002-010 below for responses to Mr. Epstein's specific concerns.

### **B-002-002**

The pages you reference (3-81 to 3-82 of the FEIS) are under the header "Existing Conditions" and describe the existing conditions in the project area specific to North Portland Harbor, and are not under the header "New Information Developed Since the Draft EIS."

Exhibit 3.3-3 (Figure I, p. 3-86) illustrates a permanent property easement on the DMI site. This subsurface easement would likely cause the displacement of one structure on the property, as identified in Appendix E "List of Potential Property Acquisitions" on page E-30.

DOT-owned property is intended for transportation-related uses in the long-term, with which the CRC project is compatible.

Representatives of ODOT will work with DMI during the real estate acquisition process to ensure that fair market value compensation will be provided, in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended).

**B-002-003**

3. There is discussion of permanent subsurface easements for soil stabilization near the Marine Drive interchange. (p. 3-88). Although not discussed there in detail, we understand from discussions with CRC and PDOT staff that soil stabilization is likely to require removal of the existing DMI office building on the east end of our property.

At p. 3-90, the FEIS states that, “[p]roperty used temporarily during construction could be returned to its owner once construction is complete.” Reconstruction or replacement of that office in its existing location may not be feasible, because the office now is situated on the harbor dike where the Soil and Water Conservation District would not allow its reconstruction or replacement. This issue is not addressed in the FEIS.

**B-002-004**

4. At p. 3-93 through 3-95, the FEIS discusses compensation and relocation for permanent property impacts consistent with the federal Uniform Relocation and Real Property Acquisitions Policies Act of 1970. However as pointed out in comment item code B-059, we understand from our lawyers (who are experienced in such matters), that DMI will not be compensated for the following:

- (a) The loss of its leased storage and staging yard and off-street parking;
- (b) Lost income during the move to and refitting of another site;
- (c) The cost of in-water facilities that would have to be abandoned and rebuilt elsewhere;
- (d) Disruption to and loss of work during the move;
- (e) The cost to obtain permits at the new site; or
- (f) The loss of the key technical personnel and physical and proximity relationships on which the business depends.

Although the FEIS discusses compensation for impacts to businesses in the North Portland Harbor, such as DMI, it does not discuss these uncompensated impacts.

**B-002-005**

5. Section 3 of the FEIS states:

*In the Marine Drive interchange area, five marine-related businesses with a total of 25 employees and \$10.6 million in annual sales would be displaced under the LPA. These businesses are dependent upon a location close to the river in order to operate. Finding suitable locations for boat sales and a boat dock and repair may be difficult, as much of the Columbia River area in the vicinity of highway access is built up for either residential or industrial/commercial use. The Oregon Department of Transportation (ODOT) would partner with TriMet to provide relocation assistance to these businesses. (p. 3-107)*

*All displaced businesses would be offered relocation assistance in accordance with the Uniform Act. Some of these displaced businesses may choose not to relocate locally. Even with relocation assistance, some of the employees may be unable to retain their jobs; for example, an employee may have to accept a new job during the transition period of relocation. (p. 3-107)*

### **B-002-003**

As mentioned in the response to B-002-002, a subsurface easement would likely cause the displacement of one structure on the property, which you refer to as the DMI office building.

This easement is designated a permanent easement not a temporary construction easement, therefore, the statement about property temporarily used during construction is not applicable.

With regard to the possibility of reconstructing or replacing the office in the existing location, the FEIS disclosed the impact that a structure would be displaced on the property. Whether or not the structure could be rebuilt in its existing location, or on the property at all, is outside the scope of the NEPA process and would be addressed in the right-of-way acquisition negotiation process.

### **B-002-004**

The FEIS states on page 3-93 "Where property acquisition and residential or business displacements are unavoidable, the project would provide compensation and relocation assistance." These compensation and relocation assistance measures would comply with the Uniform Relocation and Real Property Acquisitions Policy Act of 1970 (as amended) and any other applicable federal and state regulations. Mr. Epstein's comment assumes that Diversified Marine will be displaced; however, it is not expected that Diversified Marine would be displaced by the CRC project improvements. Additionally, for displaced businesses, the FEIS does not specifically state the compensation provided to each displaced business, as this is something that is negotiated following an appraisal and during the property acquisition and business relocation process.

### **B-002-005**

Please see response to B-002-004.

**B-002-005** | As noted above, the FEIS does not discuss uncompensated impacts and does not adequately assess the significance of the loss of DMI if its office building cannot be relocated or replaced and/or if DMI cannot obtain ample vehicle parking and storage and staging areas proximate to the shipyard.

**B-002-006** | 6. Exhibit 3-4.6 at P. 3-110 identifies parking impacts of the project. It does not list loss of parking for DMI now situated on land leased from ODOT. This are a temporary and permanent effects that are not discussed in the FEIS.

**B-002-007** | 7. Section 3 of the FEIS states:

*Construction activity for the LPA would temporarily disrupt land uses on Hayden Island, but would not likely have as much of an effect elsewhere in the project area...* (p. 3-119)

This statement is incorrect. Construction activity associated with the LPA in general and with the LRT and Hayden Island collector bridge in particular will disrupt operations at DMI in at least three ways: (a) temporary (and perhaps) permanent loss of the DMI office building; (b) loss of parking for DMI and (c) loss of storage and staging areas on land leased from ODOT.

**B-002-008** | 8. In the discussion of long-term effects, Sections 3 and 6 of the FEIS states:

*Most negative economic impacts would result from business displacements, losses in parking, or changes in access to businesses. For those businesses displaced by the project, the acquiring agencies would provide a relocation assistance program. Property acquisitions affecting other uses would also be mitigated by relocation assistance, as described in Section 3.3, Property Acquisitions and Displacements.* (p. 3-120)

*Property owners would receive just compensation for the estimated value of land and improvements acquired and for other impacts that result in a measurable loss of value to the remaining property. Just compensation would also be provided for displacement of personal property, including situations where there is a displacement of personal property that is not owned by the property owner or tenant (known as personal property only relocations).* (p. 6-17)

As noted above and below, the FEIS does not address uncompensated impacts and the potential loss of DMI due to the inability to restore the DMI office building and to replace leased parking, storage and staging areas lost due to the project.

**B-002-009** | 9. *Actions Taken in Response to DEIS* (pp. 6-33, *et seq.*) does not address impacts to DMI.

**B-002-010** | 10. DMI appreciates the responses in the FEIS to the comments by and on behalf of DMI. See item codes B-019, B-026, B-038 and B-059. Our concerns have been consistent since we became involved with the project in 2007.

### **B-002-006**

The Economics Technical Report (pages 4-3 to 4-4) describes the parking impact to the ODOT property that is leased to DMI.

### **B-002-007**

The section you reference describes temporary effects to land use and economics from the LPA. Temporary effects from construction are defined as effects that would end when construction ends. The three impacts that you list are permanent impacts. Impact (a) is addressed in Chapter 3--Section 3.3 Property Acquisitions and Displacements. Impacts (b) and (c) are addressed in the Economics Technical Report (as referred to in the response to B-002-006).

### **B-002-008**

Please see response to comment B-002-004.

### **B-002-009**

You are correct. Chapter 6 is about public input on the Draft EIS, and does not discuss all the impacts that are addressed in Chapter 3 or in the technical reports (such as the Acquisitions Technical Report).

### **B-002-010**

As stated in Mr. Epstein's letter, DOTs and TriMet staff will continue to work with DMI and its representatives as the CRC project moves along in the design process.

With the information gained from ongoing discussions with DMI representatives, it has been determined that DMI is not expected to be displaced. As the project design advances and as discussions with DMI continue, the DOTs and TriMet staff will work with DMI to determine fair market value compensation for any losses incurred.

B-002-010

We also appreciate and acknowledge that staff from the CRC, ODOT and PDOT have met one-on-one with DMI, toured our facility and modified the recommended LRT and Hyden Island collector bridge alignment so that it does not split our parcel in two.

We also understand that some of the discussion and analysis in the DEIS and FEIS is necessarily of a nature that does not allow for the sort of finer-scale analysis at which the specific impacts to DMI's site and operations are timely and appropriate.

But we would be remiss if we did not point out those impacts now so that, as project planning becomes more detailed, our concerns will be addressed. We welcome continuing contact and coordination with the project staff and officials to this end.

Also we respectfully disagree with some of the responses to our comments, as noted elsewhere in this letter and below. We hope to persuade you to endorse and support our positions and to respond more fully to our needs as the project continues.

In several responses to our comments, the FEIS states, "it is not expected that Diversified Marine would be displaced by the CRC project." As noted above we appreciate that the project has shifted the LRT and island collector bridge alignment so that it does not split our ownership in two. That preserves in one piece the parcel owned by DMI.



But as noted in prior testimony and in our comments in response to the DEIS and shown on the left, the property owned by DMI for the shipyard is only about  $\frac{1}{4}$  of an acre. Additional land critical to the business operations is leased from ODSL in the Portland Harbor. As importantly, DMI leases from ODOT an additional 2+ acres of upland area between the shipyard and Marine Drive. DMI uses this leased land for vehicle parking and for storage and staging of equipment and supplies. Without this land or a roughly equivalent area with convenient access to the shipyard, DMI cannot operate. Nowhere does the FEIS address this. We

also believe that the Uniform Relocation and Real Property Acquisitions Policies Act of 1970 does not provide adequate if any compensation for such impacts.

We cannot emphasize enough that, to survive, DMI must have land proximate to the shipyard in which to park vehicles and to store and stage equipment and supplies. We appreciate that CRC, ODOT and PDOT staff are aware of this need from ongoing discussions. But this issue is not resolved yet. We hope that it can be resolved in the future. If it is not resolved, the CRC project will displace DMI.

**B-002-010**

As we have noted elsewhere in our testimony regarding the project, there is no place else where DMI can be relocated. If it is displaced, DMI will be out of business. The result of this would be the loss of \$10± million in income to the region and 50± family-wage earning jobs.

Thank you for considering our concerns.

Sincerely,



On Behalf of Diversified Marine, Inc.  
Larry Epstein, JD, FAICP  
9930 SW Quail Post Road  
Portland, OR 97219-6367  
503-317-3182  
lepc@comcast.net

**Hines, Maurice**

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**From:** Gill Wallis [gwallis@walliseng.net]  
**Sent:** Monday, October 24, 2011 8:37 AM  
**To:** Columbia River Crossing  
**Subject:** Comment letter on Final EIS  
**Attachments:** Historic Lucky Lager WarehouseBldg Comment Letter to CRC FEIS.pdf

Please find attached my comment letter on the CRC project Final EIS. I will also be delivering a hard copy to the Vancouver office.

You can reach me at 360-600-7094 if you have any questions.

Ms. Gillian Wallis  
Mobile: 360.600.7094



\*\*\* eSafe scanned this email for malicious content \*\*\*  
\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*



October 22, 2011

Columbia River Crossing  
700 Washington Street, Suite 300  
Vancouver, WA 98660

RE: Final Environmental Impact Statement Comment Letter  
Columbia River Crossing Project

To Whom It May Concern:

**B-003-001**

I am writing to submit comments to the Final EIS for the referenced project and ask that the Record of Decision (ROD) include a statement that postpones acquisition of the property upon which the Historic Lucky Lager Warehouse Building is located until such time as the Locally Preferred Alternative (LPA) for the Columbia Street Park and Ride facility (referred to herein as the CPnR) is re-evaluated.

The lack of any evaluation and public input into this alternative points to a wider policy issue regarding local input into the impacts of the CRC project. Because the design is still in the conceptual stage, it is likely that small changes in final design could change impacts to properties as it is finalized. It appears reasonable to request that the Record of Decision for this project provide enough flexibility so that minor changes can be made to minimize impacts as the project moves through final design, and that properties are not acquired where there is the possibility of those changes.

I am making this request because I believe the CRC process by which the LPA for the Columbia Street Park and Ride facility was chosen violated NEPA. Those NEPA process deficiencies are shown graphically in Attachment A and summarized in Attachment B. They include:

- The LPA for the CPnR was selected without ample public input, particularly as related to the impacts to the Historic Lucky Lager Warehouse Building. In fact, at a public meeting whose sole purpose was to get input upon the CPnR alternatives, in response to a question about the Lucky Lager building, CRC staff falsely stated that the building site would be acquired regardless of CPnR options selected.
- The limited amount of public input obtained for the CPnR was ignored in the decision making process and blatantly suppressed from public record, including that in the FEIS.
- In evaluating alternatives for the CPnR, the EIS process failed to complete an economic and land use analysis of alternative sites.
- The decision making process for the CPnR failed to adequately address historic impacts. That process clearly violated Washington State's SEPA.

The LPA for the Columbia Street Park and Ride facility would likely not have been selected if the FEIS did not include a number of key factual errors which I have summarized in Attachment C. These are:

- The FEIS erroneously states that alternative locations for the CPnR were evaluated in the DEIS. Only one location was mentioned in the DEIS.

215 W. 4TH STREET, SUITE 200 VANCOUVER, WA 98660 • 360.600.7094

### **B-003-001**

The process that resulted in the Lucky Lager Warehouse being identified as an anticipated acquisition was part of ongoing work between CRC, the City of Vancouver, and C-TRAN. Decisions around the Columbia Park and Ride location and the roundabout at the southwest corner of the block were part of a collaborative process similar to decision-making and design development for the rest of the project. The project development process is dynamic and includes making assumptions, gathering additional information, and sometimes changing designs or assumptions based on new information or analysis. The project will continue to attempt to minimize or avoid impacts to properties, including the Lucky Lager Warehouse. For displacements that are unavoidable, the Washington State Department of Transportation would provide relocation assistance to businesses in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. The CRC undertook a study called the Lower Vancouver Urban Design Study with the City of Vancouver, C-TRAN, and the public. The major components of this study included vehicle circulation, development opportunities and mixed-uses, pedestrian access and safety, and urban design. Expansion of the park and ride footprint resulted from an analysis of the number of spaces required at this location and the height of the structure as compared to footprint. Four options were explored that resulted in structures that varied anywhere from four to six levels. The City of Vancouver suggested the parking structure should be designed with a minimal, practicable height, which requires expansion of the footprint to maintain a required number of parking spaces. Additionally, the expansion of the footprint had benefits to the project's other transportation modes. Further analysis of the SR 14 terminus indicated that the roundabout was the appropriate design for this intersection (4th and Columbia), preferred by both the CRC and the City of Vancouver. The CRC staff analyzed multiple roundabout alternative designs in order to minimize the footprint. Through that analysis, it was determined that more right-of-way was required northeast of the

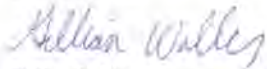


B-003-001

- The FEIS presents conflicting information regarding the development and selection of the "site" for the CPnR, and confuses the selection of the site with the selection of the design option (surface lot versus garage).
- The FEIS significantly understated the economic impacts associated with the proposed demolition of the Historic Lucky Lager Warehouse Building.
- The FEIS did not evaluate land use impacts associated with the proposed demolition of the Historic Lucky Lager Warehouse Building.
- The FEIS erroneously characterized the visual impacts of the LPA for the CPnR.

It is clear that the selection of the LPA for the Columbia Street Park and Ride facility violated NEPA. It is equally clear that the FEIS was prepared to justify the selection of an alternative that would likely not have been selected if the NEPA process had in fact been followed. Again, please place a comment into the ROD which requires the property acquisition for the Historic Lucky Lager Warehouse Building property be postponed until such time as NEPA is satisfied in regards to the selection of the LPA.

Sincerely yours,



Gillian Wallis

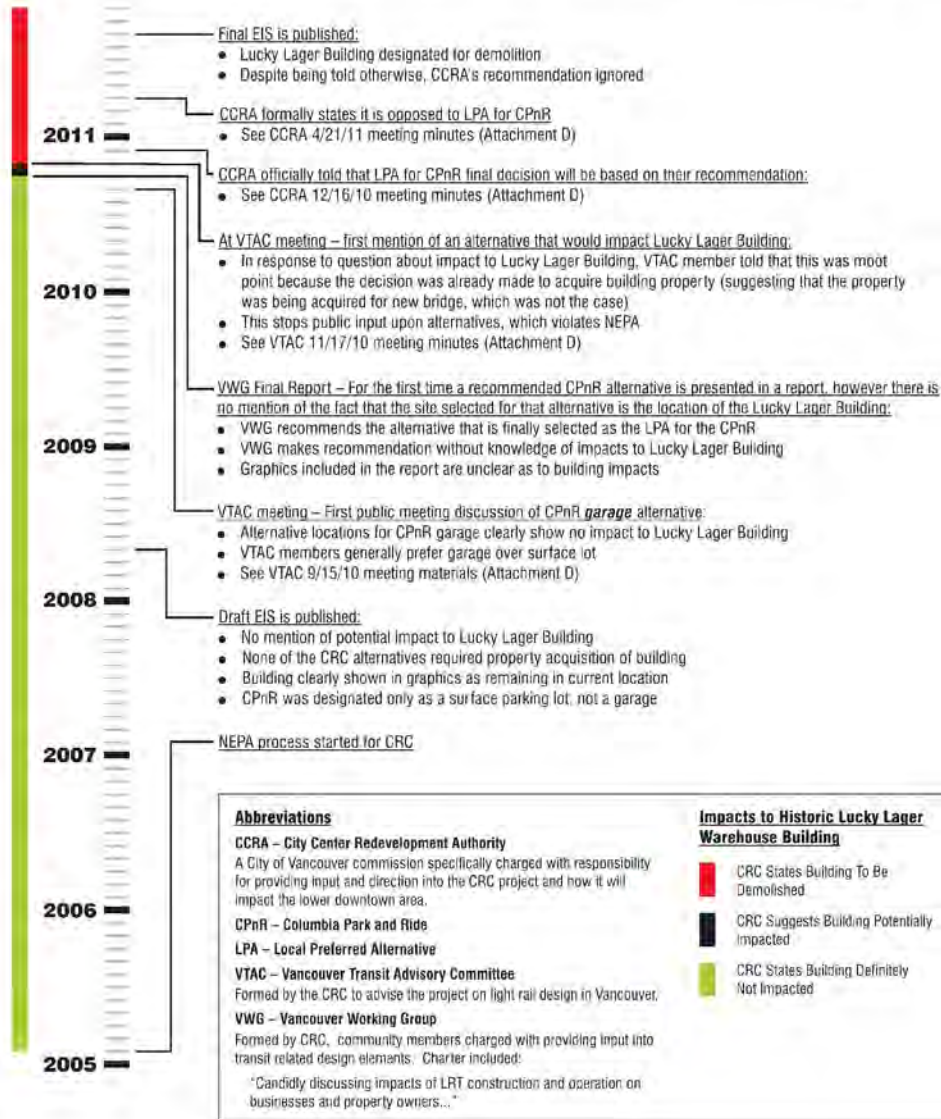
Attachments:




- Attachment A – NEPA Process Disclosures of Impacts to Historic Lucky Lager Warehouse Building
- Attachment B – NEPA Process Errors
- Attachment C – Factual Errors
- Attachment D – Advisory Group Meeting Minutes
- Attachment E – Historic Lucky Lager Warehouse Building Economic Value
- Attachment F – Advisory Group Member's Supporting Letters
- Attachment G – DEIS Chapter 22 – Description of Alternatives, page 2-34
- Attachment H – FEIS Chapter 2 – Description of Alternatives, Park and Rides, pages 2-26 to 2-27
- Attachment I – *Historic Lucky Lager Warehouse Building Historical Analysis*, Eric Eisemann, University of Oregon Adjunct Professor in the Master's Program in Historic Preservation

roundabout. The combination of the above-mentioned analysis resulted in the current design and impacts. The FEIS describes the general process for selecting the LPA in the summary on page S-9 and in Chapter 2 starting on page 2-81. The purpose of the FEIS is to disclose the impacts related to the LPA compared to No-Build and the DEIS alternatives and describe what has changed since the DEIS. The FEIS does not contain a detailed description of how each design refinement was done; that level of detail is not typical for an environmental document. Although the Lucky Lager building is listed on the Clark County Heritage Register, it has not been found eligible for the National Register of Historic Places (NRHP). Qualified staff on the CRC project, and from the Esther Short Subarea planning process years before, both determined the building modifications to be too extensive for the building to be NRHP eligible. Regardless of the specifics of eligibility and associated protections, the project has attempted to avoid displacement of any building. Buildings listed on the Clark County Heritage Register are given special consideration.

**Attachment A**  
**NEPA Process Disclosures of Impacts to**  
**Historic Lucky Lager Warehouse Building**

# NEPA Process Disclosures of Impacts to Historic Lucky Lager Warehouse Building



Abbreviations	Impacts to Historic Lucky Lager Warehouse Building
<p><b>CCRA – City Center Redevelopment Authority</b> A City of Vancouver commission specifically charged with responsibility for providing input and direction into the CRC project and how it will impact the lower downtown area.</p> <p><b>CPnR – Columbia Park and Ride</b></p> <p><b>LPA – Local Preferred Alternative</b></p> <p><b>VTAC – Vancouver Transit Advisory Committee</b> Formed by the CRC to advise the project on light rail design in Vancouver.</p> <p><b>VWG – Vancouver Working Group</b> Formed by CRC, community members charged with providing input into transit related design elements. Charter included: “Candidly discussing impacts of LRT construction and operation on businesses and property owners...”</p>	<p> CRC States Building To Be Demolished</p> <p> CRC Suggests Building Potentially Impacted</p> <p> CRC States Building Definitely Not Impacted</p>

**Attachment B**  
**NEPA Process Errors**



**ATTACHMENT B – NEPA PROCESS ERRORS**

PROCESS ERROR	IMPLICATION OF ERROR
<p><b>Columbia Park &amp; Ride LPA Not Fully Evaluated</b></p> <p>After publication of the DEIS, general evaluations were made between a <u>1-block garage</u> west of Washington and a <u>surface lot</u> east of Washington. Evaluation and discussions occurred with the public and with advisory groups specifically charged with overseeing park and ride issues. Public preference was for a garage west of Washington.</p> <p>After this preference was indicated, a new <u>2-block alternative</u> for that garage was introduced to advisory groups in late 2010. Who introduced it or why is not clear in the record. This alternative was not evaluated compared to the 1-block alternative, and its impacts were not made public or discussed in advisory groups or with the public. Letters from members of these groups are attached supporting this (Attachment F).</p>	<p>The implication of this error was that the <u>public was not asked and thus provided no input into the impacts of the Columbia Park and Ride LPA</u>. These impacts were significant.</p> <p>Because the 1-block garage did not impact the Lucky Lager Building and the 2-block garage did, the LPA for the CPnR (which is the 2-block alternative) was selected in direct violation of NEPA.</p>
<p><b>Public Input for 2-Block Garage Was Suppressed at a Public Meeting</b></p> <p>In November 2010, a statement was made in an advisory group meeting in response to a member’s question. The question was whether the 2-block garage would require the demolition of the Wallis building (i.e., the Lucky Lager Building). <u>A CRC staff member stated that it would be an acquisition in the Final EIS</u> (Attachment D). This falsely implied that the decision to acquire the building property was made as part of other CRC alternative evaluations, which was not true.</p>	<p>The implication of this statement by CRC staff was that members of this advisory group (VTAC) were lead to believe that <u>the decision on the alternative was made and there would be no discussion regarding the size or footprint of the Columbia Park and Ride</u>. This occurred at a meeting whose purpose was to solicit input into the parking garage alternative.</p>

Note: CPnR – Columbia Park and Ride

**PROCESS ERROR**

**IMPLICATION OF ERROR**

<p><b>Land Use Impact of Columbia Park and Ride Not Evaluated</b>                  No evaluation was made of the impact to current land use plans due to the loss of the Lucky Lager Building.</p>	<p>The loss of the Lucky Lager Building is in direct conflict with the 2007 Vancouver City Center Vision &amp; Subarea Plan and Vancouver Comprehensive Plan. These plans <u>encourage the protection and preservation of historic resources and promote the restoration, rehabilitation and reuse of historically significant older buildings</u>. It is important to note that the current owners of the Lucky Lager Building spent \$970,000 restoring the building over the past 10 years, in keeping with the intent of these plans.                  The failure by CRC decision makers to consider City adopted policy in decision making for the CPnR undermined the ability of the public to provide meaningful input into the selection of CPnR alternatives.</p>
<p><b>Economic Impact of Columbia Park and Ride LPA is Incomplete</b>                  The FEIS completely ignored the fact that the Lucky Lager Building's very unique and very appealing character was a significant economic asset for downtown Vancouver.                  The building has a proven track record of attracting highly creative and innovative businesses to downtown Vancouver (Attachment E). This is why it is one of the few that is completely occupied at a time when downtown vacancy rates approach 15%. Currently 15 businesses with 80 employees work in the building. Although these businesses would be offered relocation assistance, <u>there is a very little stock of similar buildings in downtown Vancouver and many will likely move out of the area.</u></p>	<p>The failure to address this economic impact undermined the ability of the public to provide meaningful input into the selection of CPnR alternatives.                  This failure demonstrates the complete bias of the CRC process in regards to the selection of the LPA for the CPnR. In reading the FEIS, it is almost impossible to ascertain the significance of the selection of the LPA for the CPnR. In reading the FEIS, the loss of the Lucky Lager Building is considered insignificant, <u>yet that loss accounts for over 50% of the businesses displaced in Washington</u> for the entire CRC project including bridge, ramps, rail, and the other two park and ride facilities.</p>
<p><b>Impacted Building's Historic Properties Not Evaluated</b>                  The Historic Built Environment Technical Report (pgs 3-8 to 3-9) states that although the building is listed on the local historic register, it was found to be not eligible by professional architectural historians as a historic resource in the FEIS. <u>There is no supporting data on how the building was found to be not eligible or the methodology used.</u>  <u>Washington SEPA requirements in regards to historic properties were not evaluated.</u> The building is clearly eligible as a historic property under SEPA guidelines, since it is on the Clark County Heritage register (a local historic register established by County Code).</p>	<p>The impact of the loss of this historic building is another example of the failure of the EIS to adequately assess the impacts of the CPnR LPA. This failure undermined the ability of the public to provide meaningful input into the selection of CPnR alternatives.                  CRC staff, who never discussed the historic issues with the building owners, were not aware of two critical documents, one prepared by local architectural historian Lynn Hunt, and the other by Eric Eisemann, Adjunct Professor in the Master's Program in Historic Preservation at the University of Oregon. Mr. Eisemann in fact prepared the supporting document for the Clark County Heritage Register application which states:                  "The ... building is a significant illustration of simple downtown commercial and industrial architecture from the early 20<sup>th</sup> century."</p>

Note: CPnR – Columbia Park and Ride

**Attachment C**  
**Factual Errors**



**ATTACHMENT C – FACTUAL ERRORS**

THE ERROR	THE FACT	THE IMPLICATION
<p><b>FEIS Falsely Claims the Location of the LPA for the CPnR Location was Evaluated in the DEIS:</b>                      Section 2 (pg 2-85) of the FEIS discusses evaluation of multiple park and ride locations associated with transit alignments. It states 3 park and ride locations were selected, and:  <i>“These three park and ride locations were evaluated in the DEIS.”</i></p>	<p><u>One of the three park and ride locations – the Columbia Park and Ride location – was not evaluated in the DEIS.</u> In Chapter 2 of the DEIS – <i>Description of Alternatives</i>, a PnR in the general area of the Columbia Park and Ride was shown on <i>Exhibit 2.3-16</i> (pg 2-34). This exhibit (Attachment G) shows a surface parking lot on the east side of Washington in the freeway cloverleaf. The DEIS mentions only one location for this PnR and it is not the location finally selected.</p>	<p>By falsely stating that the CPnR location was evaluated, the FEIS masks the failure of the EIS process to provide public input into the selection of the LPA for the CPnR facility. Because there was inadequate public input, the FEIS understates the environmental impact of the LPA for the CPnR.</p>
<p><b>The FEIS Fails to Distinguish Between “Locations” for the CPnR and “Design Options”:</b>                      Section 2 (pg 2-85) of the FEIS discusses evaluation of multiple park and ride locations associated with transit alignments. It fails to mention that there are location alternatives for the CPnR and for each of these there is the option of a surface lot or parking garage.</p>	<p>There are several location alternatives for the CPnR. In those locations, either parking garages or surface lots are possible. A valid alternative analysis would distinguish between location options and design options. The FEIS makes no such distinction.</p>	<p>By failure to clarify that there are several options as to the location of the CPnR, and for some of these, significantly different design options, the FEIS fails to provide a logical basis for the selection of the LPA or assessment of reasonable mitigation measures.</p>
<p><b>The FEIS Understates Property Tax Impacts in Vancouver:</b>                      Chapter 3 – Land Use and Economic Activity in the FEIS includes on page 3-110, <i>Exhibit 3.4-6 Summary of Economic Impacts</i>. This table incorrectly states there will be \$12,100 in property tax impacts in Vancouver due to the project. Not including partial acquisitions, there are 38 full property acquisitions in Washington for the project.</p>	<p>The Lucky Lager Building alone pays about \$15,000 in property taxes annually. It is unlikely it is the only Vancouver property acquisition (out of 38 full property acquisitions) that pays property taxes. The property tax impacts appear to be grossly understated.</p>	<p>This understatement points to the failure of the FEIS to adequately provide a correct assessment of the impacts of the LPA. It also points again to the failure to provide the public the opportunity to provide meaningful input into decision making.</p>

Note: CPnR = Columbia Park and Ride.

Attachment C

Page 1



THE ERROR	THE FACT	THE IMPLICATION
<p><b>Description of Impacted Building is Incorrect and Incomplete:</b>                      As stated on the pages listed below:                      "...The Columbia Park and Ride would require the displacement of <u>11 professional offices</u> that provide a variety of services in the fields of <u>law, engineering, construction, architecture, land use, and energy</u>, and well as a food cooperative. <u>Most of these are very small professional offices located in one building.</u>"</p> <p>Section 3 (pg 3-89); Appendix O – Attachmt: Environmental NEPA Re-evaluation and appendices (pg 29); Acquisitions Technical Report (pg 4-7); Land Use Technical Report (pg 4-9). Appendix A in the Acquisitions Technical Report incorrectly reports the building had 12 businesses.</p>	<p>The building being displaced contains <u>15 separate businesses, including 80 employees</u>. The businesses listed failed to mention <u>software design, and financial planning</u>.</p> <p>The use of the phrase "very small" is misleading. The two largest businesses in the building have about 30 employees each, which is above the average number of employees of downtown Vancouver businesses.</p>	<p>These factual errors <u>understate the impacts to the building</u>. The language used is misleading and compounds the understatement.</p> <p>This points again to the FEIS masking the fact that the selection of LPA for the CPnR violated NEPA.</p> <p>It is important to note that the entire CRC project (bridge and all other components) displaced a total of 17 businesses in Vancouver. If the FEIS was correct in the fact that 11 businesses were displaced by the LPA for the CPnR, this one small component of the CRC displaced <u>1/3 of those total businesses</u>.</p>
<p><b>Visual Impact of Alternative is Incorrect:</b>                      Section 3 (pg 3-266) states:                      "The Columbia Park and Ride structure would <u>be consistent with the urban fabric of the surrounding area.</u>"</p> <p>Similar statements appear in Appendix L – Mitigation Matrix, pg L-14.</p>	<p>This statement is incorrect in that the project is taking away part of the urban fabric with which the LPA structure should be compared with. The impacted building, along with two buildings on opposite corners and buildings one block north, are one to two story buildings of about the same age and type. <u>The CPnR LPA is not visually consistent with these buildings.</u></p>	<p>The implications of this incorrect statement mean that <u>the full impacts of the LPA were not taken into consideration.</u></p>

Note: CPnR – Columbia Park and Ride

Attachment C

Page 2

**Attachment D**  
**Advisory Group Meeting Minutes**



## Meeting Summary

**MEETING:** Vancouver Transit Advisory Committee (VTAC)  
**DATE:** September 15, 2010, 4:00 to 6:00 PM  
**LOCATION:** Clark County Elections Building, Vancouver, WA

B-003-001

### Attendees:

#### *Vancouver Transit Advisory Committee Members*

- Rob Barrentine American Institute of Architects, Vancouver
- Ken Becker Lincoln Neighborhood Association
- Marci Carr Property Owner
- Sara Carter Vancouver Resident: C-TRAN Commuter
- Lee Coulthard Vancouver Downtown Association
- Caroline Hutton Property Owner
- Elizabeth Jordan Vancouver-Clark Parks & Recreation
- Mark Masciarotte CRC Urban Design Advisory Group
- Terry McCarthy Esther Short Neighborhood Association
- Randy Salisbury Vancouver Resident: Architect
- Bob Sellers C-TRAN Citizens Advisory Committee
- Vicki Vanneman Marshall Community Center
- Debby Watts Vancouver Resident: 17<sup>th</sup> Street Property
- Bob Williamson Clark College

#### *Staff:*

- Katy Belokonny CRC
- Wes King CRC
- Nolan Lienhart ZGF
- Brian McCarter ZGF
- James McGrath ZGF
- Scott Patterson C-TRAN
- Jeff Hamm C-TRAN
- Matt Ransom City of Vancouver
- Sandra Towne City of Vancouver

#### **Note:**

- Meeting materials and handouts referred to in this summary can be accessed online at:  
<http://www.columbiarivercrossing.org/ProjectPartners/VTACMeetingMaterials.aspx>

B-003-001

**Welcome/Meeting Goals**

**Matt Ransom**

Matt Ransom welcomed members to the VTAC meeting and introduced new staff members. Ransom said that the goals of the meeting are to provide direction to CRC staff regarding streetscape and station design concepts, as well as discuss the Lower Downtown Vancouver Design Refinement that will be featured at Monday's Open House.

**Station & Streetscape Design**

**Brian McCarter/Nolan Lienhart**

Brian McCarter and Nolan Lienhart, transit urban designers with ZGF Architects, gave a slide presentation (available at the Web address above) illustrating various downtown Vancouver street design (i.e. streetscape) and station design options. The VTAC expressed a preference for "Streetscape Concept 1: The Hybrid" option, which is consistent with the City of Vancouver Main Street Study. The station design options explored various degrees of <sup>1</sup>hardening, ranging from an open station to a hardened station, and applied the treatments to site-specific locations. McCarter said that the station design concepts featured in the presentation are specific to the four light rail station platforms located between 9<sup>th</sup> and 16<sup>th</sup> streets. The touchdown and terminus stations will be designed individually.

**Questions and Discussion**

**STREETSCAPE**

Street Treatment:

Mark Masciarotte said that he prefers concrete paving to asphalt, but acknowledges that it is more expensive. McCarter said the concrete paving is currently not in the project budget, but volume purchasing discounts can be explored.

Landscaping:

Randy Salisbury asked if we can make the sidewalks wider instead of having a landscaping strip. McCarter said that we can customize designs to accommodate individual property owner preferences. Terry McCarthy suggested that landscaping not be included as part of the design, until a specific funding mechanism is identified, because the City of Vancouver does not maintain current landscaping. Ransom said that there are no funds set aside for planting maintenance so it is important to think critically about the design's longevity. Elizabeth Jordon said that it is important to differentiate between trees and shrubbery; specifically prioritizing maintaining the tree canopies and realizing that trees are much easier to maintain than shrubs.

Masciarotte said that there should be trees in the station areas to provide shade to transit riders.

Overhead Catenary System (OCS):

Salisbury asked about the various OCS options for the light rail system and recommended that whether a cantilever or span wire system is used, that it be a dual-use pole (i.e. combined with light fixtures and/or traffic signals).

Light Fixtures:

Rob Barrentine asked if the light fixtures need to match the current downtown standard or if something other than an ornamental can be considered to ensure efficient street lighting. Ransom said that in order to use something other than the current light fixture, there would have to be a code change to the City of Vancouver's light district standards. McCarter confirmed that the lamp within the fixture can be changed from what is currently used to create a brighter light.

<sup>1</sup> STATION HARDENING IS A TERM USED TO DESCRIBE THE USE OF PHYSICAL TO DEFINE SPACE IN AND AROUND A TRANSIT STATION, AND TO CONTROL MOVEMENTS IN AND OUT OF THE STATION ITSELF. THERE ARE VARYING DEGREES OF STATION HARDENING, WITH VARYING LEVELS OF ACCESS CONTROL AND MANAGEMENT.

B-003-001

McCarter said that the city standard of six light fixtures per block will ensure enough light is provided. Ransom said that existing light fixtures will be replaced, as part of the project, which will provide an opportunity to examine each fixture for luminosity and maintenance needs.

Caroline Hutton agreed that good lighting is essential at the light rail stations.

#### LIGHT RAIL STATION DESIGN

Jeff Hamm challenged the committee to work through the benefits and disadvantages to open vs. closed stations (i.e. hardening can help with fare enforcement, but infrastructure can clutter the sidewalk).

McCarter reminded members that station design priorities should be consistent with the Urban Design Advisory Group recommendations, the Vancouver City Center Vision, the City of Vancouver Main Street Study, and the Vancouver Working Group Key Considerations.

#### Station Design Comments

Marci Carr said that Vancouver is not Portland and that we should stop trying to mimic the station designs that have been used there. Carr elaborated by saying that we have different pedestrian and transit rider needs in Vancouver and that Vancouver's stations need to be designed in a way that reflects the friendliness, neighborly, hominess of the city.

McCarter suggested that consideration be given to moving the 9<sup>th</sup> Street Station light rail shelter to the north end of the block, in front of a parking lot, to allow more sidewalk space in front of the restaurant located at 901 Washington Street.

McCarthy said that technology will greatly advance by 2018 and will allow for new opportunities to monitor fare evasion.

Salisbury said that he likes the idea of roof overhangs being mounted on buildings at station blocks to serve as the shelter. McCarter said that they are actively pursuing this concept at the Mill District station because the parking structure will lend itself to combining the sidewalk and station area.

Masciarotte suggested approaching the station design less linearly by staggering the infrastructure to ensure that transit riders do not feel trapped in the station area. Masciarotte added that his experience with hardened stations across the country is that they tend to be very oppressive, and somewhat dangerous, environments.

#### Open Stations Preferred

Members' specific open station design preferences are as follows:

- Intermix as many different uses as possible (example: Davis Street Station in Portland, Oregon, as seen on pg. 16 of slide presentation); the sidewalk and the station should be considered shared-use space.
  - Wesley King reminded members that all non-station blocks will be completely open.
  - McCarthy said that stations need to be designed to reflect a 2020 transit-oriented community vision, instead of designing segregation between pedestrians and transit riders. McCarthy added that the lack of architecture in the station area will allow intermixing of pedestrians and transit riders and will help change social attitudes regarding transit.
- No glass screens used in front of businesses; openness is a priority.
- Use transit security and ordinances or policies, instead of structure, to provide fare enforcement and safety/security.

**B-003-001**

- o Ransom said that the City of Vancouver is pursuing enacting an ordinance that allows C-TRAN the maximum fare enforcement authority.
- Locate the shelter pole in the center of the station area, instead of at the back of the station area, so that transit users and pedestrians can seamlessly intermingle.
- Site-specific light rail station design should be used to create stations appropriate for each adjacent property.
- Instead of using physical barriers to separate transit riders from pedestrians, use pavement demarcation (via color or pattern) and signage.
- Apply a modular concept, meaning that the stations should be initially built as open stations, but designed in such a way that infrastructure (i.e. wind screens or leaning rails) can easily be added to the stations as needed.
  - o Sara Carter said that it is a mistake to initially build hardened stations when the station areas have not yet proven to be problematic.
  - o Jordan said that members need to think about the 10 percent of the general public that are going to cause problems and attempt to design stations in a way that preemptively solves problems.
- The station infrastructure should be minimal, however certain transit rider amenities should be incorporated, including wind screens and leaning rails.
- An equally high priority should be placed on the pedestrian environment, as the transit environment.
  - o Barrentine said that there is a poor quality of space for pedestrians on station blocks, when the station is hardened, because the sidewalk area is unwelcoming and simply a place to move through.

Ransom summarized the members' discussion by saying that the committee clearly articulated a preference for an open station design.

Jeff Hamm said it is an important exercise to explore all options, from completely open to closed, so that the pros and cons of each design option can be understood and explained.

Bob Williamson said that station blocks being pedestrian friendly and safe for transit riders are not incompatible goals. Williamson encouraged members to be willing to compromise and approach station design with creativity.

King said that although the VTAC has communicated a preference for open stations, C-TRAN does have certain design requirements that will also have to be accommodated. King said that a semi-hardened station may be the solution so that transit amenities and infrastructure can be provided to accommodate C-TRAN rider and safety needs, but placed in a strategic way to also create a pedestrian-friendly environment.

**ADDITIONAL QUESTIONS/COMMENTS**

Carter asked how busses get back into traffic after being at a full-block bus stop. McCarter said that signal preemption will be considered for peak traffic times.

Bob Sellers asked about the width of the sidewalks and if they are going to be wide enough for wheelchair accessibility. McCarter said sidewalks will be 19.5' wide at station blocks and 17' wide at non-station blocks, which provides sufficient space for wheelchairs.

**Lower Downtown Vancouver Design Refinement**

**Wesley King**

Wesley King, Deputy Transit Team Manager with CRC, gave a slide presentation (available at the Web address above) showing new developments in the design of the light rail station area south of Seventh Street in downtown Vancouver. Members expressed a preference for the Park & Ride location between Washington and Columbia streets and 4<sup>th</sup> and 5<sup>th</sup> streets because of the

**B-003-001** opportunity for a mixed-use function on the first floor of the structure, as well as joint-use parking opportunities. The VTAC also communicated support for 5<sup>th</sup> Street being a through street to help maximize vehicular circulation in the downtown core.

**Closing**

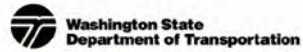
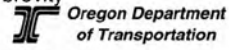
**Matt Ransom**

Ransom invited committee members to attend the upcoming Vancouver Light Rail Design Refinement Open House, occurring Monday, September 20, 2010 from 6:00 – 8:00 p.m. at the Hilton.

The next VTAC meeting will occur on Wednesday, October 20, 2010 from 5:00 – 7:00 p.m. at the Vancouver Housing Authority (2500 Main Street, Vancouver, WA 98660).

NOTE: pages removed from this presentation for brevity

# Columbia River CROSSING



B-003-001

## Lower Downtown Vancouver LRT Design Refinements

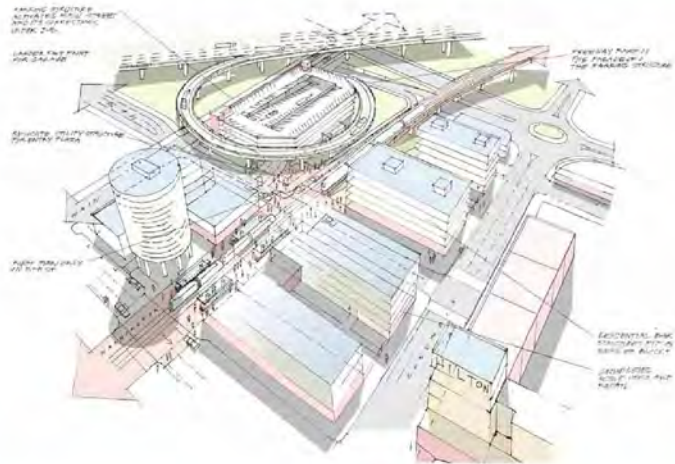
Wesley King & Matt Ransom

September 15, 2010





## Park & Ride Location: *Option 1*



## Park & Ride Location: *Option 1*





## Park & Ride Location: *Option 2 (recommended)*



## Meeting Summary

**MEETING:** Vancouver Transit Advisory Committee (VTAC)  
**DATE:** November 17, 2010, 4:00 to 6:00 PM  
**LOCATION:** C-TRAN Administration Building: 2425 NE 65<sup>th</sup> Avenue, Vancouver, WA 98661

### Attendees:

#### *Vancouver Transit Advisory Committee Members*

- Ken Becker                      Lincoln Neighborhood Association
- Marci Carr                      Property Owner
- Troy Drawz                      Vancouver Housing Authority
- Caroline Hutton                Property Owner
- Dean Irvin                      Property Owner
- Elizabeth Jordan                Vancouver-Clark Parks & Recreation
- Dick Malin                      Central Park Neighborhood Association
- Mark Masciarotte                CRC Urban Design Advisory Group
- Terry McCarthy                Esther Short Neighborhood Association
- Dick Pokornowski                CRC Urban Design Advisory Group
- Randy Salisbury                Vancouver Resident: Architect
- Vicki Vanneman                Marshall Community Center
- Debby Watts                    Vancouver Resident: 17<sup>th</sup> Street Property Owner
- Bob Williamson                Clark College

#### **Staff:**

- Katy Belokonny                CRC
- Wesley King                    CRC
- Nolan Lienhart                ZGF
- Greg Baldwin                 ZGF
- James McGrath                ZGF
- Scott Patterson                C-TRAN
- Jeff Hamm                      C-TRAN
- Matt Ransom                  City of Vancouver
- Sandra Towne                 City of Vancouver
- Thayer Rorabaugh              City of Vancouver
- Phil Wuest                      City of Vancouver

#### **Note:**

- Meeting materials and handouts referred to in this summary can be accessed online at:  
<http://www.columbiarivercrossing.org/ProjectPartners/VTACMeetingMaterials.aspx>

B-003-001

**Welcome/Meeting Goals**

**Matt Ransom**

Matt Ransom welcomed members to the VTAC meeting and introduced Greg Baldwin. Ransom said that the goals of the meeting are to provide direction to CRC staff regarding Park & Ride design concepts, as well as hear an update on the Overhead Catenary System and the light rail station design.

**Park & Ride Design**

**Greg Baldwin/James McGrath**

Greg Baldwin and James McGrath, transit urban designers with ZGF Architects, gave a slide presentation (available at the Web address above) illustrating various Park & Ride design options. The VTAC expressed a preference for a living wall, green themed design for the Central Park garage; a brick design for the Mill garage; and a modern design incorporating glass and stone for the Columbia garage.

**Questions and Discussion**

**CENTRAL PARK**

Maintenance:

Terry McCarthy asked who is responsible for paying for the maintenance of the facility. He elaborated by saying that he supports the proposed living wall facade, but is concerned by the maintenance responsibility.

Wesley King explained that transit riders cannot be charged for parking in a Federal Transit Administration-funded garage, but that shared-use options are being investigated.

Bob Williamson said that if charging for parking is the only way to fund the maintenance of the structure then Clark College would have great concerns.

McCarthy said that it is necessary for maintenance funds to be identified prior to determining façade treatments for the garages and that he would like a commitment from the funding partners regarding maintenance.

Baldwin said that when project staff computes the cost for the designed structures, they also identify the continued maintenance fee.

Jeff Hamm said that C-TRAN's ballot measure funds will include funding the maintenance of the Park & Ride structures.

Façade Treatment:

Bob Williamson said that Clark College is very supportive of the proposed green theme. Williamson also said that the college is currently constructing a Science, Technology, Engineering, and Mathematics (STEM) building using brick and that CRC staff may want to tie the campus design theme into the Central Park façade.

Baldwin cautioned about using a heavy façade material on the large size of the structure.

Vicki Vanneman and Elizabeth Jordan said that they support the green façade treatment as long as there is an adequate maintenance plan identified.

Vanneman said that Hudson's Bay High School has a large horticulture program that may be key in maintenance of the structure.

**B-003-001**

Jordan said that community volunteers and gardeners already greatly support area projects and that there needs to be a different master plan for the maintenance of the Central Park garage.

Masciarotte said that there is relatively low-maintenance greenery available and that greenery selection is essential.

Caroline Hutton suggested that rainwater be used to water the greenery at the Central Park structure.

Pedestrian Circulation:

Mark Masciarotte asked about pedestrian circulation in the Central Park & Ride.

Terry McCarthy said that it would be beneficial to add a pedestrian access on the west side of the structure for emergency purposes.

Randy Salisbury said that the code dictates how many pedestrian accesses are necessary.

Miscellaneous:

Dick Pokornowski asked about the exact location/placement of the Central Park & Ride in proximity to Interstate 5 and McLoughlin Blvd.

Dick Malin asked about the seismic stability of the Central Park & Ride.

Greg Baldwin said that the garage has been designed to code requirements and that the structure's materials of concrete and steel are both seismically sound.

Ken Becker asked about who is planned to staff the security office identified in the design of the Central Park & Ride.

Matt Ransom explained that C-TRAN currently has security staff and that an on-site presence will be helpful in monitoring the light rail system.

Debby Watts asked if mixed uses are planned for the first floor of the Central Park structure.

Ransom said that none are planned for this site, but are incorporated in the designs for the other two Park & Rides.

**MILL**

Maintenance:

Vanneman asked about the exterior wood option for the Mill structure and expressed concern about the maintenance of the wood. Vanneman encouraged exploration of the type of faux-wood product being used on the new downtown library.

Salisbury said that the faux-wood product being used on the library is actually ceramic, which is easier to maintain than wood.

Baldwin agreed that the selected façade material needs to be durable enough to be a permanent screen.

**B-003-001** Façade Treatment:

Hutton said that her façade preference would be to use a combination of the brick and wood façade options because each option has historical significance in the area.

Jordan said that the brick is a warm façade treatment and has a historic tie to downtown Vancouver.

Malin asked about the seismic stability difference between using brick or wood.

Baldwin stated that they would be equally seismically fit because they would both be designed to the current code.

Masciarotte said that it is essential to match the design of the Historical Museum, which has a brick facade.

Mixed-Use:

Jordan asked about if a retail market study has been conducted to see if the area can support new retail as a mixed-use function of the Mill garage.

Ransom said that a retail study has not been conducted, but that including mixed-use in this structure is a code requirement. Ransom elaborated by saying that mixed-use does not necessarily mean retail and that the most appropriate use might be office, etc.

Baldwin added that actively encouraging retail to locate in Park & Ride structures is essential in finding retail tenants for the space.

King said that a Transit Oriented Development Committee will be convened shortly and will be asked to evaluate the active use opportunities in the parking garages.

Hutton asked if the mixed-use space is designed to accommodate a large tenant.

Baldwin said that the space is not big enough for a large grocery store, but could work for a specialty grocery store such as New Seasons.

Hutton asked if there was a joint-venture opportunity to add residential on top of the parking structure and, if so, how that would affect the solar panel effectiveness of the current design.

Baldwin said that it would affect the solar panel effectiveness, but that other structural changes would have to be accommodated as well.

McCarthy said that many residents are not excited about the Mill Park & Ride due to increased traffic volumes, and that he does not want to add more congestion downtown by adding additional uses to the structure.

Sandra Towne asked if there is an opportunity for the structure to be designed taller so that it did not use the entire footprint of the block.

Baldwin said that the block is large enough to accommodate the Towne's proposed design, but that a taller and narrower garage would cost more to build and that its circulation would be slightly less efficient. Baldwin added that it would be important to identify the use of the remainder of the parcel before implementing the aforementioned plan.



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Miscellaneous:

Hutton asked about bike parking accommodations at the parking structures.

Baldwin said that the ground floor of the Mill garage includes bike spaces, and that all three of the parking structures plan for bike parking.

Dick Pokornowski asked how staff plans on controlling who parks in the structure (i.e. transit or non-transit rider).

King explained some options and said that technology will continue to progress and allow even more opportunities.

**COLUMBIA**

Location:

Becker asked about the location of the southern-most Park & Ride.

King said that the project has currently identified the Columbia site, instead of the SR-14 on-ramp site, as the southern-most Park & Ride location. King said that one of the reasons the Columbia site was chosen was because of the active-use opportunities of the Columbia site.

Becker asked about the footprint of the Columbia structure and if the Wallis Building is planned to be acquired by the project.

King said that it is currently identified in the Final Environmental Impact Statement as an acquisition.

Becker asked about the benefit lost to the structure if it were to be shortened or if the space in the center of the structure was eliminated.

Dean Irvin asked about the location where light rail meets ground in relation to the Columbia Park & Ride.

Landscaping:

Masciarotte asked about the area around the structure and if it will contain landscaping.

Baldwin said that the amount of landscaping included on the site depends on the transit needs to use the area.

Towne clarified that the center of the Columbia structure is open to the air.

There were questions about the appropriate landscape use of the space inside the Columbia structure.

Facade Treatment:

McCarthy said that the Columbia structure needs to be aesthetically designed to be compatible with the bridge structure.

McGrath said that the east edge of the structure is being designed to respond and interact to the large structures around it.

**B-003-001**

Pokornowski said that the east side of the Columbia Park & Ride provides an opportunity to visually brand and create identity for downtown Vancouver.

Members agreed that the glass and stone structure should contain an east side that, perhaps through a lighting technique, provides an iconic design.

Masciarotte said that he really likes the idea of a glass structure that could be lit on the east side and asked if there would be a Federal Aviation Administration concern with lighting the east side of the structure.

Miscellaneous:

McCarthy asked about how the streetcar to the waterfront would interface with the Columbia site.

Ransom said that the streetcar would travel on Main Street, not Columbia Street.

McCarthy said that he would like to be sure that the structure is designed to support shared-use capacity to accommodate people who will be accessing the waterfront.

**Overhead Catenary System**

**Matt Ransom**

Ransom briefly reviewed the Overhead Catenary System (OCS) plan for the light rail alignment in Vancouver. Please refer to the Web address above to view the slide presentation.

**Light Rail Station Character**

**Wesley King**

King discussed the station design from a shelter design perspective.

Masciarotte and Hutton said that they like the transparent shelters.

Irvin said that he would like the shelters designed individually so that each shelter can be different based upon its location. Irvin added that he would like the same customized detail given to each shelter that the Park & Rides received.

Troy Drawz cited the light rail shelter, located by the Widmer Brewery in Portland, OR, as an example of a shelter that was uniquely designed to represent the surrounding area. Drawz said that he is also surprised that the Fort Vancouver historic theme has not been tied into the design of the parking structures or the light rail shelters.

Consensus of the group is that individualization of the shelters is essential.

**Light Rail Station Design**

**Jeff Hamm**

Jeff Hamm said that C-TRAN is hiring a design firm to analyze the functionality and aesthetics of the current light rail station design. Hamm emphasized that this effort is essential because of the community concern expressed to C-TRAN regarding the safety and security of the light rail stations.

**Closing**

**Matt Ransom**

Ransom summarized the action items and progress of the meeting as follows:

- CRC staff will progress the Park & Ride designs as directed,
- The OCS system, as presented, will be incorporated into project engineering plans,
- The light rail station design will be undergoing a safety/security analysis, and

- B-003-001** • The light rail shelters will need to be brought to the VTAC for individual design customization.

Ransom said that it is undecided whether there will be a December VTAC meeting. However, if it does occur, the meeting will be held on Wednesday, December 15, 2010 from 4:00 – 6:00 p.m. at the Clark County Elections Building (1408 Franklin Street, Vancouver, WA 98660).



Pride, Progress, and Possibilities

See Page 2  
highlighted text

Official website of the  
City of Vancouver, Washington

City of Vancouver - City Government - Boards and Commissions - City Center Redevelopment Authority (CCRA)

City Center Redevelopment Authority (CCRA)  
Meeting Minutes - Thursday, December 16, 2010  
City Hall Council Chambers

B-003-001

**MINUTES OF THE  
CITY CENTER REDEVELOPMENT AUTHORITY  
THURSDAY, DECEMBER 16, 2010  
COUNCIL CHAMBERS, CITY HALL**

**MEMBERS PRESENT:** Ward Cook, Debi Ewing, Marc Fazio, Richard Keller, Dick Pokornowski, Chris Wamsley

**MEMBERS ABSENT:** Jack Onder

**STAFF PRESENT:** Eric Holmes, Brent Boger, Matt Ransom

**APPROVAL OF MINUTES**

MOTION MADE BY RICHARD KELLER, SECONDED BY DICK POKORNOWSKI AND PASSED UNANIMOUSLY TO APPROVE THE MINUTES FOR SEPTEMBER 16, 2010.

**GENERAL PROJECT UPDATES**

**Waterfront**

Eric Holmes informed board members that BNSF recently held its first preconstruction conference with Nutter Underground. Excavation and preparation for shoofly construction will be underway soon.

**Library**

The Library project remains on schedule and on budget, with a grand opening anticipated in July, 2011. Holmes reminded board members that the parking garage originally intended as part of the project would be partially funded through the State's Local Infrastructure Financing Tool (LIFT) pilot program. Construction of the garage could begin as late as 2014 in order to receive the maximum benefit of the state contribution.

**City Hall – 415 Building**

Regarding the new City Hall project, Holmes informed board members that a small contract for tenant improvements has already been let. A larger contract that will cover construction of Council Chambers and the permit center will follow in early 2011. According to the current construction schedule, staff will begin moving mid-late first quarter, with the final phase of moves to be completed by the first part of August.

**TRANSPORTATION UPDATE**

Matt Ransom provided board members with a memo outlining status of the City's involvement in the I-5 CRC project and an overview of various initiatives connected to the overall project.

**Community Connector**

Regarding the proposed I'd over I5, Ransom stated that potential scenarios are currently being evaluated. Planning of bike and pedestrian elements is ongoing.

**Bridge Design and Aesthetics**

An independent review panel recently convened for a second round of discussions related to proposed design and aesthetics. A new set of design concepts may be brought forward soon. It is anticipated that the final report will be issued in January.

**Downtown Park and Ride Facilities**

Ransom reminded board members that two Park and Ride facilities are proposed in the downtown area. At the September meeting, CCRA board members authorized staff to draft a letter on its behalf

<http://www.cityofvancouver.us/boards.asp?menuid=10462&submenuID=10475&itemID=26095&...> 9/29/2011

B-003-001

to City Council recommending one site in the Mill District, and one site at 4<sup>th</sup> & Columbia.

Ransom provided a presentation originally prepared for the Vancouver Transit Advisory Committee (VTAC), which outlined the Downtown Park and Ride Facilities architectural design study that is currently underway (see PowerPoint presentation titled *15 CRC Park and Rides Architectural Concepts dated December 16, 2010*).

Ransom presented members with examples of several garages and architectural elements, noting the consultant has given careful consideration to designs, materials and patterns currently present in the downtown core. The board was reminded that all sample renderings were draft in nature.

Both sites will have commercial space that may be leased for office or retail use. Active pedestrian fronts will be key elements of each design.

#### Mill District Site

C-Tran will likely have offices or a pass sales location on the ground floor of this 6-story facility. Two floors of retail are proposed. The consultant is working to build good connections east and west for pedestrian circulation at this site.

Matt presented renderings of wood and brick exterior options for this site and noted that the VTAC supports the brick alternative.

#### Columbia Site

Ransom reminded board members that it had discussed this proposed facility at two previous meetings. Leasable space at this location would primarily front Columbia Street. As this is an irregularly shaped site, the interior of the space would be open. A landscaped area on the second floor would create a more efficient use of space within the garage and facilitate ease of access for pedestrians to the ground level. Five floors are proposed for this site.

Regarding exterior options, Ransom stated that the architect has proposed utilizing the same stone as that found on the Convention Center for the ground floor. The upper stories would be shrouded by a modern, glass fin system that will ensure light into the garage during the day and allow transfer of light from the garage onto the street during the evening.

Marc Fazio asked if it would be feasible to build an interior greenspace that would only be visible to garage users and expressed concern over the fact that this interior, isolated and accessible space may be attractive to the homeless population.

Chris Wamsley suggested the design team consider something other than a greenspace in that area, citing ongoing maintenance concerns.

Ransom assured the board that the interior open space was created to accommodate asymmetry of the block and stated that no parking spaces would be lost as a result of the proposed design element. Staff trusts the architect is working to optimize the efficiency of the material costs and construction of the interior space. He will present the board's concerns to the design team for their consideration.

Chris Wamsley expressed concern regarding the amount money being spent on the designs and requested confirmation that the architect has been provided with a formal budget to work within.

Matt confirmed that the architect does have a design budget for the Park and Ride facilities and is prepared to work within that.

In terms of next steps, Ransom stated that the architect and design team are soliciting feedback from the VTAC and CCRA regarding the proposed design elements for each facility.

Deb Ewing asked what formal next steps would need to take place before the designs are finalized.

Ransom stated that staff will brief City Council on the proposed locations early in 2011. Discussions regarding the garages, shared use or parking and management options will follow. Council will not need to take action on the preferred location. **The final decision will be based on the CCRA recommendation, as presented by staff.**

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**B-003-001** Ward Cook raised the question of future maintenance for a modern, glass structure and expressed concern regarding construction of a facility that could potentially outshine the neighboring Hilton.

Dick Pokornowski asked staff to communicate the need for an aesthetically pleasing exterior that would compliment the Convention Center and requested additional information regarding the upper deck. Hilton guestrooms on the east side should not have views of a parking lot.

Ransom stated that parking on the upper deck will likely be visible from the hotel, but suggested that the design team could work with various elements to ensure it is visually pleasing (trees, trellis systems, etc).

Eric Homes stated that the proposed locations and design elements would be brought before Council for consideration in early 2011. In the meantime, Holmes assured board members that staff would compile information regarding progress of active CRC subcommittees, decisions and timelines in order to ensure the CCRA remains well informed throughout the process.

Chris Wamsley asked if there was a date on the timeline that would trigger loss of funding for the entire CRC project.

Holmes stated that the largest window of opportunity influencing that decision is the six-year reauthorization of the federal highway bill which scheduled the existing law. The original bill expired in 2009. It has been extended and should be taken up in the first half of 2011.

#### **Under The Bridge – Waterfront Park Space**

Matt stated that he would not have time to brief members on this project, but would be happy to attend the January meeting in order to provide an update.

Eric Holmes suggested the board dedicate its next meeting agenda to further discussion regarding Park and Ride design and the park space being planned under the bridge.

Ransom agreed to return in January with consultants for each project.

#### **ELECTION OF OFFICERS**

Ward Cook opened nominations for the offices of Board President and Secretary / Treasurer to serve throughout 2011.

Debi Ewing recommended that board members currently holding each position be reappointed.

MOTION MADE BY DICK POKORNOWSKI, SECONDED BY DEBI EWING AND PASSED UNANIMOUSLY TO NOMINATE WARD COOK AS PRESIDENT AND RICHARD KELLER AS SECRETARY FOR 2011.

#### **BOARD STAFFING**

Eric Holmes informed board members that Interim Assistant City Manager, Paul Lewis, would serve as staff for the City Center Redevelopment Authority (CCRA) until the recruitment process for a new Assistant City Manager is complete. The CCRA will become part of the Assistant City Manager's portfolio. The position was advertised in early December, and Staff anticipates a final selection by mid-March.

#### **NEXT MEETING**

There being no other business, the meeting was adjourned at 1:03pm.

The next meeting is January 20, 2011.

Approved:

\_\_\_\_\_  
Ward Cook, President

B-003-001

See Page 5  
highlighted text



Pride, Progress, and Possibilities

Official website of the  
City of Vancouver, Washington

City of Vancouver » City Government » Boards and Commissions » City Center Redevelopment Authority (CCRA)

City Center Redevelopment Authority (CCRA)

Meeting Minutes - Thursday, April 21, 2011

City Hall Council Chambers

**MINUTES OF THE  
CITY CENTER REDEVELOPMENT AUTHORITY  
THURSDAY, APRIL 21, 2011  
COUNCIL CHAMBERS, CITY HALL**

**MEMBERS PRESENT:** Ward Cook, Richard Keller, Jack Onder, Dick Pokornowski

**MEMBERS ABSENT:** Marc Fazio, Chris Wamsley, Debi Ewing

**STAFF PRESENT:** Brent Boger, Paul Lewis

**APPROVAL OF MINUTES**

MOTION MADE BY DICK POKORNOWSKI, SECONDED BY RICHARD KELLER AND PASSED UNANIMOUSLY TO APPROVE THE MINUTES FOR FEBRUARY 17, 2011.

**GENERAL PROJECT UPDATES**

Paul Lewis informed board members that tenant improvements at the new City Hall have been underway for the past month. Phased move in dates are targeted for June through August. Lewis reminded the board that this project will consolidate administrative staff from five separate locations throughout the city into one building. The Esther Short Building at 610 Esther Street will be vacated as a result of this move. It has been on the market for approximately one month with a formal asking price of \$5.4M.

Farwest Steel is moving forward with construction of their project at the Port of Vancouver, and will be the first in our area to apply for New Market Tax Credits. The application process for this element of funding has been a collaborative effort between Farwest Steel, the City of Vancouver, Port of Vancouver and National Development Council. An announcement is expected within the next 30 days.

The Chamber hosted a soft opening of Fort Vancouver's new Main Library on March 22<sup>nd</sup>. It was a well-attended event. Grand Opening is schedule for July 17, 2011.

PeaceHealth continues to evaluate potential locations in Vancouver. Their site selection process is expected to conclude in June.

Regarding the Waterfront Access Project, Paul informed board members that construction of the Grant Street Bridge is approximately 50% complete. Site work continues in preparation of shoofly and T-Wall construction.

Paul informed board members that the Tax Increment Financing Bill and Public Facilities District tax credit extension bill appear to be dead for this legislative session. Mark Brown has indicated they are hopeful that additional funds may be available for a second round of Local Revitalization Financing, but was not incredibly optimistic it would come to fruition.

**PRESTIGE PLAZA DEVELOPMENT AGREEMENT UPDATE**

Paul provided board members with an overview of proposed revisions to the Prestige Plaza Development Agreement (*presentation titled Prestige Plaza Update, April 21, 2011*).

**Proposed Development Program**

The developer has proposed a full block, primarily residential, mixed-use complex to include:

- Residential Apartments: 92 units total
- 11,300 sf of commercial space

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**B-003-001**

- o 12 studios
- o 46 one bedroom / one bath
- o 34 two bedroom / two bath
- o 5,600 sf on Mill Plain and 13<sup>th</sup> St
- o Live/Work or Retail

Elie Kassab reminded board members that his team began preparing for a full block development at this location in 2006, but the final 15,000 square feet were not acquired until December, 2010. The proposed development consists of two L-shaped buildings, with corners on C St/Mill Plain and D St/13<sup>th</sup> St. Elie assured board members that this would be a very nice project, designed to attract additional housing developments to the downtown area. Elie noted that each building will offer a conference room, small gym and gathering space on the 4<sup>th</sup> floor, with outdoor balconies on the SE and NW corners of the complex.

Paul Lewis presented conceptual renderings of the development and specifically addressed the parking option proposed. Under Elie's current plan, parking would be located between each of the buildings, with a portion of it to be covered by structural overhang. The Code for this type of development calls for structured parking. It is unclear as to whether or not the current design would satisfy code requirements. Although the proposed concept provides surface parking only, the plan does remove cars from the street and bring them to the interior of the project.

Regarding schedule, Elie stated that Burgerville is tentatively scheduled to vacate in September and he would like to begin the anticipated 12-14 months of construction in October. Prestige will begin pre-leasing mid-construction and predicts it will take 6 months to fill both buildings.

Jack Onder asked Elie to speak to the retail versus live/work units proposed along Mill Plain, reminding the board that one of the Vancouver City Center Vision's (VCCV) main goals is to activate downtown streets.

Elie stated that he is open to placing retail on Mill Plain, but this decision will be dependent on the market. He noted that 13<sup>th</sup> Street would likely be more appropriate for Live/Work units that could accommodate a single operator (ie attorney, graphic designer or architect). Smaller retail spaces on the corners of Mill Plain/D St and 13<sup>th</sup>/C St could be ideal for a deli or convenience store. Elie noted that medical and dental tenants have also been considered.

Wark Cook asked where commercial / retail patrons would park, considering there are no spaces along Mill Plain.

Elie confirmed customers would utilize designated parking within interior of the development.

Jack Onder asked how many parking spaces were included as part of the proposed plan.

Paul Lewis confirmed that the 68 spaces anticipated would meet required codes for the residential and retail portion of the development. The pre-application conference scheduled for May 5 will confirm this project meets parking requirements.

Jack Onder cautioned Elie that renters often require a designated parking space. With 92 units and 68 parking spaces, this could prove problematic.

Elie reminded board members that there is a great deal of underutilized parking along 13<sup>th</sup> that could be designated for residents and potentially generate parking revenue for the city.

**Summary of Proposed Changes**

- Full Block Development - The original agreement was only for the property which Elie controlled at the time. The current proposal assumes a full block development (40,000 sq ft) and includes the current Burgerville location acquired in late 2010.
- Adjusts development program to match current development proposal.
- Addresses vesting of transportation capacity and system development charge credits for added property. Additional transportation capacity will be reserved based on the trips with the existing use.
- Potential for earlier start date - The original agreement anticipated a deadline of 2016 as its start date. The current schedule assumes construction will begin in October, 2011.



- B-003-001 Potential for Live/Work units on ground floor
- No bank or drive-thru feature
- No below-grade parking

	Original	Original with Added Property	Proposed
Minimum Building Height	5 Stories	5 Stories	4 Stories
Minimum Floor Area Ratio	3.0	3.0	2.5
Minimum Building Size	74,000	118,000	99,000
Minimum Gross Floor Area	60,000	96,000	90,000
Minimum Residential	40,000	64,000	80,000
Minimum Retail	10,000	16,000	10,000
Maximum Office	10,000	16,000	15,000
Other			
Retail on 1 <sup>st</sup> Floor	✓	✓	✓ "Commercial"
Office Allowed on 1 <sup>st</sup> Floor	No	No	Yes (live / work)

**Next Steps**

In terms of next steps, Paul noted that a pre-application conference was scheduled for May 5 and asked the board to consider a motion approving revisions to the original development agreement and forward its recommendation to City Council for their consideration.

Regarding financing, Lewis informed board members that the developer is still working to secure a funding package. Mr. Kassab will likely submit a request for Multi-Family Tax Exemption as an element of financing for this project. If an application for abatement is brought forward, it will be the first one received by the City in a number of years and necessitate revision of the original ordinance to comply with changes made to the State statute in 2007. In addition to the required updates, staff may propose creation of another residential target area along the Fourth Plain corridor.

Jack Onder asked if all units would qualify for the tax exemption.

Paul Lewis stated that the tax exemption applies to all of the multi-family new construction but not the commercial development or the land. A twelve year exemption is available if 20% of the multi-family units qualify as low or moderate income housing. Applying the state's definition of rental rates that qualify as low and moderate income housing results in rental rates that are very close to current market rates.

Dick Pokornowski asked if the developer would be able to move forward in the event that Council was not willing to approve the request for tax exemption.

Elie stated that the abatement would be a critical element of project funding. At this time, the intention is to submit permit applications in June. If the exemption is not granted, construction will be put on hold until financing options improve.

Paul stated that the Tax Exemption revisions should be approved by Council before the permit application deadline for an October construction date.

Ward Cook asked what materials would be used on the exterior of the building. Elie stated that they would be utilizing a combination on brick on the ground floor and cement board or stucco on the upper levels.

Jack Onder asked for reassurance that the retail component would effectively activate the street, as mandated by the VCCV.

Paul stated that code does require commercial use on the ground floor and assured the board that further discussion regarding the live/work concepts ability to do that would take place. Lewis acknowledged that while the experience with this concept on upper Main has been positive, it does not generate a considerable amount of traffic.

Jack Onder asked staff to clarify context of the motion before moving forward with approval.

**B-003-0010** Paul Lewis stated that staff was seeking the board's concurrence on proposed amendments to the development agreement only. The body's recommendation to Council would serve as an endorsement for their consideration and formal action.

Jack stated that while he encouraged the developer to move forward, he was not comfortable recommending the project as a whole.

Paul reminded board members that the development agreement itself does not dictate design or specific elements of the project, but rather provides a broad framework within which the development can proceed.

Richard Keller asked if a final design would be brought to the board for approval at a later date.

Paul Lewis stated that design recommendations from the CCRA board are not required for private development projects to move forward.

Richard Keller stated that most of the developments the board has recommended have provided a design element for their consideration.

Paul stated that the project would be coming back to the board on May 19 for further discussion of the Multi-Family Tax Exemption. Members will be provided with additional information regarding financing and return on investment opportunities at that meeting. An additional work session to address specific elements of the project and design options will also be scheduled.

Lewis reminded board members that the proposed development does not fit within the current agreement and will not move forward without approval of the proposed revisions.

Jack stated that he would approve the proposed changes, but was not prepared to make a positive recommendation regarding design or inferred development.

**MOTION MADE BY DICK POKORNOWSKI, SECONDED BY RICHARD KELLER AND PASSED UNANIMOUSLY TO APPROVE PROPOSED REVISIONS TO THE PRESTIGE PLAZA DEVELOPMENT AGREEMENT APPROVED IN 2008.**

**COLUMBIA RIVER CROSSING DISCUSSION**

Paul Lewis directed board members to their packets and called attention to a Summary Statement regarding the Park and Ride facility being proposed at Columbia & 5<sup>th</sup> Street. Lewis reminded board members that Ward Cook, Dick Pokornowski and Marc Fazio have been serving on a Columbia River Crossing (CRC) subcommittee of the CCRA for the past month.

Transportation Director, Thayer Rorabaugh and Long Range Planning Manager, Matt Ransom have attended each of the meetings. CRC project staff member Wes King has also participated in the ongoing discussion.

Lewis reminded board members that this group has been charged with reviewing design elements and development concerns specific to the proposed structure. A revision of the CCRA's October 2010 letter to Mayor Leavitt regarding this same topic will also be provided by the committee.

Dick Pokornowski stated that the Summary clearly outlines the committee's conclusions regarding the type of facility that should be constructed at this location if mandated by the Federal government as a required element of the CRC project. Subcommittee members agree that the proposed design does not compliment its neighboring surroundings, provide opportunities for future revenue or appropriately reflect the overall vision for downtown.

Ward Cook noted that the committee is proposing a parking structure be placed underground to encourage activity at street level.

Richard Keller suggested that the statement regarding incompatibility with surrounding architecture be strengthened, noting both aesthetic and functional deficiencies.

Dick Pokornowski stated that the committee's proposal of an underground structure would be offered as a form of compromise and formal acknowledgement that a parking facility at this location is not desired by the community. He noted that an underground structure would provide multiple

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**B-003-001** advantages and opportunities that will be missed if the proposed facility were constructed. The footprint of a below grade facility could be expanded beneath Lightrail to increase capacity without creating a dead street.

Paul offered that the committee has consulted with several members of the development community. It was suggested that residential may be a good use for the upper floors of this site, with smaller professional offices to occupy the ground floor, versus retail.

Ward reminded board members that the purpose of the Summary was to provide the City Council and project staff with a formal statement on behalf of the board that would clearly outline its opposition to construction of the structure as proposed at 5<sup>th</sup> / Columbia.

Richard Keller asked if there were any way to insist that the project return to the community in some capacity for approval of the design.

Paul stated that while the City has very limited jurisdiction with regard to the overall project, it does have a vote on the Project Sponsors Council. This Summary Statement provides a formal opportunity to raise the profile of this issue.

Ward Cook asked staff to strengthen the reference to underground parking as the preferred option and incorporate a statement that recognizes this site as a formal gateway to the City of Vancouver and state of Washington.

Paul agreed to incorporate the suggested changes and provide a revised Summary Statement to the subcommittee for review.

**MOTION MADE BY DICK POKORNOWSKI, SECONDED BY JACK ONDER AND PASSED UNANIMOUSLY TO APPROVE THE 5<sup>TH</sup> /COLUMBIA PARK & RIDE SUMMARY STATEMENT WITH SUGGESTED CHANGES AND FORWARD TO CITY COUNCIL, CRC PROJECT STAFF, C-TRAN.**

**NEXT MEETING**

There being no other business, the meeting was adjourned at 1:25pm

The next meeting is May 19, 2011

Approved:

\_\_\_\_\_  
Ward Cook, President

**Attachment E**  
**Historic Lucky Lager Warehouse Building Economic Value**



## The Historic Lucky Lager Warehouse Building An Economic Benefit to Downtown

B-003-001

### 1. The Building is a Magnet for Downtown Jobs

The Historic Lucky Lager Warehouse building has a history of attracting highly creative and innovative businesses downtown - the very type of businesses that hold promise for the City's future economic growth. The building is similar to many in Portland's very successful Pearl District, where historic buildings have been modernized for the needs of today's tenants.

In the past five years, the unique character of this building has attracted the following tenants:

- Logic Product Development - Vancouver office of innovative Minneapolis company with offices nationwide, providing product design, development, and engineering to manufacturing services
- High Tech Manufacturing Services (HTMS) - Administrative office of firm providing precision machine part manufacturing to order and for new product prototypes, with customers including Hewlett Packard and SEH
- Columbia Energy Partners - Company specializing in renewable energy projects, particularly wind energy development in the Northwest
- Neeenan Archistruction - Vancouver office of innovative Colorado design-build company with focus on medical facilities (have built most of the Vancouver Clinics in the area)
- Gravitate Design Studio - West coast office of national website design and marketing company
- Panther Systems, Inc. - national leader in process automation and information technology

### 2. The Fact That the Building is Fully Occupied Points to Its Appeal

The building is one of the few that is completely (100%) occupied at a time when downtown Vancouver vacancy rates are one of the highest in the Portland Metropolitan area, averaging about 15 percent.

Currently 80 people work in the Historic Lucky Lager Warehouse Building. 15 separate businesses call it home.

### 3. Here is What Vancouver's Mayor Levitt Said About the Building

In April 2010, the Intertwine held their spring event in our building. The 80 attendees included a number of government officials, including Mayor Leavitt. Here is what Mayor Leavitt told the audience:

"This is a wonderful space; I'm very envious of this space. Being an engineer, the spot I work in isn't quite as beautiful as this so I might be coming looking for a job."

215 W. 4TH STREET, SUITE 200 VANCOUVER, WA 98660 ■ 360.600.7094

**Attachment F**  
**Advisory Group Member Supporting Letters**

B-003-001

203 West 34<sup>th</sup> Street  
Vancouver WA 98660-1908  
October 19, 2011

To: Whom It May Concern  
RE: CRC-FEIS comments (Columbia River Crossing-Final Environmental Impact Statement)

I oppose the taking of the Wallis Engineering building for the south-most parking garage, as specified in the FEIS.


I served as a member of the CRC-VTAC (Vancouver Transit Advisory Committee) and alternate on the VWG (Vancouver Working Group). When the VTAC began, plans presented showed the south-most parking garage inside the SR-14 to I-5 cloverleaf, on land already off the tax rolls. Months later, the plans changed suddenly to show it on the now partly vacant "auto dealer" lot east of Columbia and south of 5<sup>th</sup>. Then, at a subsequent meeting, its footprint expanded to include the block housing Wallis Engineering. The records show one objecting comment to removing these lots from the tax rolls, but the Committee was never asked for input on this, nor were the changes fully explained. VTAC and VWG had no self-selected leadership; agendas were controlled by staff.

The Wallis Engineering building is a historic structure, and I believe it is recognized by the county and/or state as a historic building. It has served a vital function as a business incubator for many small entities, recently including Vancouver Food Cooperative. The FEIS proposal would replace this beautiful historic building paying property tax with an oversized unsightly government-owned garage.

I'd hate to have the CRC proposal or public vote opposed because of this provision; small in terms of the CRC project, but tragic in its ramifications for this now nice mini-neighborhood. Consider how ugly a block in that part of town between 5<sup>th</sup> and the River could easily be.

If the rationale is, as has been stated, to preserve hotel views when the hotel paid for no such provisions, this is improper bias in favor of one business and against others.

Sincerely,



Kenneth M. Becker

B-003-001

700 Washington Street Unit 927  
Vancouver Washington 98660  
October 20, 2011

TO: Whom It May Concern  
RE: CRC-FEIS (Columbia River Crossing- Final Environmental Impact Statement)

I served as a member of the CRC VTAC (Vancouver Transit Advisory Committee) and on the VWG (Vancouver Working Group). During the initial work of CRC VTAC a good deal of effort was expended to develop guiding principles. One of these was intended to protect existing businesses, if at all possible, in the development of light rail alignments and related facilities such as parking lots and rail stations. The light rail alignment options included details about all possible takings and played a significant role in the ultimate decision making. At this stage the related facilities were conceptual in nature and lacked supporting takings detail.

In fact, the VWG was formed to provide a review of more detailed options for the sizing and placement of the stations and park and rides. As a member representing the Esther Short Neighbor Association, I was particularly focused on mitigating the impact of the light rail investments to at least complement if not improve downtown pedestrian movements and encourage existing investments as well as look to the future. Because of the riverfront potential and the location of the fifth street rail station I favored the movement of the park & ride from under the new bridge and highway 14 connections to a location adjacent to the Hilton. This had the potential to further downtown investments and serve as an attractive gateway. In my opinion details related to sizing of the structure and its related takings were not provided to the VWG. CRC staff and their consultants were tasked with looking at the details of this conceptual solution.

Today, it appears that the Wallis building will be destroyed to make room for the parking garage a direct violation of one of our guiding principles. I am not comfortable that all options have been explored and would request that the process for placement and development of the parking garage continue with every effort expended to support an existing business with historical value. In order to ensure this effort, one that will require the expenditure of resources, I believe ROD should include this as a requirement for the CRC project's future efforts.

Sincerely

Michael T. McCarthy





B-003-001

500 Broadway St. Ste 603  
Vancouver, WA 98660  
21 Oct 2011

To Whom it May Concern:

I was a member of the VWG that made recommendations on light rail alignment and station and parking structure locations. I was also a member of VTAC saw various design concepts for stations and parking structures. The primary role of the VTAC was to provide input on the aesthetics for parking structures and transit stations.

The Columbia parking structure was originally going to be located inside the circular on ramp from SR 14 to I-5 SB. Then it was relocated to the block bounded by 4th - 5th - Washington - Columbia. Following a review by the Downtown Redevelopment Authority the conceptual design for parking structure was revised again. This third concept was briefly reviewed in our May 2011 meeting but there was little or no discussion of the impact on the property to the south. Most of our time was spent on the transit stations - what they looked like and how to harden them to maximize fare collections. We never got into details about property acquisition nor were we asked to make recommendations regarding them as this was not the work of this committee.

Well after our May meeting, I was surprised to learn that the third concept for the parking structure and a nearby roundabout required the taking of property in the block bounded by 3rd - 4th - Washington - Columbia. This area includes the recently renovated, historic Lucky Lager warehouse. Its heart breaking to think that this property will be a casualty of the CRC project. I feel great sympathy for Bob & Gill Wallis who find themselves in this situation and hope that something can be done to fairly mitigate their concerns.

Sincerely,

Lee Coulthard  
360.750.8907 H  
360.607.4224 C

**Attachment G**  
**DEIS Chapter 22 – Description of Alternatives, page 2-34**

Exhibit 2.3-16

**Minimum Operable Segment (MOS) Options**

- |   |   |
|---|---|
| <p><b>Mill Plain MOS Alignment Options</b></p> <ul style="list-style-type: none"> <li><span style="color: green;">—</span> Washington-Broadway Couplet</li> <li><span style="color: yellow;">—</span> Two-way Broadway</li> </ul> | <p><b>Clark College MOS Alignment Options</b></p> <ul style="list-style-type: none"> <li><span style="color: purple;">—</span> Washington-Broadway Couplet</li> <li><span style="color: red;">—</span> Two-way Broadway</li> <li><span style="color: blue;">—</span> Two-way on McLoughlin Blvd</li> <li><span style="color: brown;">—</span> Two-way on 16th Street</li> </ul> |
|---|---|



DIMENSIONS ARE APPROXIMATE.

**DELTA PARK TO DOWNTOWN VANCOUVER**

The transit guideway would start at the existing Expo Center MAX station. The light rail component would extend the existing tracks. Bus rapid transit would entail building bus bays and other modifications for a bus transfer center and a new bus-only guideway north from the Expo

The Clark College MOS would include the same three-level parking structure at Clark College as the Kiggins Bowl terminus. Local buses could carry passengers from a surface lot at Kiggins Bowl to the Mill Plain transit station. The terminus station could be between the park and ride and the highway, as indicated in the graphics, or it could be parallel to McLoughlin, either in the middle or to the side of the street.

**Mill Plain Minimum Operable Segment**

The Mill Plain District MOS would end the transit guideway at the new Mill Plain station between 15th and 16th Streets and between Washington and Main Streets, and could serve as a shortened version of either the Kiggins Bowl terminus or the Lincoln terminus. Future projects could extend the transit guideway to either full-length terminus.

This terminus option would include a Park and Ride structure one block north of the Mill Plain Station, as well as additional Park and Ride surface lots around the SR 14 interchange. Additional Park and Rides at Clark College, Lincoln, and Kiggins Bowl would be connected to the HCT guideway by local bus routes.

**Transit Alignment Options**

This section describes, from south to north, the transit alignment options that are available for each of the four terminus options. Three segments, or geographic sub-areas, of the project area are defined by discrete sets of transit alignment options in each:

- Segment from Delta Park to downtown Vancouver,
- Segment from downtown Vancouver to the Mill Plain District, and
- Segment from the Mill Plain District through North Vancouver.

Any alignment option in one segment can be matched to any alignment option in another segment. The same terminus and alignment options, as well as station locations, are being evaluated for light rail and bus rapid transit.

**Attachment H**  
**FEIS Chapter 2 – Description of Alternatives, Park and Rides,**  
**pages 2-26 to 2-27**

**EAST-WEST LIGHT RAIL ALIGNMENT AND TERMINUS STATION**

Both north and southbound alignments of the couplet would become a two-way guideway traveling east-west on 17th Street. The double-track, center-running guideway on 17th Street would run until G Street, then curve north to McLoughlin Boulevard, and then continue east through the existing underpass beneath I-5. The underpass would be widened and the road bed lowered to accommodate the light rail trains and overhead catenary system. The guideway would end at a station and park and ride structure east of I-5, on the western boundary of Clark College and across from the Marshall Community Center, Luepke Senior Center, and Marshall Park.

**Park and Rides**

Three park and rides would be built in Vancouver along the light rail transit alignment (Exhibit 2.2-18).

Exhibit 2.2-18

**Proposed Park and Rides Included in the LPA**

Site Location	Columbia Park and Ride	Mill Park and Ride	Clark Park and Ride
	West side of Washington Street between 4th and 5th Streets	East side of Washington Street from 15th to 16th Streets	Northeast of McLoughlin Boulevard and I-5
Size (parking spaces)	570	420	1910
Number of Levels	5	4	5
Footprint (SF)	50,000	42,000	128,000
Retail Space Included Inside Structure	Yes	Yes	No

**COLUMBIA PARK AND RIDE**

A park and ride would be bounded by Washington, Columbia, and 5th Streets, and half the block between 3rd and 4th Streets. This facility would have five floors above ground and would contain approximately 570 parking spaces (Exhibit 2.2-19). Active uses would be included on the ground floor.

**MILL PARK AND RIDE**

A smaller park and ride would be built in the block surrounded by Washington and Main Streets and 15th and 16th Streets (Exhibit 2.2-20). This facility would have four floors, with active use space (which could include retail) on the ground floor. The current design includes 420 parking spaces.

**CLARK PARK AND RIDE**

The largest park and ride would be built at the Clark College terminus. This facility would have five floors, and contain approximately 1,910 parking spaces (Exhibit 2.2-21).

**Ruby Junction Maintenance Facility Expansion**

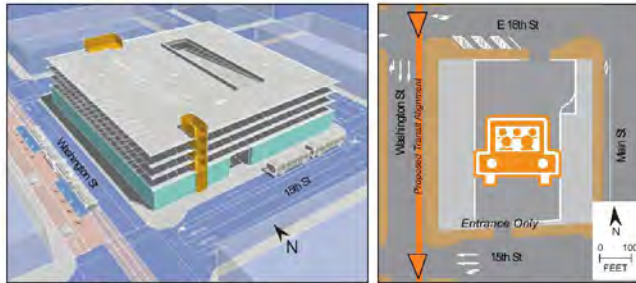
The CRC project would expand the existing Ruby Junction Maintenance Facility in Gresham, Oregon to accommodate the additional LRVs associated

Exhibit 2.2-19  
**Columbia Park and Ride**



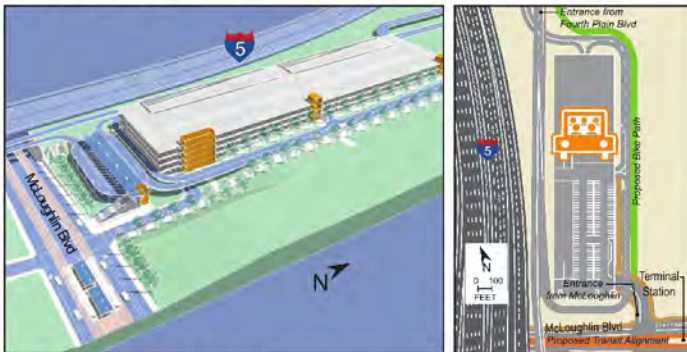
Conceptual designs. Dimensions are approximate.

Exhibit 2.2-20  
**Mill Park and Ride**



Conceptual designs. Dimensions are approximate.

Exhibit 2.2-21  
**Clark Park and Ride**



Conceptual designs. Dimensions are approximate.

**Attachment I**

**Historic Lucky Lager Warehouse Building Historical Analysis,  
Eric Eisemann, University of Oregon Adjunct Professor in the  
Master's Program in Historic Preservation**

[Note that in this document, the building is referred to as the  
"Henkel" building, the original owner and builder)

**Narrative Description**

215 W 4<sup>th</sup> Street is an excellent example of early 20<sup>th</sup> century commerce and commercial architecture in downtown Vancouver. It is a two story concrete building, designed and built in a restrained commercial style that rests on a 0.28 acre parcel at the southeast corner of SW 4<sup>th</sup> St and SW Columbia Street. It is rectangular in shape, measuring approximately 100 feet x 110 feet and contains approximately 12,179 square feet within its walls. The pitched roof, built in two sections, runs south to north with a stepped parapet wall on the north façade, the building's primary façade.

The ground floor of the north façade contains five (5) large storefront windows, a central access way and one (1) garage door. The upper story is a segmented stepped parapet wall with six (6) window openings measuring 4 feet x 6 feet. The Columbia Street façade contains a bank of large storefront windows and two (2) pedestrian access ways, one in the center of the wall and the second at the south end. The second story contains four (4) window openings. A recessed rectangular sign panel running the length of the building separates the first and second stories on the north and west facades. The south façade abuts a parking lot and contains a ground floor access and two upper story windows. The east façade abuts an adjacent commercial building.

The earliest photographic evidence of the building found to date is from 1964. The photograph of the north façade shows that the second story windows are unchanged from 1964 to present day. In 1964 the wall openings on the north façade were in the present location but they are partially filled. A multi-pane transom light is visible above the filled storefront windows on the north and partial west facades. The style of the transom lights suggests an early 20<sup>th</sup> century design. In 1967 the window fill material was removed and the storefront windows were opened to their present configuration and style. The recessed sign panel is visible on the north and west facades in the 1964 and 1967 historic photographs and remains intact today. The photographic evidence and building permit research suggests that today the two primary elevations, the north and west facades, are closer to their original configuration and design.

The ground floor interior of the building is large open space designed originally for commercial and warehouse use. Atop the concrete floor, massive wooden posts and beams support the second story. This support system was clearly designed to carry heavy loads. Clear grain fir posts, measuring 12 inches x 12 inches and 8 inches x 12 inches, resting on concrete piers are spaced in a grid pattern 12 feet on-center running north to south and 20 feet on-center running east to west. The posts support clear grain fir beams measuring 10 inches x 13 inches. The second floor joists are unpainted clear grain fir measuring 3 inches x 11 inches. The floor joists are spaced 8 inches on center and are clearly designed to carry very heavy loads. The second story floor boards are also clear grain fir. The overall visual effect of the massive post and beam construction and tightly spaced exposed wooden floor joists is like a forest and canopy of wood.

The first and second floors were originally connected by a freight elevator and a broad wooden staircase. The stair case is in its original location but was modified in 2004 to meet modern building codes. The second story is an open floor plan reflecting its original use as a storage space. Exposed fir posts, measuring 8 inches x 8 inches and 10 inches x 10 inches, support an exposed roof truss



**B-003-001** system. The spans are made of five (5) 2 inch x 10 inch fir boards bolted together; the wooden webbing measures 3 inches x 11 inches; and the chords are solid 12 inches x 12 inches fir lumber. The ceiling rafters measure 3 inches x 11 inches and are spaced 12 inches on-center. Like the ground floor interior, the second story structural system is unpainted wood.

The building was renovated in 2004-2005. The windows voids are unchanged and weatherized glazing was installed. The original interior structural support system is intact. Non-load bearing interior partitions divide the first and second floor interiors but great care was taken to leave the entire wooden structural support system intact and open for viewing. Glazing was installed in two of the roof truss webbings to allow sunlight to flood the upper story work space. The interior staircase is in the original location but was renovated consistent with city building code and ADA standards.

The building has occupied the southeast corner of Columbia and 4<sup>th</sup> streets for nearly 90 years. During that long period of time the exterior scale, massing and limited ornamentation have changed little. The character defining elements of the interior, the massive wooden support systems is completely intact.

**Statement of Significance** - In response to criteria:

The W.F. Henkel building is a significant illustration of simple downtown commercial and industrial architecture from the early 20<sup>th</sup> century. The simplicity of its stripped early modern design and poured concrete construction is a reflection of the desire of Vancouver's World War I era business community to participate in the growth and prosperity of the new 20<sup>th</sup> century. The emergence of automobile and rapid industrialization are the hallmarks of the early 20<sup>th</sup> Vancouver and American history and this building is a reminder of the strength and vitality of that era.

1. Association with significant broad patterns or local events. The earliest documentation of a commercial use of the site is the 1888 Sanborn map which identifies a planing mill at this location. The 1889 Polk Directory lists Case Doors and Blinds as the site use and J.P McFarlane and Frank M Davis as the owners. MacFarlane, a Michigan native, formed and operated the Michigan Lumber Company. On June 9, 1902, according to the Landerholm Chronicles, the building burned to the ground at 4:00 AM. Prior to the fire, the building was "closed due to litigation" and the Michigan Lumber company liquidated its assets to FW Ledbetter and HI Pittock. The 1907 and 1911 Sanborn maps indicate that the property was not in use. The Polk Directories from 1916 – 1919 indicate that 215 W 4<sup>th</sup> Street was occupied by and Red Front Livery. Just as the horse and buggy was replaced by the automobile, so was the livery replaced with a new automotive showroom and repair building. The 1920 county tax records show a \$2,500 increase in improved property value on the site over the previous year indicating that the present building was constructed and opened. The property owner was W.F. Hankel. The 1921 Polk Directory contains a listing for the W.F. Hankel & CO – truck Headquarters, Hankel & Company sold and services GMC trucks, Samson tractors and Scripps-Booth Motor Cars out of the ground floor showroom. In addition, Hankel distributed BF Goodrich truck tires, operated a machine shop and, because industrialization and the auto had not completely conquered the area, the company had a blacksmith operation.

The building was clearly designed to house retail in the front (4<sup>th</sup> Street side) and storage in the back and in the upper story. Large storefront windows face 4<sup>th</sup> and Columbia streets inviting passers-by to come in and see the latest in modern transportation design. The storage garage door was located at the southern end of the Columbia Street façade and provided direct access to the freight elevator, designed to lift cars, tractors and heavy equipment to over-engineered second story floor.

The 1920s were a boom time in America and in Vancouver as the country and the region reaped the benefits of the economic recovery following the end of World War I. Employment and industrialization were on the rise and in downtown Vancouver “substantial new buildings seemed to rise up like mushrooms after a spring rain”. (Bill Alley – History Link – [www.historylink.org](http://www.historylink.org)) W.F. Hankel and Company served the local buying public with the latest in automotive equipment from their new building at 215 W 4<sup>th</sup> Street for a time. The 1928-1929 Polk Directory shows Lineman Motors and Automotive Dealers operated out of the building.

The effects of the great economic contraction of 1929 are reflected in the use of this building. As money became tighter people turned from purchasing large consumer goods, such as automobiles and tractors, to filling more basic needs – buying food. In 1929 Western States Grocery Company replaced Lineman Motors and operated out of this building until 1934. Between 1934 and 1938, the depths of the great Depression, Hudson and Duncan Company, another wholesale grocer owned the building. In 1954 “Hudson House” is listed as the owner and occupant on a Vancouver building permit. Hudson House appears as the owner and occupant of the building until 1964.

Beginning in 1956, Hudson House leased warehouse space to the Lucky Lager Brewery of Vancouver, WA. Lucky Lager Brewery opened its downtown Vancouver plant with its iconic red ‘Lucky Lager’ sign, in 1950. Lucky Lager and its parent General Brewing Company operated brewing plants in Azusa, California, Salt Lake City, Utah and Vancouver, WA. During the 1950s and early 1960s Lucky Lager was the beer sales leader in the Western United States.<sup>1</sup> The building at 215 W. 4<sup>th</sup> Street City of Vancouver permits show that Lucky Lager continued to lease warehouse space in this building through 1972. Lucky Lager closed its Vancouver operations in 1985. 215 W. 4<sup>th</sup> Street was one of the original Lucky Lager warehouses and perhaps the last to close down.

From 1964 through 1979, Grover’s Electric occupied the building ground floor as a retail sales shop and equipment storage area. Historic photographs from 1964 and 1967 show that Grover Electric may be responsible for removing the bricks from the storefront windows as well as interior electrical and plumbing improvements. Brian Hall Pro Caliber Motor Sports occupied the ground floor from 1994 – 2007. Wallis Engineering is the current owner and has made a significant investment in renovating the building in keeping with its original character.

<sup>1</sup> “Eugene Selva Reires as President of Lucky Lager.” Humboldt Standard 03 March 1961: Pg 9.

2. Distinctive architectural characteristics. The building, as built by W. F. Hankel in 1920 and seen today, is an excellent example of function over form and style. The building was designed and built in the post WWI era as America and Vancouver built an automobile driven society. The building was designed with large ground floor showroom windows so that passers-by, whether walking or driving, could steal a glance into the auto showroom to see the latest transportation marvel. The building is striped of all ornamentation except for the stepped parapet wall in the primary façade on facing 4<sup>th</sup> street. Concrete is the medium of choice for the exterior walls. The large garage door on the Columba Street side allowed easy access into the storage area and a heavy-duty freight elevator the dealer to over merchandize easily between floors. The rectangular second story windows are simple openings whose purpose is to illuminate the second story not to add embellishment or architectural interest. The character defining elements of the building are its simple exterior form, open floor plan, and oversized wooden support system. Every element is designed to enhance the function of the building, i.e., to showcase merchandise and facilitate its interior movement and storage.
3. Reflects elements of the county's history. In the early 20<sup>th</sup> century, nearly every small American city reinvented itself and learned to accommodate and embrace the transformation into the auto and modern industrial era. The W.F. Hankel building is such a place where downtown Vancouver embraced the modern era and moved from Red Front Livery Stable to automobile sales and service. When the county economy staggered badly in 1929, the building accommodated the changing market demands and switched from auto sales to wholesale grocery sales. When Lucky Lager opened its brewery plant in downtown Vancouver, the building at 215 W 4<sup>th</sup> Street offered its super-engineered second story as a convenient brewery warehouse. Lucky Lager closed its Vancouver plant and nearly all evidence of its iconic presence in downtown Vancouver is gone except, perhaps, for the building at 215 W 4<sup>th</sup> Street. As downtown Vancouver is experiencing a rebirth of commerce while American and the region embrace green technology. Today, a local engineering firm has carefully renovated the buildings interior and exterior character defining elements while installing the modern green technology elements of interior design. As always, 215 W 4<sup>th</sup> Street has managed to keep pace with the changing commercial times.