



## Aviation Advisory Committee Meeting Agenda

February 12, 2025  
6:00 PM

### MEETING ACCESS INFORMATION

To access by phone (audio only), call: 1-347-941-5324  
Phone Conference ID: 124 389 700#

#### Microsoft Teams

[Join the meeting now](#)

Meeting ID: 224 768 008 654  
Passcode: qX2Uk95Y

**Location:** Pilot Lounge @ Pearson Airport, 101 East Reserve Street.

### Call or Order and Roll Call

### Workshop

AAC Recommendations Regarding Waterfront Gateway  
Development & Maximum Building Height Concerns

### Community Communications - Public Comment

No Action. The public is invited to speak. The AAC makes no decisions during this period. Each speaker is requested to fill out a pre-printed testimony card (provided at the meeting entrance) with their name and matter to be discussed and asked to state their full name for the audio recording. Please limit all comments to 3 minutes.

### Action Items/Tasks

Approval - AAC Recommendation Regarding Waterfront  
Gateway Development & Maximum Building Height Concerns

### Approve Minutes

December 11, 2024 Meeting Minutes

## Aviation Advisory Committee

## MEMBERS

Peggy Keith, **President**  
Barney Levie, **Vice President**

Laura Krueger  
Kevin Lux  
Brittany Sulitzer  
Joe Ong  
Shon Lindley  
Austin Merle  
Sara Baker

**Pearson Airfield**  
101 E Reserve Street  
Vancouver, WA  
TTY: 771  
[www.cityofvancouver.us/  
pearson-field-airport/](http://www.cityofvancouver.us/pearson-field-airport/)

## Communications

1. Airport Managers Report
2. Committee Members
  - a. Recommendations on next meeting topics/comments & concerns
  - b. Approval of Office

## Adjournment

---

### Community Forum Instructions

The public is invited to speak regarding any issue. Members of the public testifying are asked to limit testimony to three minutes. There are three ways to provide comments:

1. In Writing: Public comments can be submitted in writing (name, address, contact information and comments) via email to [meredith.fox@cityofvancouver.us](mailto:meredith.fox@cityofvancouver.us) by 5pm the day before the meeting.
2. Remotely: Pre-register by phone at 360-487-8619 or email [meredith.fox@cityofvancouver.us](mailto:meredith.fox@cityofvancouver.us) by 5pm the day before the meeting.
3. In Person: Pre-register by phone at 360-487-8619 or email [meredith.fox@cityofvancouver.us](mailto:meredith.fox@cityofvancouver.us) by 5pm the day before the meeting or fill out a Public Comment form in person prior to the start of the Community Communications portion of the meeting.

City Hall is served by C-TRAN. Route information and schedules are available online at [www.c-tran.com](http://www.c-tran.com). You also may reach C-TRAN at (360) 695-0123 for more information on times, fares, and routes.

Anyone needing language interpretation services or accommodations with a disability at a Vancouver City Council meeting may contact the City Manager's staff at (360) 487-8600 (RELAY: 711). Assistive listening devices and live Closed Captioning are available for the deaf, hard of hearing and general public use. Please notify a staff person if you wish to use one of the devices. Every attempt at reasonable accommodation will be made. To request this agenda in another format, please also contact the phone numbers listed above.



# Waterfront Gateway Site Plan Update

**Chim Chune Ko – Real Estate Project Manager, EP&H**

January 6, 2025

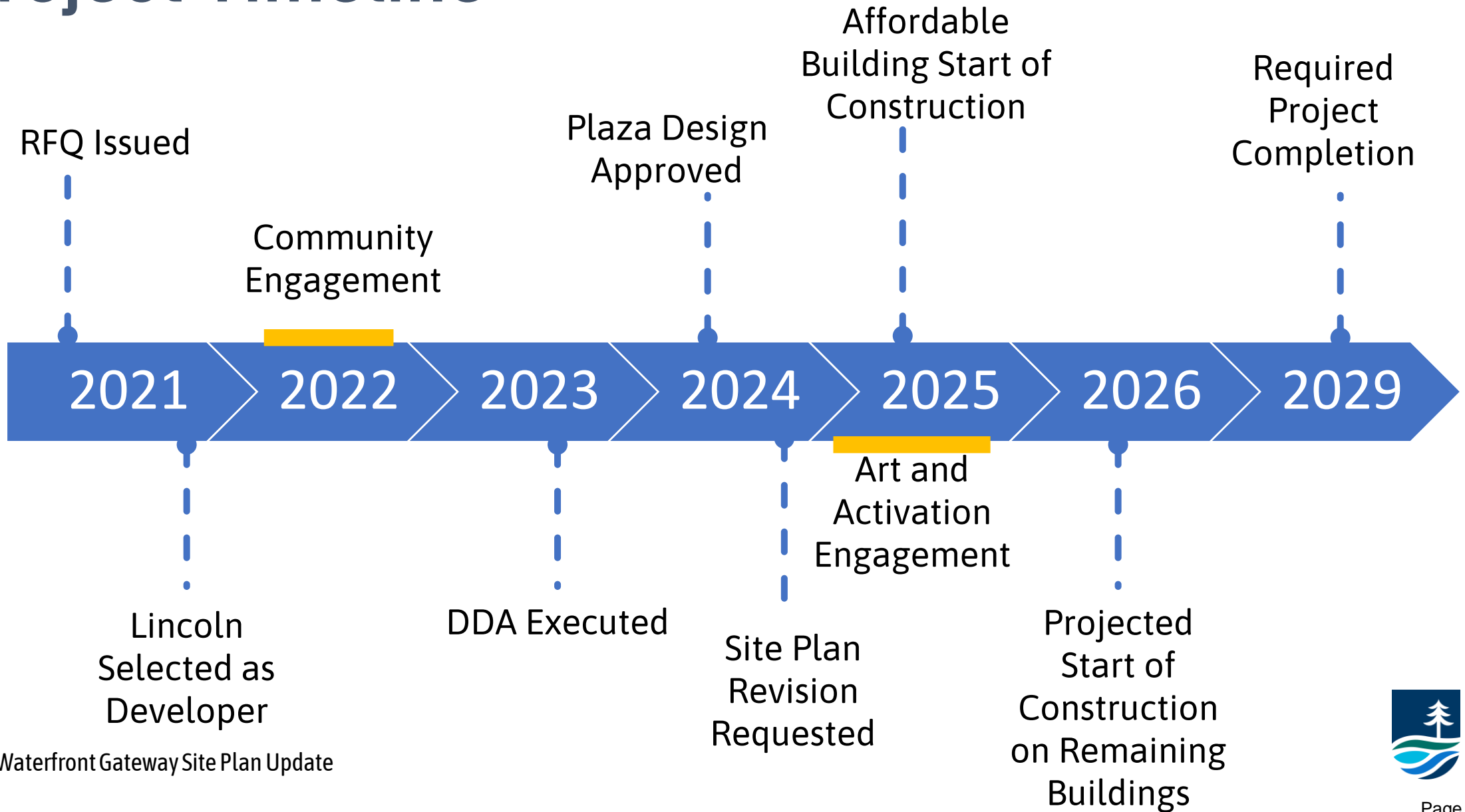


# Agenda

- Project Timeline
- Waterfront Gateway Update
- Proposed Site Plan Changes
- Office Market Update
- Downtown Office Capacity
- Next Steps
- Discussion



# Project Timeline



# Plaza Update

- Staff partnering with NAYA on an engagement plan to determine community priorities for public art and cultural amenities
- Estimated timeline
  - Q4 2025 Complete public engagement
  - Q2 2026 – Complete design and construction drawings
  - Q4 2026 – Complete contractor selection and contracting
  - Q1 2027 – Start Construction



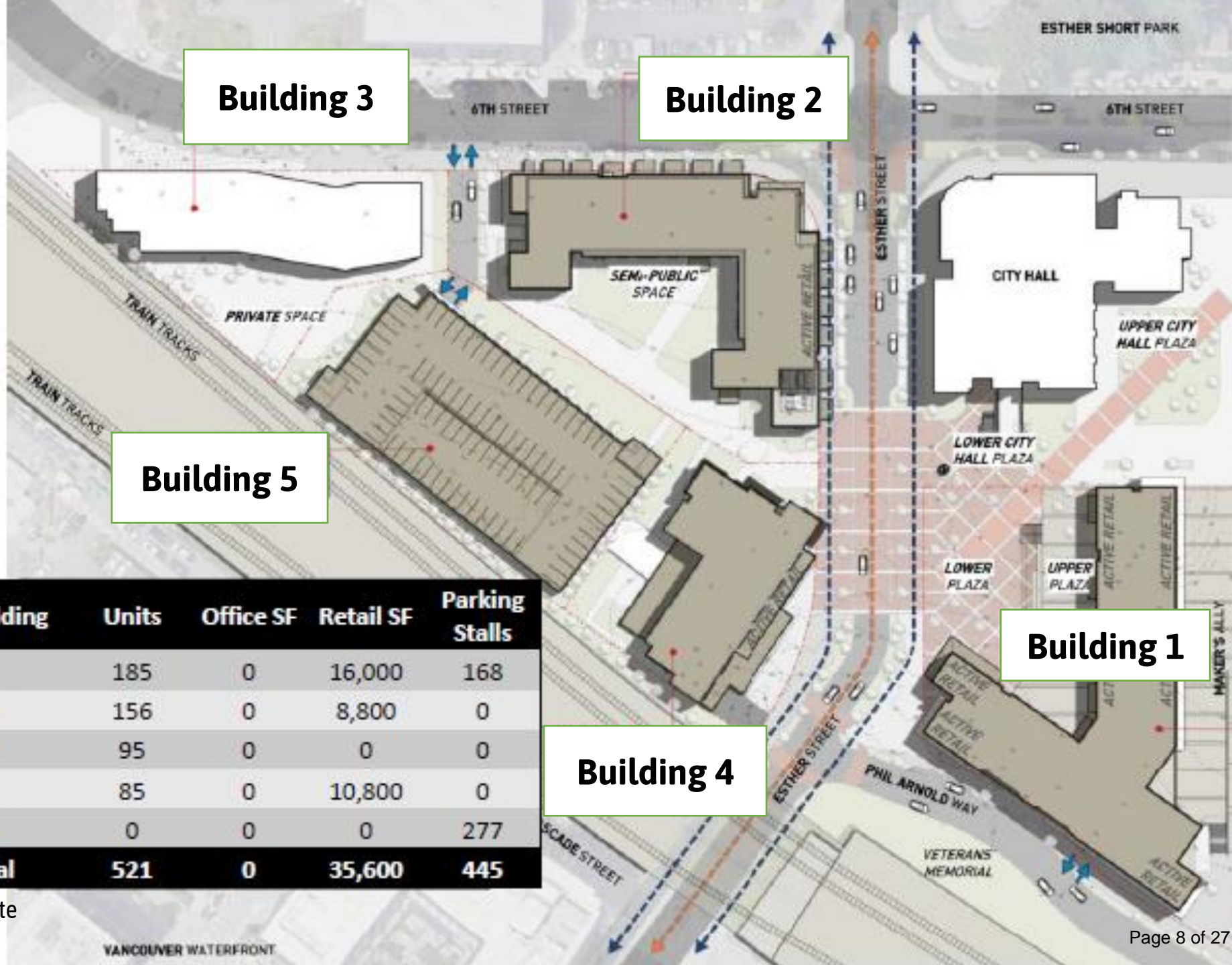
# Affordable Housing Project Update

- Building plans are being reviewed by permitting
- Finalizing funding sources and agreements and the purchase and sale agreements
- Estimated construction start in April 2025



# Proposed Site Plan Change

- Replace office building with 85-unit residential building (Building 4)



Building	Units	Office SF	Retail SF	Parking Stalls
B1	185	0	16,000	168
B2	156	0	8,800	0
B3	95	0	0	0
B4	85	0	10,800	0
B5	0	0	0	277
<b>Total</b>	<b>521</b>	<b>0</b>	<b>35,600</b>	<b>445</b>

# Proposed Change in Project Program

## 40% Increase in Residential Units

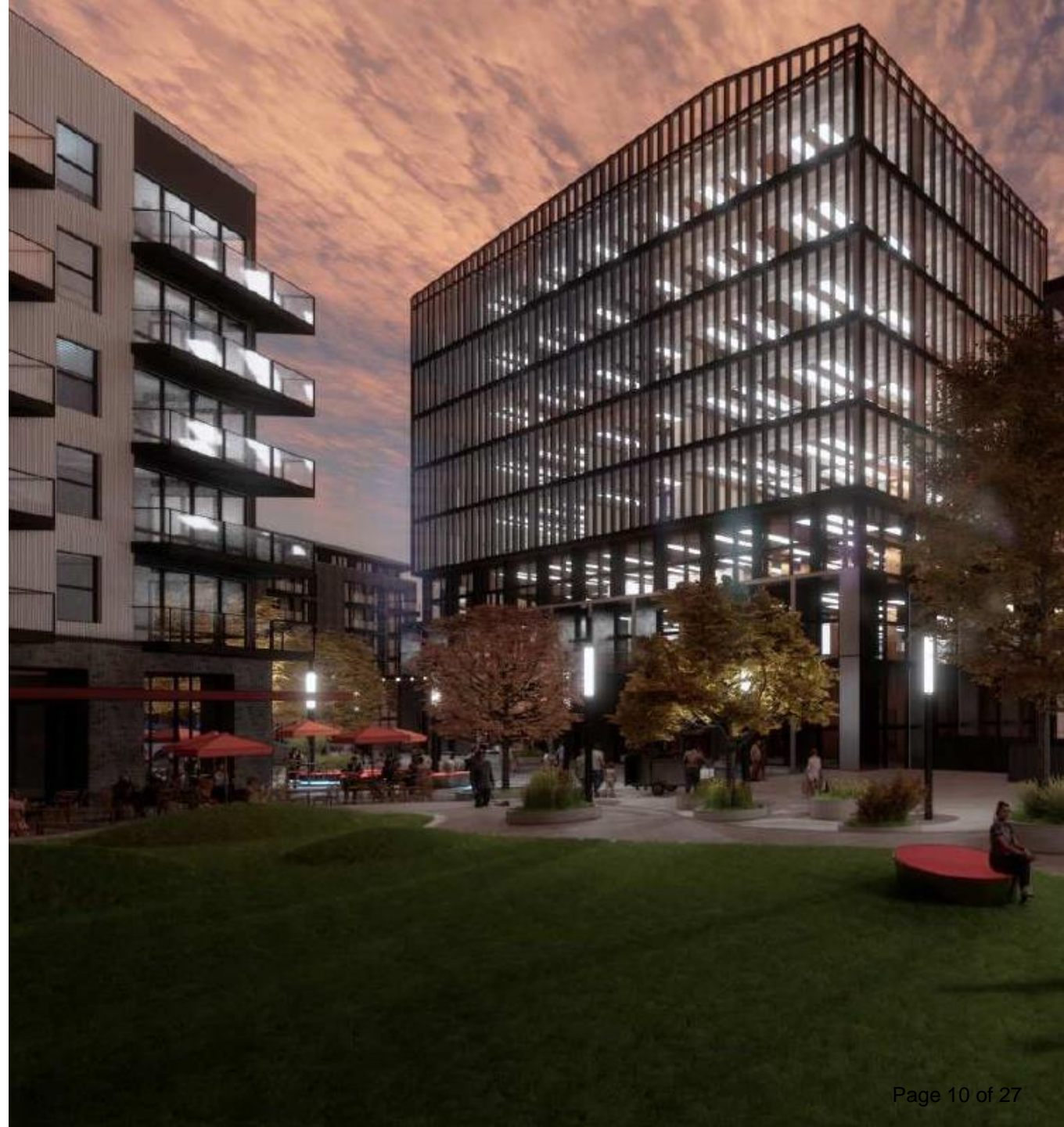
	Previous Plan				Updated Plan			
	Units	Office*	Retail*	Parking	Units	Office*	Retail*	Parking
Building 1	155	0	22,000	152	185	0	16,000	168
Building 2	125	0	5,800		156	0	8,800	
Building 3	95	0	0		95	0	0	
Building 4	0	110,000	6,600		85	0	10,800	
Building 5	0		3,200	436	0	0	0	277
<b>TOTAL</b>	<b>375</b>	<b>110,000</b>	<b>37,600</b>	<b>588</b>	<b>521</b>	<b>0</b>	<b>35,600</b>	<b>445</b>
<b>Difference</b>					<b>+146</b>	<b>-110,000</b>	<b>-2,000</b>	<b>-143</b>

\*in square feet



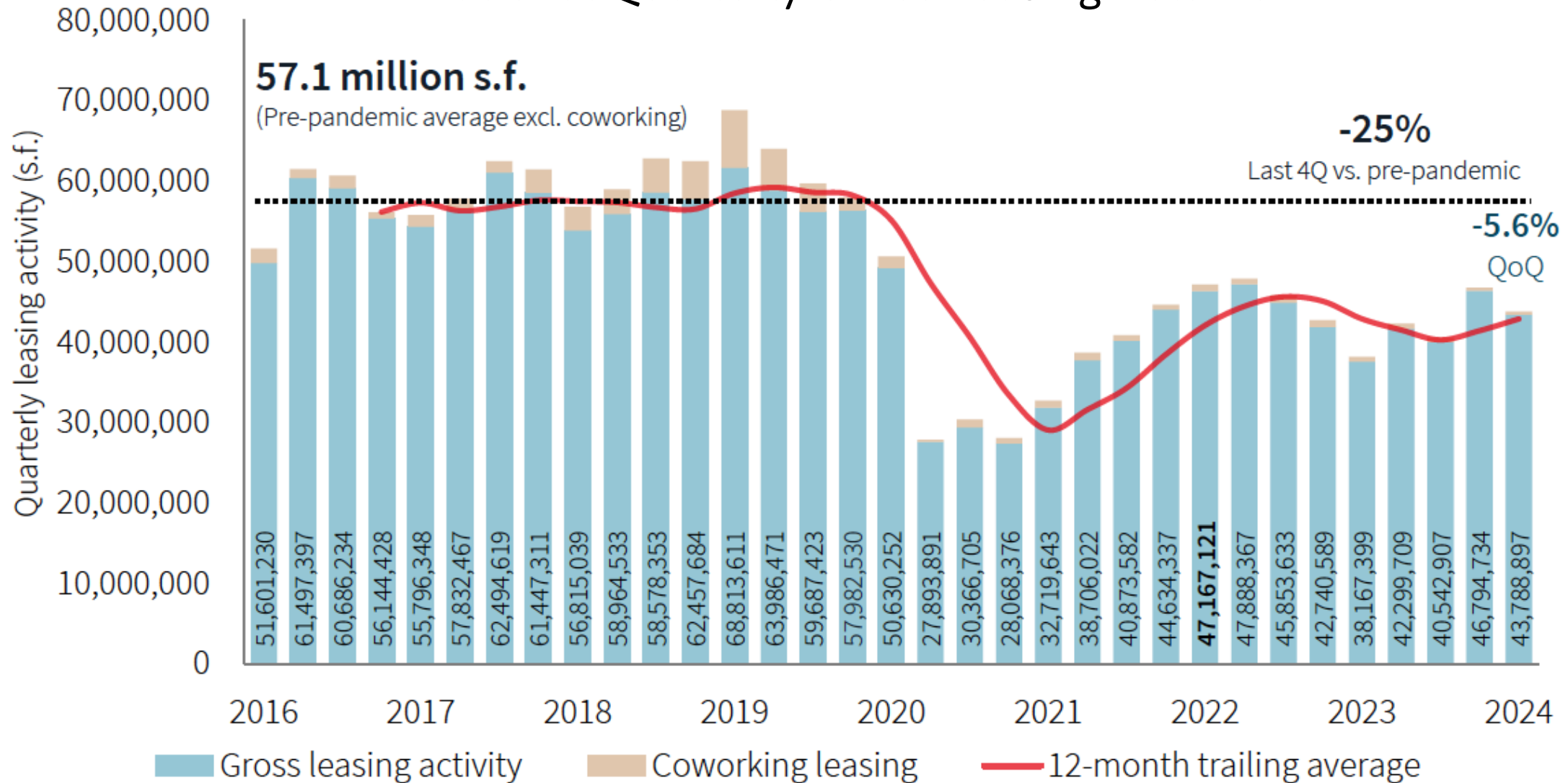
# Project Challenges

- No demand and lack of financing for new office buildings
- Increased shared parking costs and underutilization of site hinders access to financing
- Uncertain financing makes overall project timeline unpredictable



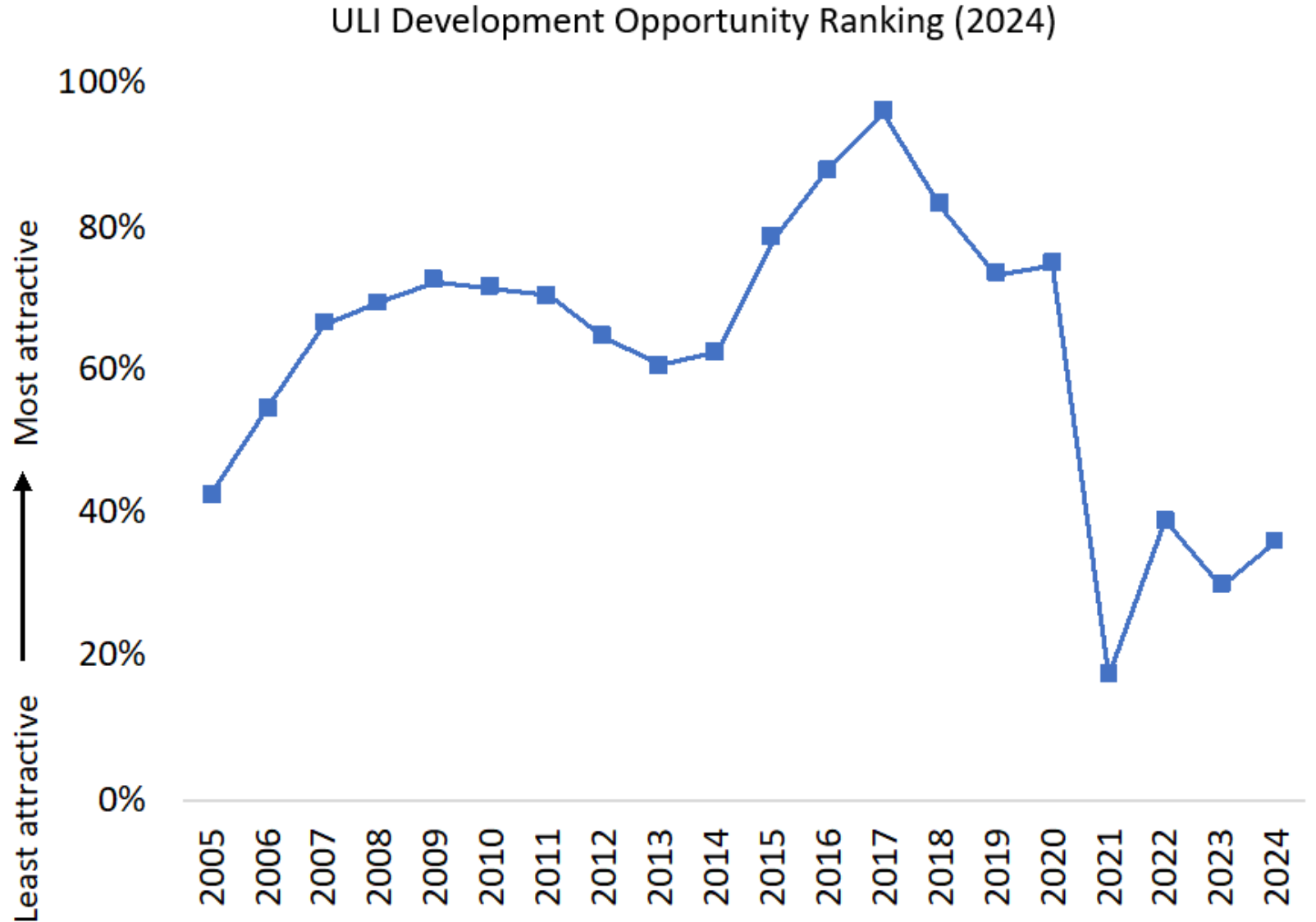
# Uncertain Future of Office Market

## National Quarterly Office Leasing Volume



# National Perception of Region Limits Financing

1 Nashville	41 Boise
2 Phoenix	42 Pittsburgh
3 Dallas/Fort Worth	43 Norfolk
4 Atlanta	44 Cape Coral/Fort Myers/Naples
5 Austin	45 Washington, DC-MD suburbs
6 San Diego	46 Jersey City
7 Boston	47 Sacramento
8 San Antonio	48 St. Louis
9 Raleigh/Durham	49 Greenville, SC
10 Seattle	50 Baltimore
11 Houston	51 Portland, OR
12 Denver	52 Westchester, NY/Fairfield, CT
13 Charlotte	53 Columbus
14 Miami	54 San Francisco
15 Northern New Jersey	55 Birmingham
16 Washington, DC-Northern VA	56 Memphis
17 Los Angeles	57 Charleston
18 Tampa/St. Petersburg	58 Tacoma
19 Orlando	59 Tallahassee
20 Las Vegas	60 Cleveland
21 Fort Lauderdale	61 Knoxville
22 Indianapolis	62 Milwaukee
23 Washington, DC-District	63 Louisville
24 Orange County	64 Omaha
25 Inland Empire	65 Oklahoma City
26 Minneapolis/St. Paul	66 Cincinnati
27 Philadelphia	67 New Orleans
28 Brooklyn	68 Chattanooga
29 Chicago	69 Des Moines
30 Salt Lake City	70 Providence, RI
31 Manhattan	71 Honolulu
32 Richmond	72 Deltona/Daytona
33 San Jose	73 Buffalo
34 Kansas City	74 Portland, ME
35 Palm Beach	75 Albuquerque
36 Jacksonville	76 Tucson
37 NYC Other	77 Spokane, WA/Coeur d'Alene, ID
38 Long Island	78 Gainesville
39 Detroit	79 Madison
40 Oakland/East Bay	80 Hartford



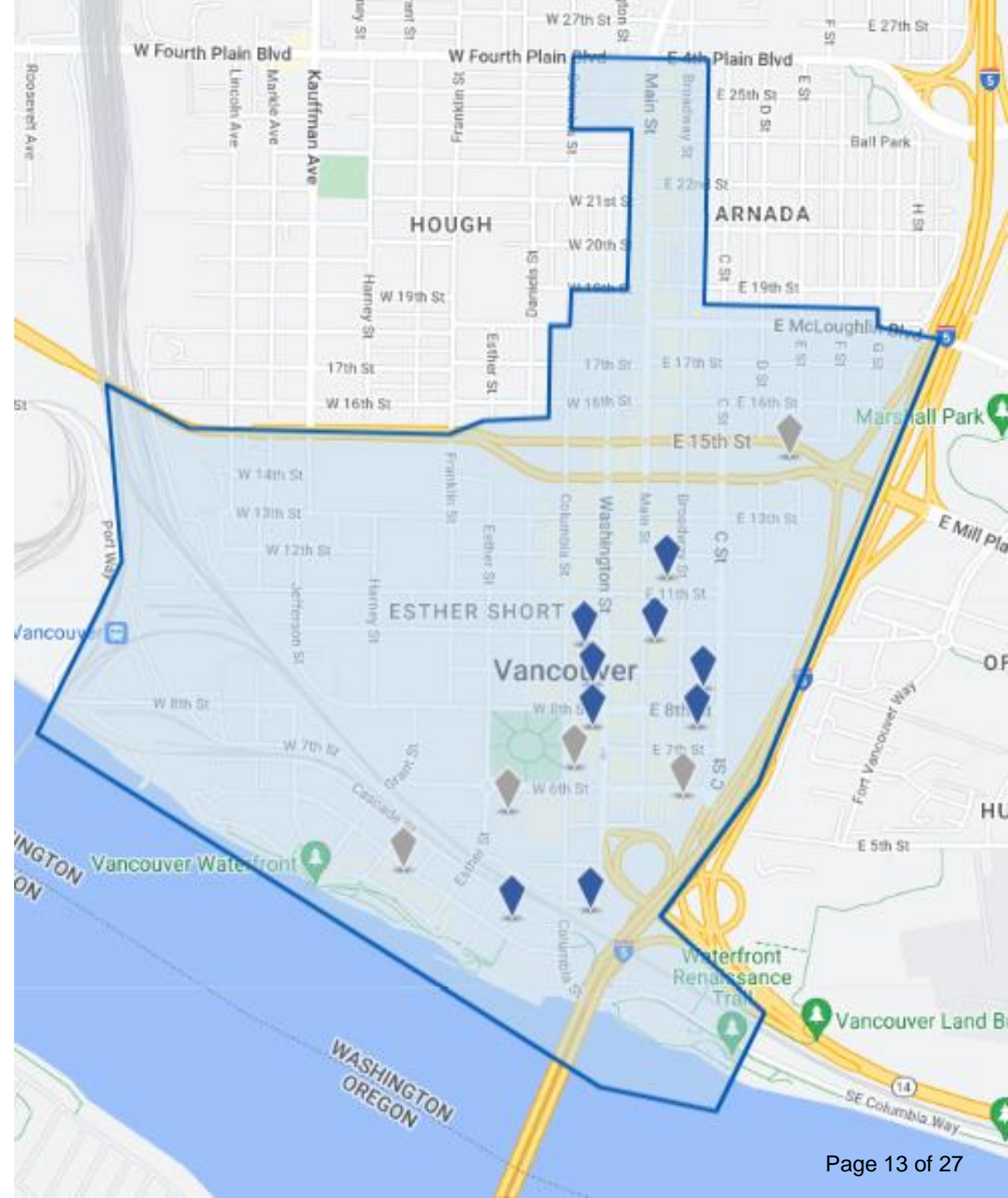
# Existing Office Inventory

## Total Office Stock

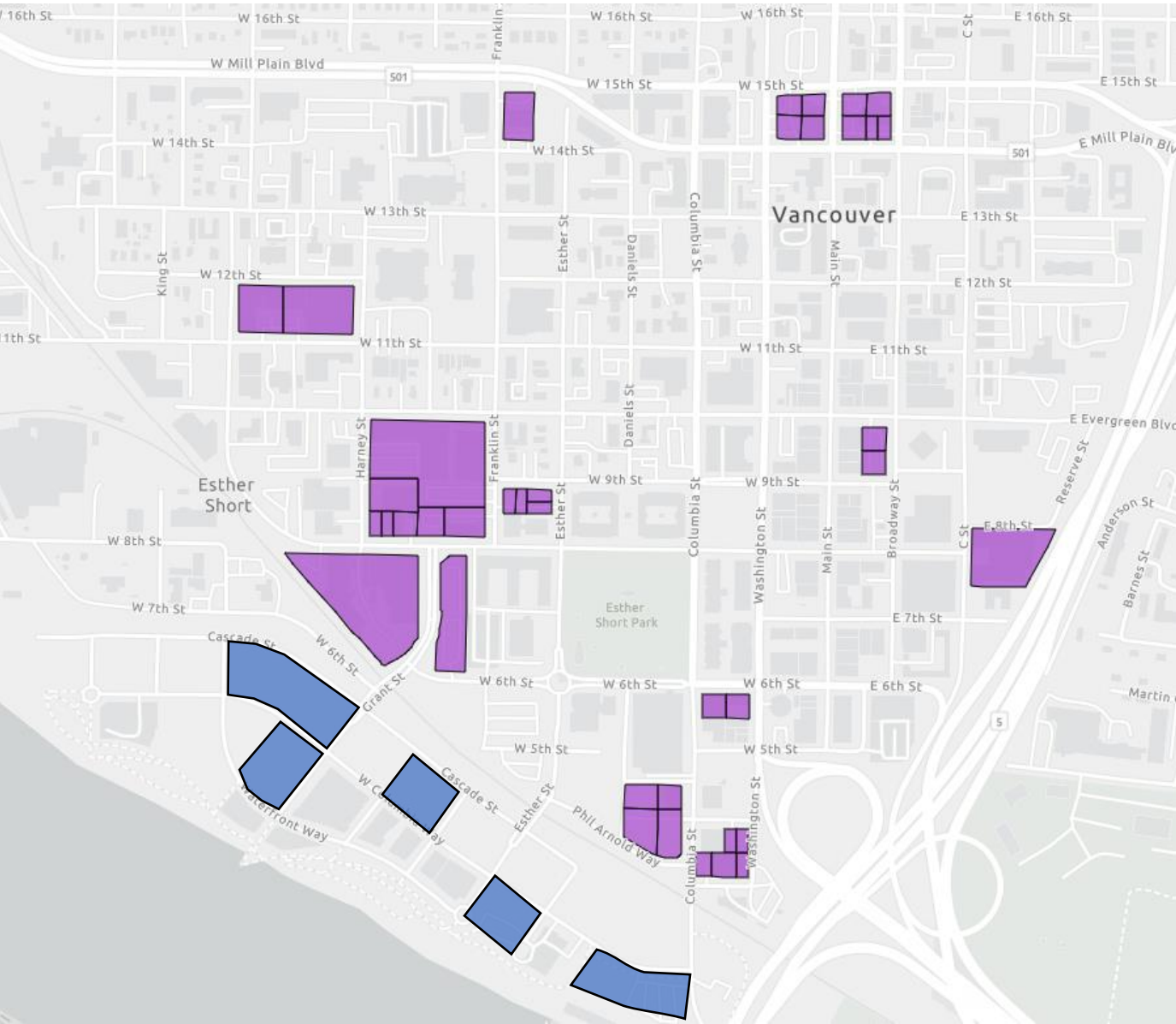
- 3.5M SF of inventory
- 12.9% available (6.4% vacant)
- 8.5% Cap rate

## Class A Only (map showing locations)



- 1.6M SF of inventory (45.7% of total)
- 19.1% available (5.2% vacant)
- 8.6% Cap rate



# Potential Downtown & Waterfront Office Sites



- Approximately 1.15M SF (26.5 Acres)
- Can support:
  - 3.65M SF of additional office space
  - 14.6K new jobs
- Waterfront sites = 650,000 SF of potential new office space and 2,600 new jobs

 Downtown  
 Waterfront

\*Assumes new Zoominfo building density (FAR of 3.5)



# Considerations

## Pros

- Project can obtain financing and start construction in 2026
- More certainty for site activation and other project elements (e.g., City Hall Plaza)
- Additional housing supply to meet City's housing goal and density to support downtown retail

## Cons

- Significant change from RFQ response and rationale for developer selection
- More concentration of residential development near Waterfront and City Hall
- Loss of opportunity to add job creating activity on site



# Proposed Next Steps

- CCRA and staff would negotiate necessary changes to the DDA to accommodate the change in uses
- The revised DDA be brought to Council for approval at a future date





# Discussion

- Does Council support the proposed site plan and program change?
- What additional information should the project team provide prior to requesting Council action on necessary changes to the Disposition and Development Agreement?







# Aviation Advisory Committee

**DRAFT**

**This opinion is in draft and to be reviewed and voted on by the AAC.**

January 9, 2025  
Revised: February 3, 2025  
Revised: February 7, 2025

City of Vancouver  
Aviation Advisory Committee  
Formal Recommendation re: Vancouver Waterfront Building Heights and Flight Safety  
RE: Aeronautical Study 2024-ANM-3639-OE

To Whom It May Concern:

The City of Vancouver Aviation Advisory Committee (AAC), on behalf of the Pearson airport community, is raising an urgent safety concern about the increasing building heights in the downtown Vancouver and waterfront area. These developments pose a growing risk to flight safety and threaten the delicate balance between the airport, the community, and the city. We strongly urge the City to carefully reconsider further height increases, prioritizing pilot safety and fostering a collaborative, neighborly relationship that supports both aviation and community development.

## Summary

- **Serious Flight Safety Risks** – The proposed Building 1000 directly obstructs the departure path of Runway 26, further restricting Pearson Field’s already narrow airspace. Increased building heights force pilots to adjust departure procedures, raising the risk of accidents, especially in emergency scenarios.
- **Threat to Flight Training & Low-Performance Aircraft** – Student pilots and low-powered aircraft (e.g., Cessna 150) already operate with minimal climb margins. Additional obstructions will worsen safety risks, particularly in warm temperatures when aircraft performance declines.
- **Increased Hazards for Student & Transient Pilots** – Pearson Field is a critical training ground, yet further vertical obstructions like flagpoles and rooftop lighting increase collision risks, especially for student pilots learning to navigate tight airspace and urban environments.
- **Compromised IFR & Emergency Operations** – The proposed building exceeds TERPS (US Standard for terminal instrument procedures) criteria for Runway 26 by 33



# Aviation Advisory Committee

feet, reducing safety margins for IFR approaches and increasing visibility challenges, particularly in low-light or poor-weather conditions.

- **Long-Term Threat to Aviation & Community Balance** – Increasing building heights near Pearson Field jeopardizes flight safety, worsens noise concerns for new developments, and limits emergency options. The city must prioritize safety and preserve navigable airspace to ensure Pearson Field's continued viability.

## Impact on Flight Operations

The committee recognizes the need for development but is deeply concerned about the serious flight safety risks posed by increased building heights near Pearson Field. The proposed Building 1000 site falls directly within the departure path of aircraft using Runway 26, creating significant hazards.

Aircraft departing Runway 26 must navigate a narrow, constrained corridor—veering north to avoid waterfront obstructions while staying south of Esther Short Park for noise abatement. This airspace is further limited by a 1,100-foot vertical ceiling, leaving little room for safe maneuvering. Raising building heights beyond the 80-foot AGL limit ([set by Vancouver city code VMC 20.630.050](#)) would force aircraft to alter departure procedures, increasing risks for both pilots and the surrounding community. The Class C airspace has both an operational Air Traffic Control Tower (ATCT) as well as Terminal Radar Approach Controls (TRACON). However, Pearson's Special Flight Rules Airspace (SFRA) is considered "uncontrolled," however, traffic is expected to maintain contact with PDX's Advisory.

The greatest impact will be on lower-performance aircraft, including historical planes and those used for flight training. The Cessna 150, a primary training aircraft, struggles with climb performance, particularly in warm temperatures when rates can fall below safe margins. On hot days, the local flight school already prohibits Cessna 150 departures above 85°F due to increased risk. Further obstructions in the departure path would reduce safe clearance and severely limit emergency landing options in the event of an engine failure.

Aero Maintenance Flight School, based at Pearson Field, is essential for training the next generation of pilots. Student pilots must already navigate complex overlapping Class Charlie airspace, urban environments, and strict noise abatement procedures. Additional obstructions, such as flagpoles, rooftop lighting, and other vertical extensions, introduce further risk, particularly for inexperienced pilots refining their situational awareness. Many light poles and structures are difficult to see even in ideal conditions, compounding the potential for dangerous encounters. Restricting Pearson Field's operational space undermines safe training and flight operations, impacting not just students but overall aviation safety in the region.

# Aviation Advisory Committee

Beyond safety, increased building heights will exacerbate noise issues. Aircraft such as the Cessna 172 generate takeoff noise levels up to 101.3 decibels, which will directly impact future residents of the proposed high-rise. This conflict between new developments and existing aviation operations must be carefully considered.

Moreover, the proposed structure exceeds TERPS (terminal instrument procedures) criteria for Runway 26's 40:1 departure surface by 33 feet, further eroding safety margins for IFR operations. Pilots practicing IFR approaches, such as the RNAV (Area Navigation/GPS Approach) (GPS)-B circling approach, already contend with visibility challenges due to obstructions west of the airport. Additional structures would worsen these difficulties, increasing risk during low-visibility conditions when building lights could cause glare and disorientation.

These factors pose an unacceptable risk to flight safety and community well-being. We urge the City Staff Planning Department and City Council to prevent further encroachment into this critical airspace and work with the aviation community to maintain Pearson Field's viability as a safe and essential airport.

## **Commitment to Being Good Neighbors**

As pilots, instructors, and long-time members of the Vancouver community, we take pride in minimizing our noise footprint while navigating the city's shared airspace. However, this delicate balance depends on preserving the safe corridors that enable responsible flying. Tightening these pathways with taller structures not only jeopardizes flight safety but also restricts emergency options, putting pilots, passengers, and the community at unnecessary risk.

## **In Conclusion**

The cumulative effect of increasing building heights near Pearson Field has created significant safety challenges over time. Each new obstruction adds complexity for pilots—especially students—navigating tight and constrained airspace during critical phases of flight. These compounding risks, when coupled with wake turbulence from nearby PDX arrivals, jeopardize the long-term viability of safe and efficient operations at Pearson Field.

As a vital training ground for student pilots and an essential part of the Vancouver community, Pearson Field depends on the preservation of navigable airspace that balances urban development with aviation safety. The proposed structure not only undermines this balance but also increases risks for pilots, passengers, and the community. We urge decision-makers to prioritize safety, respect FAA-prescribed flight paths, and reject proposals that compromise the delicate harmony between aviation and the city.

# Aviation Advisory Committee

Respectfully,

**City of Vancouver, Aviation Advisory Committee**

Peggy Keith, *Chair*

Barney Levie, *Vice Chair*

Laura Krueger

Brittany Sulitzer

Joe Ong

Shon Lindley

Austin Merle

Sara K. Baker

# Aviation Advisory Committee Minutes

## **Airport Advisory Committee Meeting Minutes Summary**

### **Meeting Details:**

- **Date: Wednesday, December 11, 2024**
- **Time: 6:00 PM**
- **Location: Pearson Field Airport, Pilot's Lounge**

**Committee Members Present: Peggy Keith, Sara Baker, Austin Merle, Kevin Lux, Shon Lindley**

**Committee Members Absent: Brittany Sulitzer, Laura Krueger, Barend Levie, Joe Ong**

**City Staff Present: Meredith Fox, Guy Lennon**

### **Item I: Call to Order and Roll Call**

- Meeting called to order at 6:07 PM by Chairperson Peggy Keith.

### **Item II: Approval of Meeting Minutes – November 13, 2024**

- Minor corrections made. Motion by Sara, seconded by Peggy, carried unanimously to approve the minutes.

### **Item III: Airports Managers Report – Updates**

- Pearson Based Pilot Award: Harmon Lange awarded.
- NPS Centennial Events: Potential events discussed, including Pearson Living History, Spruce Mill Tour, Physics of Flight/Bat Show, Public Talks, Compass Rose, Outdoor Film Night, and a tethered balloon event.
- Race For Warmth Route: Scheduled for January 26th.
- Terminal Renovation Project: Additional \$282k awarded at 5% match, a \$140k increase due to FAA reauthorization. Next year's allocation expected to be similar.
- PDX Tour: December 6th tour successful; another tour planned for May 2025.
- Laser Illumination Event: Pearson Advisory to be called for state, location, time, and color of laser.
- Electrical Project: Projected start date February 24th. Public info meeting planned for January 2025.

### **Item IV: Review of OE**

- Public comment period closed on December 4th; FAA conducting analysis.
- Discussion on setting up a workshop to inform Council about concerns regarding building height impacting flight paths, noise abatement, and safety.
- Concerns about city liability if building heights exceed VMC code.
- City staff to investigate the process for presenting concerns to Council.
- Public comments on the continuity of lights on buildings.

### **Item V: Discussion – Sub Committees**

- Consensus on forming subcommittees per project.
- Discussion on having active and nonactive subcommittees, to be mobilized when needed.
- Subcommittees seen as valuable if formed based on specific needs and expertise.

**Item VI: Committee Members Comments**

- Peggy announced her term as Chair will conclude in May.
- Sara suggested emailing AAC members to confirm attendance for the next meeting.

**Item VII: Community Communications**

- Confirmation of regular meetings held on the 2nd Wednesday of the month, at a minimum, quarterly.

**Item VIII: Calendar**

- Next meeting scheduled for January 8th at 6:00 PM.

**Adjournment**

- Motion to adjourn by Sara, seconded by Austin, carried unanimously. Meeting adjourned at 7:18 PM.

# Aviation Advisory Committee Minutes

## **Airport Advisory Committee Meeting Minutes Summary**

### **Meeting Details:**

- **Date:** Wednesday, January 8th, 2025
- **Time:** 6:00 PM
- **Location:** Pearson Field Airport, Pilot's Lounge

**Committee Members Present:** Chair-Peggy Keith, Vice Chair-Barney Levie, Sarah Baker, Joe Ong, Brittany Sulitzer, Laura Krueger and Shon Lindley

**Committee Members Absent:** Austin Merle and Kevin Lux

**City Staff present:** Airport Manager Meredith Fox, Public Works Director Steve Worley

### **Approval of Previous Minutes:**

- Approval of the previous meeting's minutes was deferred to the next meeting.

### **Airports Managers Report – Updates**

#### **Financial Report:**

- Budget summary provided.
- Revenue was at 81%, with \$869,000 brought in against a budget of over \$1 million.
- Spending was at 79%, with \$834,000 spent against a budget of \$1.5 million.
- The airport operates on an enterprise fund, meaning it is self-sufficient.

#### **Operations Report:**

- Sales for the year were reported at 93,000 gallons, higher than the five-year average of 81,000 gallons.
- The revenue from these sales was approximately \$6,500, higher than expected.

### **Construction Reports:**

#### • **Electrical Project:**

- Airport User Meeting scheduled for Thursday at 5 PM in the pilot's lounge.
- Runway project starts February 24th, with closures from 6 AM Mondays to 4 PM Fridays.
- Safety measures include lighted Xs indicating closures; efforts to shorten the eight-week timeline to six weeks require FAA approval.
- The project involves LED runway edge lights, trenching for cables, and FAA safety standards.

- National Park Service involvement for any archaeological finds; potential one-week time savings with new equipment.
- Coordination with PDX and other airports, flyers, and bulletins planned to inform about project changes.
- **Solar Project:**
  - Feasibility and return on investment concerns raised.
  - Issues with the initial proposal's consideration of setbacks, power, materials, and costs.
  - Ongoing reevaluation of the project's viability and alignment with the master plan.
- **Terminal Building Renovation Project:**
  - FAA grants reauthorized for 2025-2026 at 95%.
  - Scope of work includes better facilities, additional office spaces, ADA compliance, improved restrooms.
  - Minimal impact anticipated on the pilot lounge; possible use of portable office buildings during construction.
  - Estimated total cost: \$900,000.

#### **Motion for Design and Bidding Approval:**

Motion made by Barney, 2<sup>nd</sup> by Sara and approved unanimously to Recommend the Grant Allowing Funding For - Design and Bidding Services on Airport Terminal Renovation Project.

#### **Scheduled Meetings and Bylaws:**

- Agreement to continue quarterly meetings as per bylaws with flexibility for additional meetings.
- Suggestion for less formal working sessions for detailed discussions.

#### **City Council and Presentation Preparedness:**

- Importance of being well-prepared for presentations to the City Council with detailed information and clear objectives.
- Advisory committees provide expert advice to the Airport Manager, who then relays information to the City Council.

#### **Building Height Applications:**

- Discussion on two FAA applications for potential building projects in downtown Vancouver.
- FAA's input informs the city's decision-making but does not dictate it.

#### **New Tool - 3D Model for Planning:**

- Meredith working on obtaining 3D modeling software to visualize Pearson Field's airspace.
- Tool will assist planners, developers, and the advisory committee in making informed decisions.

**Collaboration and Communication:**

- Emphasis on ongoing collaboration and communication between the advisory committee, city staff, and developers. Steve Worley provided guidance as to how the AAC advances concerns to City Council by providing the Airport Manager with the necessary information. Following this, the information will be reviewed before escalating the matter through the appropriate channels.
- Aim to protect the interests of the airport while accommodating city development.

**AAC Workshop for Building Heights:**

- Proposal to hold a workshop at the next meeting to formulate the committee's official opinion on building heights.
- Agreement to prepare a clear and cohesive statement for City Staff.

**NPS - Park Service Partnership:**

- Interest in partnering for a "Wings and Wheels Fly-In" event featuring antique aircraft and vehicles.
- Aaron from the Park Service to discuss further at the February 12th meeting.

**Meeting Structure and Timing:**

- Agreement to allocate specific time slots for guest presentations and committee discussions.
- Suggestion to adjust meeting times to ensure all topics are covered without rushing.

**Adjournment - Motion** to adjourn the meeting was made by Sara, 2<sup>nd</sup> by Brittany and carried unanimously at 7:39pm.