Planning Commission Meeting Agenda

February 11, 2025
4:30 PM

Council Chambers
415 W. 6th Street
Vancouver, WA
https://us02web.zoom.us/j/85870750215 (253) 215-8782,
Webinar ID: 858 7075 0215

1. **Call to Order and Roll Call**
2. **Adoption of Minutes**
   a. November 12th, 2024
3. **Workshop**
   a. Comprehensive Plan Update- Code Framework: Rebecca Kennedy, Deputy Director; Mark Person, Senior Planner, Community Development Department
4. **Break 6:00 – 6:30 pm**
5. **Community Forum**
   To provide public testimony, please see instructions below.
6. **Workshop**
   a. Section 30 Master Plan – East 30 Acres: Mark Person, Senior Planner, Community Development Departmen
7. **Public Hearing**
   a. Section 30 Code Update: Chad Eiken, Director, Community Development; Chim Chune Ko, Real Estate Project Manager, Economic Prosperity and Housing Department
8. **Election of Officers**

Planning Commission

Members

Patrick Adigweme
Chair

Zach Pyle
Vice Chair

Marjorie Ledell
Nena Cavel
Sandra Beck
Alyssa Wheeler
John Jay

Community Development Department
415 W. 6th Street
P.O. Box 1995
Vancouver, WA 98668
360-487-7800
Relay: 711
cityofvancouver.us

9. Staff and Chair Communications

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. Writing: Public comments can be submitted in writing (name, address, contact information and comments) via email to PlanningCommission@cityofvancouver.us by noon on the day of the meeting.
2. Remotely: Complete the online form before noon the day of the meeting and join via phone or Zoom (details on each agenda). Staff will call on you to speak when it's your turn.
3. In Person: Complete the online form before noon the day of the meeting or a speaker request form in person prior to the start of the Community Forum portion of the meeting.

City Hall is served by C-TRAN. Route information and schedules are available online at 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.

Planning Commission

Meeting Minutes

Tuesday, November 12, 2024
5:00 p.m.
City Hall
Council Chambers
415 W 6th Street
Vancouver, WA

Commission Members Present:
Patrick Adigweme, Sandra Beck, Marjorie Ledell, Zach Pyle, Jeff Prussack, Nena Cavel

Staff Present: Rebecca Kennedy, staff liaison, Julie Nischik, staff liaison, Becky Rude, staff attorney

The meeting was called to order at 5:00 pm by Chair Adigweme.

Workshop: Section 30 Code Update
Chad Eiken, Director, Community Development Department; Chim Chune Ko, Real Estate Project Manager, Economic Prosperity and Housing

Staff presented updated information on Section 30, current property owners with existing pre-annexation development agreements (PADA), uses of concern that could be developed under PADAs, market context to delay development to benefit all parties, proposed solutions for better use outcomes, Council direction on this issue, the proposed code amendments, and the timeline for code amendments.

Commission discussion and staff responses:

- Are there other financial or design considerations of the city and where are they located? Staff responded there are currently no intentions to fund infrastructure, and property owners will be responsible for costs associated with the infrastructure needed to serve new development.
- When will property owners commit to the updated code if it is ultimately adopted by Council. Staff responded that opting in to

Members

Patrick Adigweme
Chair

Zach Pyle
Vice Chair

Sandra Beck
Nena Cavel
Marjorie Ledell
Jeff Prussack

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the new code and PADA modifications that prohibit some uses will occur at the same time.

- Is there any land-use application yet for the Tapani property? Staff responded that none of the properties have applied but do have some conceptual plans they have agreed to delay. Both property owners have plans for what could be developed under their current PADAs, which could include undesirable uses. Staff confirmed that upon approval from the Council this update will go into place, however property owners still have a choice to participate or take no action. Commissioner asked how this will become a cohesive development expressing concern with aligning transportation, green spaces, etc. Will there be an overall framework or Master Plan for Section 30? Staff responded that this is the purpose of subarea plans, and the current Section 30 plan is out of date. Updating this plan will be a priority recommendation in Our Vancouver- the update to the City's Comprehensive Plan that is currently underway. The proposed Section 30 / ECX District code changes are a short-term solution to avoid sub-optimal land use developments, but the long-term fix is updating the subarea plan.
- Which of the design guidelines are the property owners most interested in? Staff responded that it is too early in the planning phase for them to know which is more restrictive and which they might be interested in due to the high amounts of detail to sort through.
- Are the property owners likely to participate? Staff indicated that generally property owners seemed interested and see opportunity to yield a high return for participation, though it will still be voluntary.
- Why is the density outside of the neighborhood overlay higher than inside? Staff clarified that higher density is a goal of the city especially closer to the town center and minimums of 18-22 units an acre will increase housing density outside of the neighborhood overlay. Inside the neighborhood overlay, there will be an increase in commercial nodes which will lead to planned neighborhood centers.
- What are the outcomes to be achieved by moving forward with these changes? Staff responded that this came up because of the loss of 13% of Section 30 going to undesirable uses such as warehouses and detached single-family subdivisions. This spurred the code changes to protect the remaining percentage of Section 30 before the current PADAs develop under the old code, which they are likely to do prior to their expiration

Community Forum

Kimberlee Elbon joined remotely to comment on maintaining open space, preserving farmlands, and wetlands. Kimberlee spoke on the updated city budget, taxation, and controlling population growth.

Carmen De Leon joined in person to comment on safety in the City and maintaining community character in Vancouver by embracing green building policies.

Public Hearing: Critical Areas Ordinance

Domenique Martinelli, Senior Long-Range Planner, Keith Jones, Senior Planner, Community Development Department

Staff presented an overview of the Critical Areas Ordinance update, key regulatory changes of the new draft, input received during the public comment period, and a staff recommendation. The presentation included City and State regulations for riparian areas, preservation of Oregon White Oaks, protections in place for wetland buffers, and standards for geologic hazard areas.

Commission discussion and staff responses:

- Where does off-site mitigation of Oregon White Oak trees occur? Staff responded that the code gives preference to on-site mitigation. Where this is not possible, developments will need to do

offsite mitigation via habitat banking, noted no White Oak bank in the City so this will likely occur at the White Oak bank in Ridgefield.

- Is the increase from 19% to 23% of land being wetlands including all developable land or does that include Vancouver Lake? That seems like a very high amount where property owners may not know how impacted they could be. Staff responded it does not and the wetlands are all the surrounding areas including the flood plains.
- Have all property owners been notified if their land is within a critical area? Is all land within critical area boundaries vacant? Staff responded property owners were not notified as part of the code update, though they would find out when they apply for a permit or look up the information on the County's publicly accessible website.
- How would someone know if an area of their property exists in a critical area? When you buy property, you are given a title report to show if you're in a flood zone. Does the same thing exist for critical areas? Staff responded there is no title report unless they had a conservation covenant or easement on the property. They would need to call and ask for an exemption or go through the Critical Areas permit process. Publicly accessed information is available to realtors, developers, and the general public.
- Does the code consider a pathway or trail as the same environmental impact as a building? What happens if we want to widen Burnt Bridge Creek trail? Staff responded that a trail project would be required to submit a critical areas permit application and be reviewed and evaluated for ecological impacts.
- Including the White Oak canopy means a lot of acreage. Is there an opportunity to work through the process considering so much of the city is being impacted? Staff responded that there is very little workaround when it comes to developing within Critical Areas, per state law.
- Is anyone within the city limits actively planting Oregon White Oaks? Staff responded that yes, a White Oak bank in Burnt Bridge Creek is preserving and planting. Has there been education to prevent people or future development from planting White Oaks? Staff responded that White Oaks are not typically going to be planted in a median or street and Urban Forestry is knowledgeable of White Oak planting.
- Is there a possibility for a riverfront land use or is it considered a no-build zone? Staff responded that it might be possible, i.e., for water-dependent uses, but they would need to measure where in the wetland buffer or riparian area the land-use development application is and how they would mitigate and monitor the ecological impacts.
- What feedback did you receive from the public comment period? Staff responded that there were many questions to further understand the ordinance through the community engagement process. Most comments received during the public comment period was from regulatory agencies.

Can you give a brief rundown of compensatory mitigation for the public? Staff described compensatory mitigation as a process where a property with critical areas is proposed for development, and as a condition of that development must demonstrate that they are avoiding environmental impacts and/or mitigating for environmental impacts so there is no overall net loss of environmental and ecological function. **Public Testimony**

Kimberlee Elbon joined remotely to comment on the need for land developer regulations to preserve the heritage of Clark County rural lands, the preservation of clean resources such as water and fresh produce, and in favor of the preservation and protection of wetlands.

Motion by Commissioner Ledell, seconded by Commissioner Beck, to bring forward to City council a recommendation for adoption of the proposed amendments to VMC 20.150, and 20.740 as described in attachment B of the staff report.

Roll Call

Commissioner Ledell Yes

Commissioner Prussack	Yes
Commissioner Cavel	Yes
Commissioner Beck	Yes
Vice Chair Pyle	Yes
Chair Adigweme	Yes

Motion carried unanimously.

Public Hearing: 2024 Code Clean Up
Bryan Snodgrass, Principal Planner, Greg Turner, Land Use Program Manager, Community Development Department

Staff presented updates to the 2024 Zoning Code including updated timelines for processing development applications, new application submittal requirements, and a new project added to the Capital Facilities Plan element of the City's current Comprehensive plan, followed by a staff recommendation.

Commission discussion and staff responses:

- Chair Adigweme noted that accountability for the city is a concern with moving the review period from 120 days to 170 days and asked if the metric will be made public to maintain a 120-day target? Staff responded that there is an internal timeline as well as a publicly available State audit to maintain a 120-day target for processing applications, and that results from annual audits will be published.

Public Testimony
No members of the public were present to provide public testimony.

Motion by Commissioner Cavell, seconded by Commissioner Ledell, to bring forward to City Council a recommendation to approve code changes to update development review timelines, expand application submittals, and explicitly adopt a new capital facilities project into the Capital Facilities Plan.

Roll Call

Commissioner Ledell	Yes
Commissioner Prussack	Yes
Commissioner Cavel	Yes
Commissioner Beck	Yes
Vice Chair Pyle	Yes
Chair Adigweme	Yes

Motion carried unanimously.

Communication from the Chair
The Chair expressed gratitude for the staff and the commissioners and noted that this is the final meeting of 2024.

Communication from Staff
Staff noted there will be no December or January Planning Commission meeting. Two new Planning Commissioners will be starting in the new year. This is Commissioner Prussack's last meeting, and staff

thanked him for his service. Staff will work on scheduling the annual retreat in the new year once the support specialist position is filled.

The meeting adjourned at 7:49 pm

_____

Patrick Adigweme, Chair

OUR VANCOUVER

OUR FUTURE 2045

Comprehensive Plan Update Planning Commission Workshop Title 20 Update Part II

February 11, 2025

Introduction

Presenters

- ➡ Mark Person (he/him), Senior Planner, Community Development
- ➡ Rebecca Kennedy (she/her), Deputy Director, Community Development

Agenda

- ➡ Recap: Comprehensive plan and proposed new code framework
- ➡ Base district details
- ➡ Building type details
- ➡ Use table and overlays
- ➡ Next steps

Purpose

Overview of the proposed Title 20 framework with additional details on base districts, building types, and uses.

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Recap: Comprehensive Plan

Managing Vancouver's future growth and development

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OUR VANCOUVER **Comprehensive Plan**

- A guide for the city's growth and development over the next **20 years** (2025-2045).
- Provides the overall long-term vision and policy direction to manage the **built and natural environment** in Vancouver and to provide necessary public facilities to achieve our shared vision.
- Last updated in 2011
  - ➡ Since then, changes in demographics, market conditions, community priorities, and more

Vancouver is an equitable and prosperous community, which ensures that all residents, businesses and organizations benefit from the growth and advancement we make together.

Vancouver will be recognized for our quality of life, as evidenced by affordable housing in vibrant, safe and walkable neighborhoods, access to jobs and economic opportunity for all, and leading-edge efforts to address climate change.

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What the Plan Covers

- Chapters
  - ➡ Land use and development
  - ➡ Housing
  - ➡ Equity and inclusion
  - ➡ Climate
  - ➡ Economic opportunity
  - ➡ Parks and recreation
  - ➡ Transportation
  - ➡ Public facilities
- New state requirements
  - ➡ Allow at least four to six units per residential lot
  - ➡ Plan and accommodate housing for all incomes
  - ➡ Plan for permanently supportive housing
  - ➡ Account for racially disparate impacts
  - ➡ Allow two accessory dwelling units per residential lot
  - ➡ Residential buildings 6 stories or less only need one stairwell
  - ➡ Calibrate impact fees by size of housing

	2024	Growth	2045 Targets
Population	~200,000	+ 81,000	~281,000
Housing Units	~86,000	+ 38,000	~124,000
Jobs	~100,000	+ 43,100	~143,100

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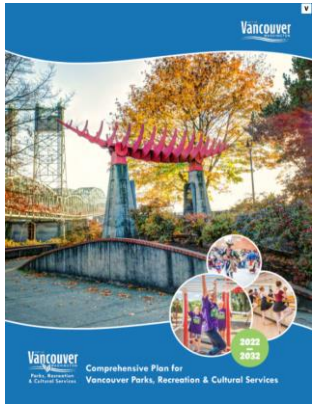
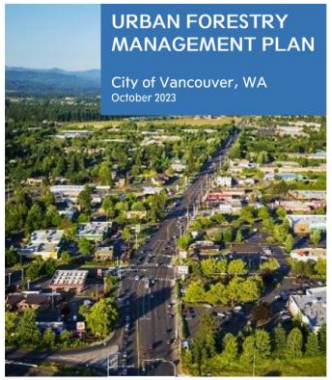
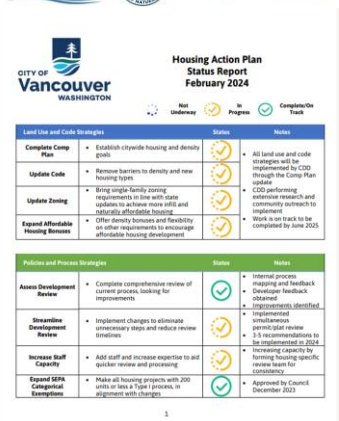
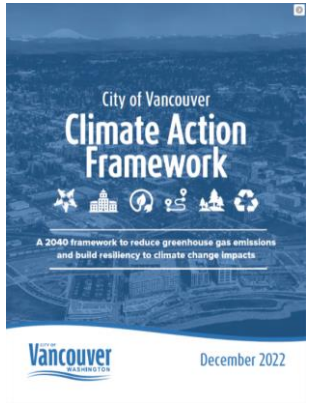
Comprehensive Plan Goals and Guiding Policies

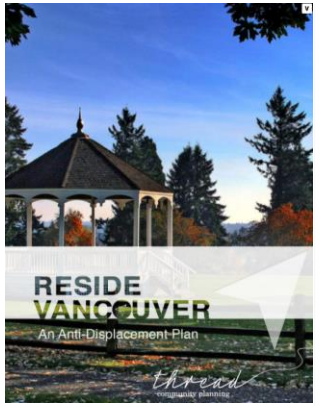
- Connected and accessible neighborhoods
- Equitable access to opportunity
- Build up, not out
- More housing at all income levels
- Bold climate action and equitable adaptation
- Safe, multimodal transportation options
- More jobs in the community
- Community health and quality of life

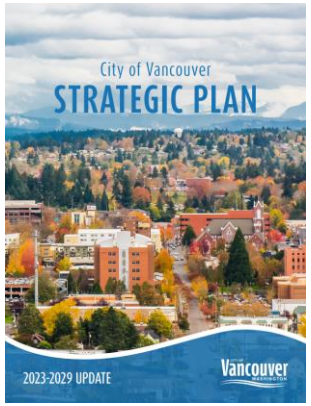












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The Proces

We are here.

Learn about our community

- History
- Existing conditions
- Visioning

Develop land use possibilities

- Analyze data
- Place Types
- Community mapping activities

Study impacts of possibilities

- Draft EIS
- **60-day comment period**

Refine map, policies, & code

- Update based on EIS and feedback
- Support with zoning code and policies

Adopt plan and code

- Final EIS
- City Council adopts in Dec 2025

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Recap: Proposed Code Framework

Simplifying Vancouver's Development Code

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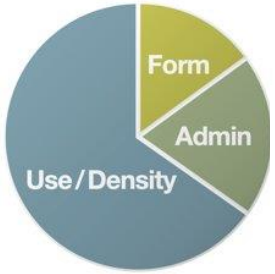
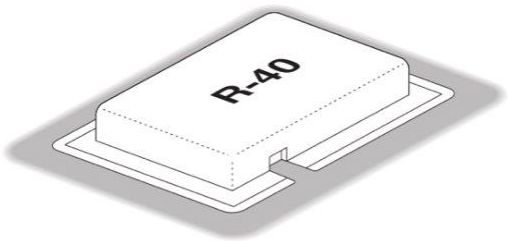
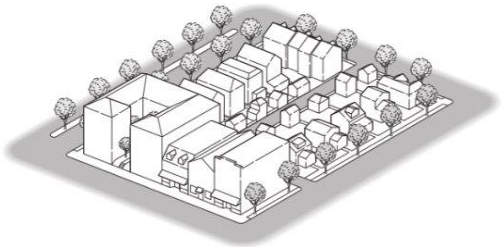
Zoning Code

The City's zoning code uses zoning districts to regulate what can be built where.







	Existing Code	New Code
Uses	Allowed or prohibited	Mixing uses allowed/required
Density	Focuses on density maximums	Focuses on density minimums
Building Height	Maximums	Maximums
Parking	Emphasis on minimums	Emphasis on maximums
Building placement	Lot coverage, setbacks	Relationship to the street, build-to lines, building types

Note: Heavy Industrial zoning district will be fundamentally different from all other districts.

Goals for the New Code

- Results in high-quality buildings and public spaces by regulating physical form as the organizing principle for the code.
- Allows for the creation of mixed-use neighborhoods where people can access amenities and services close to where they live.
- Focuses on aligning impacts rather than segregating uses.
- Reduces costs and barriers to housing production.
- Uses limited land resources efficiently.
- Allows for variation in the type of new development that gets built in the City – create unique and authentic places.
- Does more with less – reduce complexity of regulations while ensuring high quality outcomes.
- Balances new growth with protection of the natural environment
  - ➡ Built Environment + Natural Environment = Overall Environment

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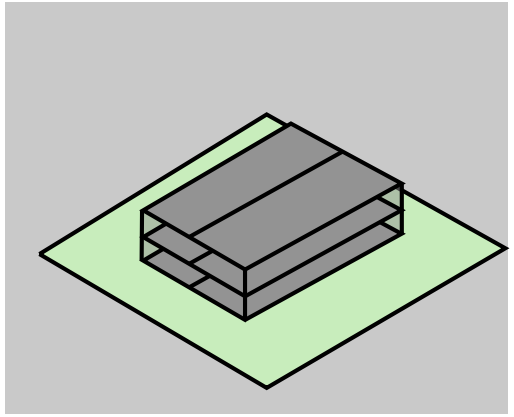
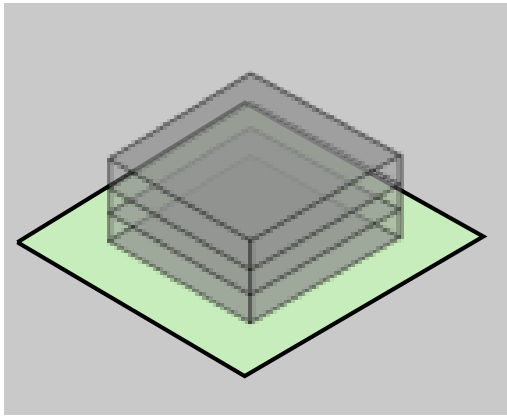
Anticipated Outcomes

- Changes to make requirements easier and simpler to understand for residents, developers, homebuilders, and staff.
  - ➡ Reduce footnotes, incorporation of graphics to convey more complex concepts.
- Simplify zoning districts and overlays.
- Incorporation of form-based principles.
  - ➡ Focus more on *form* than *use*.
  - ➡ Greater attention paid to relationship between buildings and the street.
- More neighborhood serving commercial uses within low and medium scale neighborhoods.

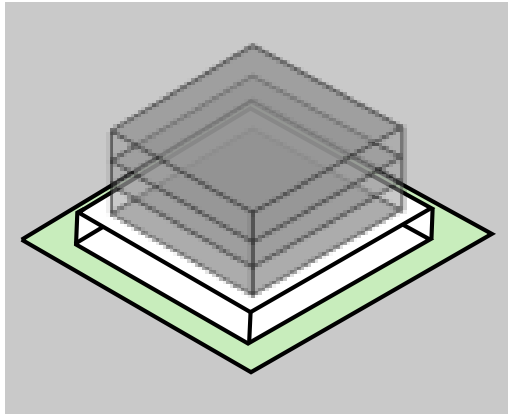
Duplex



Multi-Family



Podium



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Four Main Components

All areas will have a **Base District**

- Lot standards
- Minimum density
- Maximum height
- Parking requirements (maximums)
- Allowed **building types**
  - ➡ Building and parking placement
  - ➡ Pedestrian access
  - ➡ Lot coverage
  - ➡ Frontages
  - ➡ Landscaping and public space
- Allowed **uses**
  - ➡ What can go in the various allowed building types

Some areas will also have an **Overlay**

- Place specific design requirements
- Mixing / ground floor activation requirements
- Modifications to parking requirements
- Enhanced transit corridors and station areas

**Team still determining if all these need to be in overlays or if some can be in base zones.*

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Example

Overlays

Mixing requirements, place specific design requirements, modifications to parking requirements

Use Table

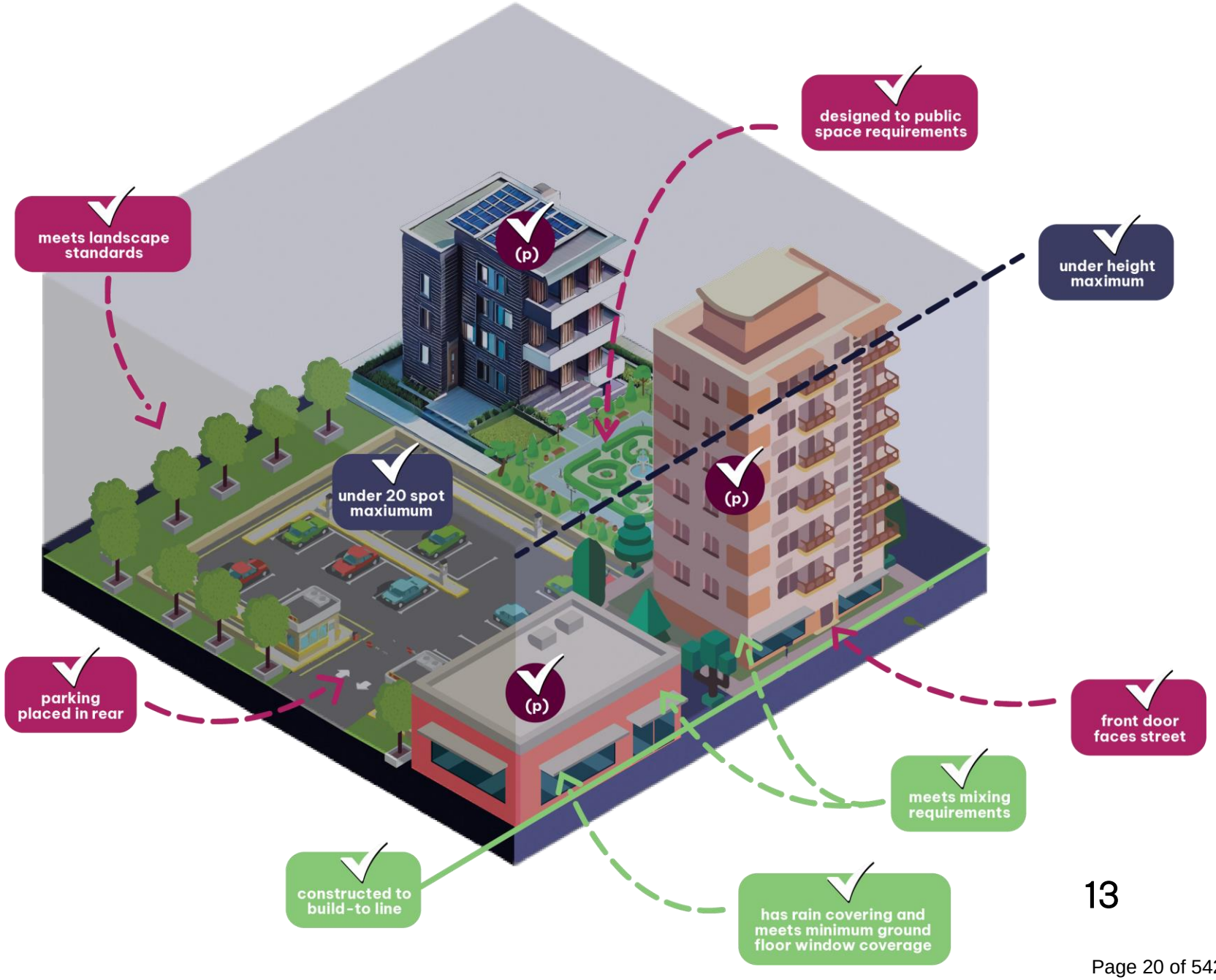
Permitted, conditional, or not allowed, associated use-specific requirements

Building Types

Building and parking placement, pedestrian access, lot coverage, frontages, landscape / public space requirements

Base Zone

Lot standards, minimum density requirements, maximum height requirements, parking requirements



Base District Details

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Place Types = Base Districts

Low-Scale Neighborhood

Mixed-Use Neighborhood

Institutional/Campus

Medium-Scale Neighborhood

Regional Activity Center

Industrial/Employment

Parks and Open Space

Heavy Industrial

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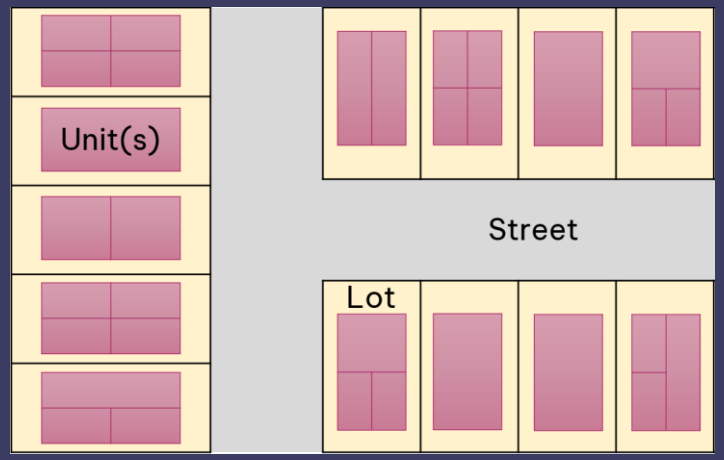
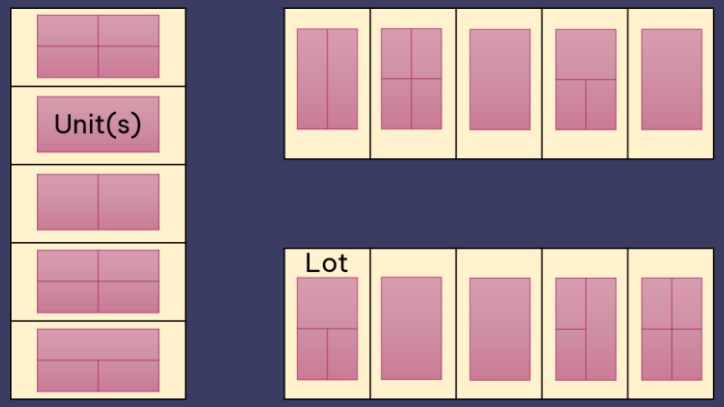
Density = Net Density

- Number of housing units / (gross area - public or private streets, schools or other public facilities)
- Density alone does not guarantee the size, form, or use of a building. Other components factor into the appearance and compatibility of developments, including
  - ➡ Building heights
  - ➡ Setbacks
  - ➡ Intensity
  - ➡ Ownership type
  - ➡ Unit size
  - ➡ Parking

Gross Density



Net Density



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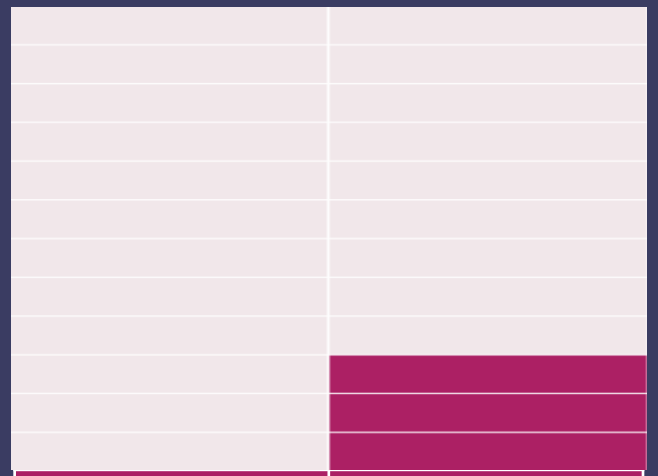
Low-scale Residential

Characterized by lower intensity and scaled housing that includes middle housing options

Use Categories	Allowed?
Residential	Yes
Primary retail	Yes
Open Space	Yes
Civic / Institutional	Maybe
Infrastructure	Maybe
Office	Maybe
Other	Maybe
Secondary retail	Maybe
Industrial	No

Allowed Building Types
Single-Family Residential Building (SFB)
Townhouse Building (THB)
Rowhouse Building (RHB)
Multifamily Residential Building (MRB)
Accessory Dwelling Building (ADB)
Rear Garage Building (RGB)
Accessory Dwelling Building (ADB)
Cottage Cluster Building (CCB)
Commercial Block Building (CBB)

Min Density	Max Density
8 units/acre	None



Min Height	Max Height
None	3 stories 45 feet

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Draft Densities and Heights

Base District	Minimum Density (units/acre)	Maximum Density (units/acre)	Minimum Height	Maximum Height
Low Scale Residential	8	None	None	3 stories (45’)
Medium Scale Residential	16	None	2 stories (25’)	5 stories (60’)
Mixed Use	32	None	3 stories (40’)	8 stories (90’)
Regional Activity Center	64	None	3 stories (40’)	None
Employment/Industrial	N/A	N/A	1 story (20’)	12 stories (150’)
Institutional/Campus	None	64	1 story (25’)	12 stories (150’)
Heavy Industrial	N/A	N/A	None	None
Parks/ Open Space	N/A	N/A	N/A	N/A

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Visualizing Different Densities

87th Ave & 15th St
8 units/acre

Esther Short Commons
82 units/acre

The Uptown
185 units/acre

Evergreen Townhomes
21 units/acre

The Hamilton
157 units/acre

The Miller
260 units/acre

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Building Type Details

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Draft Building Type Table

- Within each base zone, different building types will be allowed or prohibited.
- This is a draft that staff will continue refining but have included to illustrate the concept of using building types to regulate form.

Building Types	Typical units	Low Scale	Medium Scale	Mixed-Use	Regional Activity Center	Institutional / Campus	Industrial / Employment	Heavy Industrial
Single-Family Residential Building	*1*	Allowed	Allowed	X	X	X	X	X
Townhouse Building	*1*	Allowed	Allowed	X	X	X	X	X
Rowhouse Building	*1*	Allowed	Allowed	allowed	X	X	X	X
Multifamily Residential Building	*2-6*	Allowed	Allowed	Allowed	X	X	X	X
Accessory Dwelling Building	*N/A*	Allowed	Allowed	Allowed	X	X	X	X
Rear Garage Building	*N/A*	Allowed	Allowed	Allowed	X	X	X	X
Accessory Dwelling Building	*1*	Allowed	Allowed	Allowed	X	X	X	X
Cottage Cluster Building	*4-12*	Allowed	Allowed	Allowed	X	X	X	X
Apartment Building	*7+*	X	Allowed	Allowed	Allowed	X	X	X
Courtyard Apartment Building	*7+*	X	Allowed	Allowed	Allowed	X	X	X
Mid-rise Residential Building	*7+*	X	X	Allowed	Allowed	Allowed	X	X
Podium Building	*7+*	X	X	Allowed	Allowed	X	X	X
Mixed-Use Residential Building	*7+*	X	Allowed	Allowed	Allowed	Allowed	X	X
Mixed-Use Office Building	*N/A*	X	X	Allowed	Allowed	X	Allowed	X
Commercial Block Building	*N/A*	Allowed	Allowed	Allowed	Allowed	X	X	X
Big Box Retail Building	*N/A*	X	X	X	X	X	Allowed	Allowed
Flexible Use Building	*N/A*	X	X	X	Allowed	Allowed	Allowed	Allowed
Industrial / Distribution Building	*N/A*	X	X	X	X	X	Allowed	Allowed
Structured Parking Garage Building	*N/A*	X	X	Allowed	Allowed	Allowed	Allowed	Allowed
Civic / Institutional Building	*N/A*	X	X	Allowed	Allowed	Allowed	Allowed	X

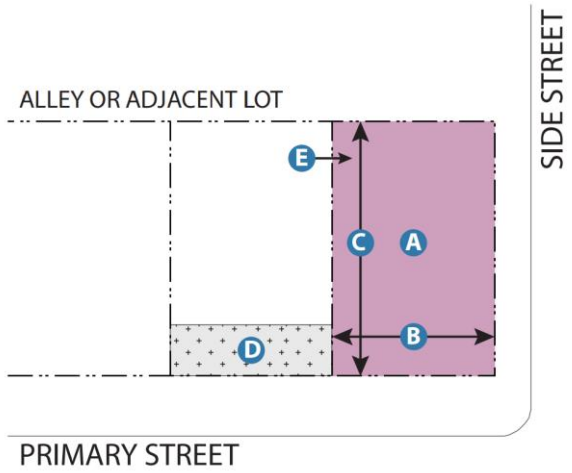
CITY OF Vancouver WASHINGTON

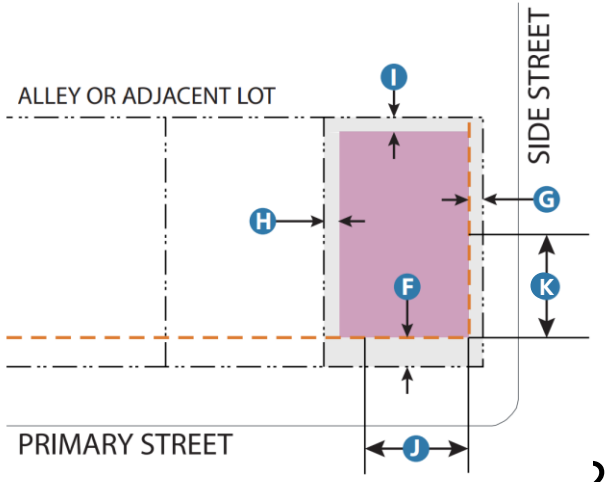
Multifamily Residential

- Typically 2 to 6 units
- Units may be arranged side-by-side, stacked vertically, or in a combination of both configurations
- Pedestrian access oriented toward the primary street, with singular shared or individual entrance(s)
- Interior or exterior circulation

	Lot	Regulation
A	Lot size	No min, no max
B	Max lot width	100’
C	Max lot depth	100’
D	Min open space	20% of lot
E	Max impervious	85% of lot

	Building	Regulation
F	Front build-to	10’ – 15’
G	Side build-to, street	5’ – 10’
H	Side setback, lot	Min 5’
I	Rear setback, lot or alley	Min 5’
J	Front build-out	Min 90%
K	Side build-out, street	Min 50%



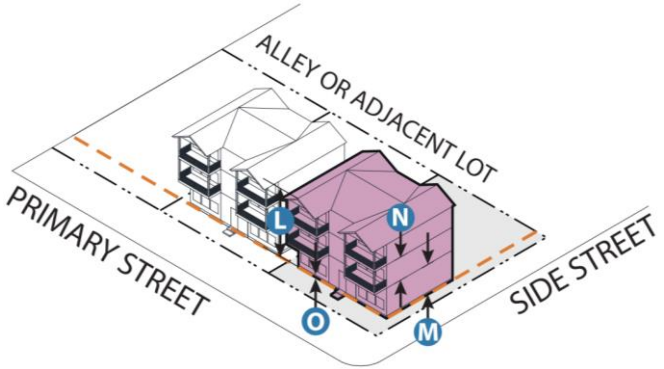


Multifamily Residential

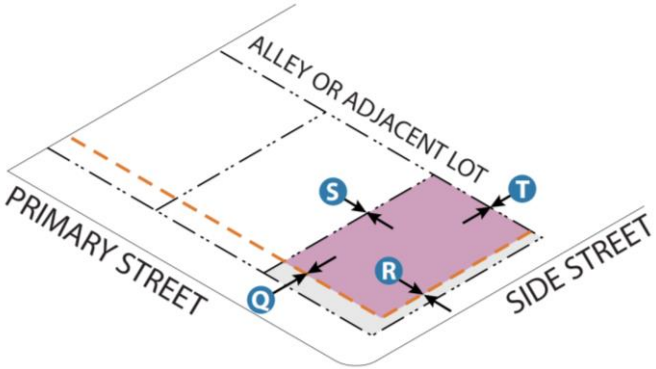
Parking access

- From a side street or an alley abutting the lot.
- If neither are present, from a primary street.
- Driveways: One-lane, no greater than ten feet (10’) wide

	Height	Regulation
L	Min/max height	Base district
M	Ground floor height	N/A
N	Upper floor height(s)	N/A
O	Ground floor level	N/A



	Parking	Regulation
P	Max spaces	TBD
Q	Front setback	Match front build-to
R	Side setback, street	Match side build-to, behind facade
S	Side setback, lot	None
T	Rear setback	None



Draft Use Table and Overlays

CITY OF Vancouver WASHINGTON

Simplified Draft Use Table

Full list of uses in draft document

Use Categories	LS	MS	MX	RA	IC	IE	HI
Civic / Institutional	Maybe	Maybe	Maybe	Yes	Yes	Yes	X
Industrial	X	X	X	X	X	Yes	Yes
Infrastructure	Maybe	Maybe	Maybe	Maybe	Maybe	Maybe	Maybe
Office	Maybe	Yes	Yes	Yes	Yes	Yes	Yes
Open Space	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Other	Maybe	Maybe	Maybe	Maybe	Maybe	Maybe	Maybe
Primary retail	Yes	Yes	Yes	Yes	Maybe	Yes	X
Residential	Yes	Yes	Yes	Yes	Yes	X	X
Secondary retail	Maybe	Yes	Yes	Yes	Maybe	Yes	Maybe

CITY OF Vancouver WASHINGTON

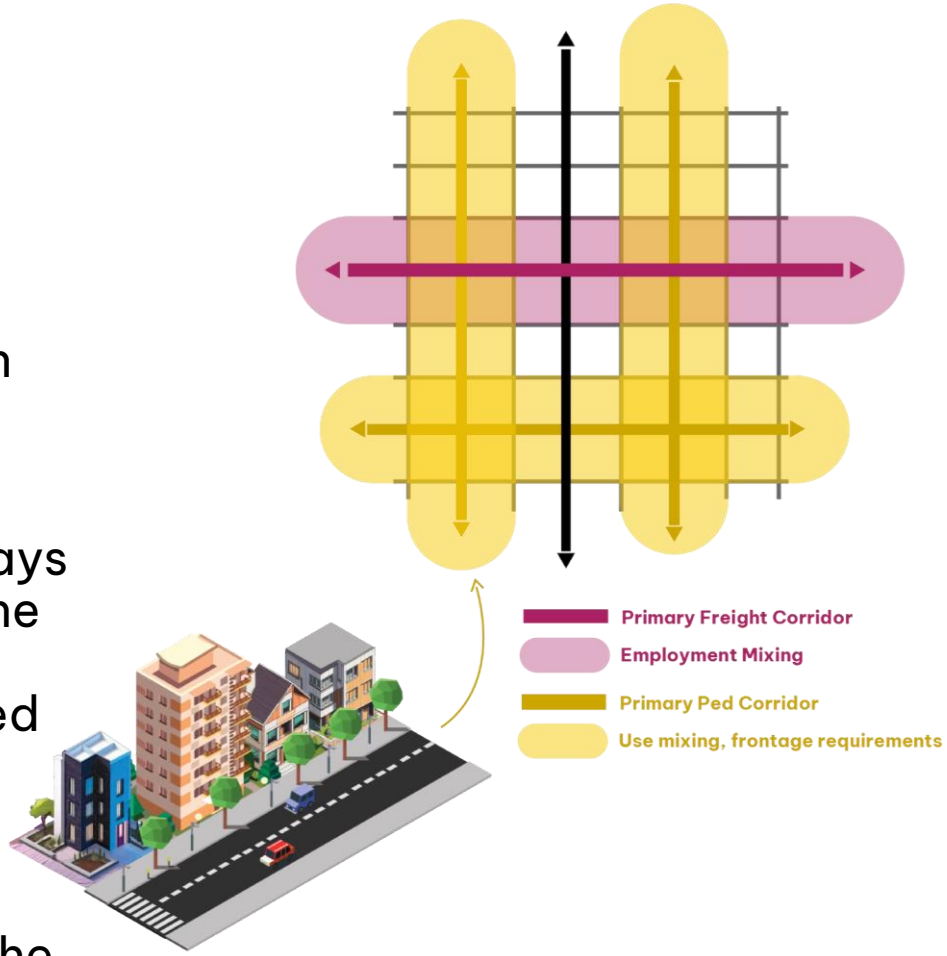
Draft Use Table: Civic/Institutional

Civic/Institutional Uses	LS	MS	MX	RA	IC	IE	HI
Ambulance services	X	X	X	Permitted	Permitted	Permitted	X
Community centers	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	X
Cultural institutions	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	X
Colleges	Conditional	Conditional	Conditional	Permitted	Permitted	Permitted	X
Community recreation	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	X
Day care	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	X
Detention/post detention facilities	X	X	X	X	Permitted	Permitted	Permitted
Emergency services	Conditional	Conditional	Conditional	Permitted	Permitted	Permitted	X
Medical centers	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	X
Religious institutions	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	X
Schools (public and private)	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	X
Social or fraternal clubs/lodges	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	X

CITY OF Vancouver WASHINGTON

Overlays

- Address items that **differ within** base districts.
  - ➡ e.g., place specific design requirements, ground floor activation and mixing requirements, station areas and enhanced transit corridors, modifications to parking requirements
- Most base districts allow some level of mixing; overlays may be used to **require** this in key areas. Note that the team is still evaluating whether this is most appropriately located in overlays or could be included in base zones.
- Add additional **placed based** design requirements.
- Responds to and will inform future modifications of the Transportation System Plan **modal networks**, defining building's relationship to street.



CITY OF Vancouver WASHINGTON

Next Steps

CITY OF
Vancouver
WASHINGTON

Code Process

Audit Existing Code & Identify Issues

Develop Outline For New Code

Draft New Code Language

Draft Plan, Map and Code public comment draft

Final Plan, Map and Code adoption

Complete | **Q4 2024** | **Q1 2025** | **Q2 & Q3 2025** | **Q4 2025**

Equity Lens Applied to audit – who does/ does not benefit and are equity priority communities impacted?

- Workshop new code framework with key stakeholders/working groups
- Socialize and get feedback from broad community as part of DEIS release public engagement push

CITY OF Vancouver WASHINGTON

General Next Steps

Study impacts of possibilities

- Draft Environmental Impact Statement (DEIS)
- **60-day comment period**

Refine map, policies, & code

- Determine preferred possibility based on DEIS findings and comments
- **Drafts of plan, code, and map for public comment**

Adopt plan and code

- Final Environmental Impact Statement (FEIS)
- Planning Commission and City Council public hearings
- Plan, code, and map to City Council for adoption

CITY OF Vancouver WASHINGTON

Questions and Discussion

www.beheardvancouver.org/plan2045

OUR FORM-BASED CODE

THE CITY OF VANCOUVER, WA

COVER TO BE FINALIZED IN FUTURE DRAFT.

DRAFT: 02.04.25

SECTION 2.0

Base Zoning Districts

PURPOSE OF THIS SECTION.

The purpose of this section is to introduce eight (8) city-wide base zoning districts, each with baseline zoning requirements applicable to every parcel of property (lot). These requirements are aligned with the place-type goals outlined in the future land use plan. The objective is to improve base district zoning by incorporating a more diverse mix of uses and meeting housing density targets through the adoption of best practices in form-based zoning.

APPLICABILITY OF THIS SECTION.

This section to be completed once base zoning districts approved.

TO BE FINALIZED IN FUTURE DRAFT.

WHAT IS REGULATED IN THIS SECTION.

Base zoning districts regulate:

Purpose and character.
The purpose and character section is a general overview of the base zoning district, detailing its intended character, typical uses, and desired urban form. This also includes illustrative sketches and photographs showcasing examples from within the community.

Base density.
The base density section regulates the minimum and maximum net densities for a lot within the district.

Height range.
The height range section regulates the minimum and maximum height range in both feet and stories for a lot within the district.

Building types.
The building type section (and associated table above) regulates which building types are allowable on a lot within the district. All building type requirements are included in **Section 3.0 Building Types** of this code.

Use requirements.
The use requirements section (and associated table above) recommends uses for any lot within the district. All use requirements are included in **Section 4.0 Use Requirements** of this code.

Additional requirements.
The additional requirements reference other section of this code with may be applicable to a lot within the district. Additional requirements are included in **Section 5.0 Open Space Requirements**; **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations**; and **Section 7.0 Other Requirements** of this code.

HOW TO USE THIS SECTION.

To be completed once base zoning districts approved.

TO BE FINALIZED IN FUTURE DRAFT.

BASE ZONING DISTRICT MAP.

To be completed once base zoning districts approved.

BASE ZONING DISTRICTS.

The base zoning districts include the following:

2.1 Low-Scale Neighborhood District (LS)

2.2 Medium-Scale Neighborhood District (MS)

2.3 Mixed-Use Neighborhood District (MX)

2.4 Regional Activity Center (RA)

2.5 Institutional / Campus District (IC)

2.6 Industrial / Employment District (IE)

2.7 Heavy Industrial District (HI)

2.8 Parks and Open Space District (PO)

TO BE FINALIZED IN FUTURE DRAFT.

2.1 LOW-SCALE NEIGHBORHOOD

Character Sketch

PURPOSE AND CHARACTER.

The Low-Scale Neighborhood District (LS) is designed to foster a community characterized by lower intensity and scaled housing that includes diverse "missing middle" housing options. This includes a range of housing types such as single-family homes, townhouses, rowhouses, duplexes, triplexes, fourplexes, fiveplexes, six-plexes, stacked flats, and cottage cluster housing. The LS district also encourages smaller-scale commercial activities at corner nodes to enhance neighborhood life, such as cafés, salons, professional services, and restaurants.

A sketch and character images of the intended district purpose and character are provided on this page and are advisory only.

Character Image

Character Image

2.1 LS

Building Types (See Section 3.0)	**Allowable**
Single-Family Residential Building (SFB)	**Yes**
Townhouse Building (THB)	**Yes**
Rowhouse Building (RHB)	**Yes**
Multifamily-Residential Building (MRB)	**Yes**
Rear Garage Building (RGB)	**Yes**
Accessory Dwelling Building (ADB)	**Yes**
Cottage Cluster Building (CCB)	**Yes**
Apartment Building (APB)	**No**
Courtyard Apartment Building (CAB)	**No**
Mid-Rise Residential Building (MIB)	**No**
Podium Building (POB)	**No**
Mixed-Use Residential Building (MXB)	**No**
Mixed-Use Office Building (MOB)	**No**
Commercial Block Building (CBB)	**Yes**
Big Box Retail Building (BRB)	**No**
Flexible-Use Building (FUB)	**No**
Industrial / Distribution Building (IDB)	**No**
Structured Parking Garage Building (SPB)	**No**
Civic / Institutional Building (CIB)	**Yes**

Table of Allowable Building Types

Primary Uses (See Section 4.0)	**Recommended**
4.1 Civic / Institutional Uses	**Maybe**
4.2 Industrial Uses	**No**
4.3 Infrastructure Uses	**Maybe**
4.4 Office Uses	**Maybe**
4.5 Open Space Uses	**Yes**
4.6 Other Uses	**Maybe**
4.7 Primary Retail Uses	**Yes**
4.8 Residential Uses	**Yes**
4.9 Secondary Retail Uses	**Maybe**

Table of Allowable Primary Uses

BASE DENSITY.

- **Minimum Density.** Eight (8) Units per Acre.
- **Maximum Density.** No Maximum. Any lot may have at least four (4) total units. Any lot within a quarter mile of a major transit stop or lot with at least two (2) units designated as affordable housing may have up to six (6) units.

HEIGHT RANGE.

- **Minimum Height.** No minimum.
- **Maximum Height.** Three (3) stories and forty-five (45') feet.

BUILDING TYPES.

See table on this page for allowable building types within the district. See **Section 3.0 Building Types** of this code for detail on building type requirements.

USE REQUIREMENTS.

See table on this page for recommended uses within the district. See **Section 4.0 Use Requirements** of this code for more detail on individual use permit requirements.

ADDITIONAL REQUIREMENTS.

- See **Section 5.0 Open Space Requirements** of this code for other requirements that may apply to this district.
- See **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code for other overlays, districts, and regulations that may apply to this district.
- See **Section 7.0 Other Requirements** of this code for other requirements that may apply to this district.

2.2 MEDIUM-SCALE NEIGHBORHOOD

Character Sketch

PURPOSE AND CHARACTER.

The Medium-Scale Neighborhood District (MS) is designed to foster a vibrant community with medium-intensity housing and a variety of "missing middle" housing options. This includes housing types such as courtyard buildings, apartment buildings, and multifamily buildings, complementing those found in LS. The MS district also supports commercial activities that enhance neighborhood vitality and creates main streets, such as cafés, restaurants, small offices, retail shops, and other local businesses.

A sketch and character images of the intended district purpose and character are provided on this page and are advisory only.

Character Image

Character Image

2.2 MS

Building Types (See Section 3.0)	**Allowable**
3.1 Single-Family Residential Building (SFB)	**Yes**
3.2 Townhouse Building (THB)	**Yes**
3.3 Rowhouse Building (RHB)	**Yes**
3.4 Multifamily-Residential Building (MRB)	**Yes**
3.5 Rear Garage Building (RGB)	**Yes**
3.6 Accessory Dwelling Building (ADB)	**Yes**
3.7 Cottage Cluster Building (CCB)	**Yes**
3.8 Apartment Building (APB)	**Yes**
3.9 Courtyard Apartment Building (CAB)	**Yes**
3.10 Mid-Rise Residential Building (MIB)	**No**
3.11 Podium Building (POB)	**No**
3.12 Mixed-Use Residential Building (MXB)	**Yes**
3.13 Mixed-Use Office Building (MOB)	**No**
3.14 Commercial Block Building (CBB)	**Yes**
3.15 Big Box Retail Building (BRB)	**No**
3.16 Flexible-Use Building (FUB)	**No**
3.17 Industrial / Distribution Building (IDB)	**No**
3.18 Structured Parking Garage Building (SPB)	**No**
3.19 Civic / Institutional Building (CIB)	**Yes**

Table of Allowable Building Types

Primary Uses(See Section 4.0)	**Recommended**
4.1 Civic / Institutional Uses	**Yes**
4.2 Industrial Uses	**No**
4.3 Infrastructure Uses	**Maybe**
4.4 Office Uses	**Yes**
4.5 Open Space Uses	**Yes**
4.6 Other Uses	**Maybe**
4.7 Primary Retail Uses	**Yes**
4.8 Residential Uses	**Yes**
4.9 Secondary Retail Uses	**Yes**

Table of Allowable Primary Uses

BASE DENSITY.

- **Minimum Density.** Sixteen (16) Units per Acre.
- **Maximum Density.** No Maximum. Any lot may have at least four (4) total units. Any lot within a quarter mile of a major transit stop or lot with at least two (2) units designated as affordable housing may have up to six (6) units.

HEIGHT RANGE.

- **Minimum Height.** Two (2) stories and twenty-five (25') feet.
- **Maximum Height.** Five (5) stories and sixty (60') feet.

BUILDING TYPES.

See table on this page for allowable building types within the district. See **Section 3.0 Building Types** of this code for detail on building type requirements.

USE REQUIREMENTS.

See table on this page for recommended uses within the district. See **Section 4.0 Use Requirements** of this code for more detail on individual use permit requirements.

ADDITIONAL REQUIREMENTS.

- See **Section 5.0 Open Space Requirements** of this code for other requirements that may apply to this district.
- See **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code for other overlays, districts, and regulations that may apply to this district.
- See **Section 7.0 Other Requirements** of this code for other requirements that may apply to this district.

2.3 MIXED-USE NEIGHBORHOOD

Character Sketch

PURPOSE AND CHARACTER.

The Mixed-Use Neighborhood District (MX) is designed to foster a vibrant, walkable environment that integrates diverse housing options with commercial uses and urban public spaces, connected by pedestrian-friendly streets. Housing options in this district include mid-rise residential buildings, mixed-use developments, and multifamily buildings of varying scales, expanding upon those found in the Medium-Scale Neighborhood District (MS). The MX district also supports a range of commercial activities that enhance the district's vibrancy, such as professional offices, medical services, cafés, restaurants, grocery stores, markets, and other retail shops.

A sketch and character images of the intended district purpose and character are provided on this page and are advisory only.

Character Image

Character Image

2.3 MX

Building Types (See Section 3.0)	**Allowable**
3.1 Single-Family Residential Building (SFB)	**No**
3.2 Townhouse Building (THB)	**No**
3.3 Rowhouse Building (RHB)	**Yes**
3.4 Multifamily-Residential Building (MRB)	**Yes**
3.5 Rear Garage Building (RGB)	**Yes**
3.6 Accessory Dwelling Building (ADB)	**Yes**
3.7 Cottage Cluster Building (CCB)	**Yes**
3.8 Apartment Building (APB)	**Yes**
3.9 Courtyard Apartment Building (CAB)	**Yes**
3.10 Mid-Rise Residential Building (MIB)	**Yes**
3.11 Podium Building (POB)	**Yes**
3.12 Mixed-Use Residential Building (MXB)	**Yes**
3.13 Mixed-Use Office Building (MOB)	**Yes**
3.14 Commercial Block Building (CBB)	**Yes**
3.15 Big Box Retail Building (BRB)	**No**
3.16 Flexible-Use Building (FUB)	**No**
3.17 Industrial / Distribution Building (IDB)	**No**
3.18 Structured Parking Garage Building (SPB)	**Yes**
3.19 Civic / Institutional Building (CIB)	**Yes**

Table of Allowable Building Types

Primary Uses (See Section 4.0)	**Recommended**
4.1 Civic / Institutional Uses	**Yes**
4.2 Industrial Uses	**No**
4.3 Infrastructure Uses	**Maybe**
4.4 Office Uses	**Yes**
4.5 Open Space Uses	**Yes**
4.6 Other Uses	**Maybe**
4.7 Primary Retail Uses	**Yes**
4.8 Residential Uses	**Yes**
4.9 Secondary Retail Uses	**Yes**

Table of Allowable Primary Uses

BASE DENSITY.

- **Minimum Density.** Thirty-Two (32) Units per Acre.
- **Maximum Density.** No Maximum. Any lot may have at least four (4) total units. Any lot within a quarter mile of a major transit stop or lot with at least two (2) units designated as affordable housing may have up to six (6) units.

HEIGHT RANGE.

- **Minimum Height.** Three (3) stories and forty (40') feet.
- **Maximum Height.** Eight (8) stories and ninety (90') feet.

BUILDING TYPES.

See table on this page for allowable building types within the district. See **Section 3.0 Building Types** of this code for detail on building type requirements.

USE REQUIREMENTS.

See table on this page for recommended uses within the district. See **Section 4.0 Use Requirements** of this code for more detail on individual use permit requirements.

ADDITIONAL REQUIREMENTS.

- See **Section 5.0 Open Space Requirements** of this code for other requirements that may apply to this district.
- See **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code for other overlays, districts, and regulations that may apply to this district.
- See **Section 7.0 Other Requirements** of this code for other requirements that may apply to this district.

2.4 REGIONAL ACTIVITY CENTER

Character Sketch

PURPOSE AND CHARACTER.

The Regional Activity Center District (RA) is designed to foster economic growth, provide diverse entertainment and civic opportunities, and address housing needs. This district encourages the development of compact, mixed-use areas with integrated open spaces that seamlessly connect the city's core to surrounding neighborhoods through walkable corridors and frequent transit access. Housing options in the RA include mid-rise residential buildings, mixed-use developments, podium buildings, and multifamily structures of various scales. The district also supports a wide range of commercial activities and complementary uses that enhance its vibrancy and diversity, such as mixed-use offices, structured parking, and civic or institutional buildings.

A sketch and character images of the intended district purpose and character are provided on this page and are advisory only.

Character Image

Character Image

2.4 RA

Building Types (See Section 3.0)	**Allowable**
3.1 Single-Family Residential Building (SFB)	**No**
3.2 Townhouse Building (THB)	**No**
3.3 Rowhouse Building (RHB)	**No**
3.4 Multifamily-Residential Building (MRB)	**No**
3.5 Rear Garage Building (RGB)	**No**
3.6 Accessory Dwelling Building (ADB)	**No**
3.7 Cottage Cluster Building (CCB)	**No**
3.8 Apartment Building (APB)	**Yes**
3.9 Courtyard Apartment Building (CAB)	**Yes**
3.10 Mid-Rise Residential Building (MIB)	**Yes**
3.11 Podium Building (POB)	**Yes**
3.12 Mixed-Use Residential Building (MXB)	**Yes**
3.13 Mixed-Use Office Building (MOB)	**Yes**
3.14 Commercial Block Building (CBB)	**Yes**
3.15 Big Box Retail Building (BRB)	**No**
3.16 Flexible-Use Building (FUB)	**Yes**
3.17 Industrial / Distribution Building (IDB)	**No**
3.18 Structured Parking Garage Building (SPB)	**Yes**
3.19 Civic / Institutional Building (CIB)	**Yes**

Table of Allowable Building Types

Primary Uses (See Section 4.0)	**Recommended**
4.1 Civic / Institutional Uses	**Yes**
4.2 Industrial Uses	**No**
4.3 Infrastructure Uses	**Maybe**
4.4 Office Uses	**Yes**
4.5 Open Space Uses	**Yes**
4.6 Other Uses	**Maybe**
4.7 Primary Retail Uses	**Yes**
4.8 Residential Uses	**Yes**
4.9 Secondary Retail Uses	**Yes**

Table of Allowable Primary Uses

BASE DENSITY.

- **Minimum Density.** Sixty-Four (64) Units per Acre.
- **Maximum Density.** No Maximum. Any lot may have at least four (4) total units. Any lot within a quarter mile of a major transit stop or lot with at least two (2) units designated as affordable housing may have up to six (6) units.

HEIGHT RANGE.

- **Minimum Height.** Three (3) stories and forty (40') feet.
- **Maximum Height.** No maximum.

BUILDING TYPES.

See table on this page for allowable building types within the district. See **Section 3.0 Building Types** of this code for detail on building type requirements.

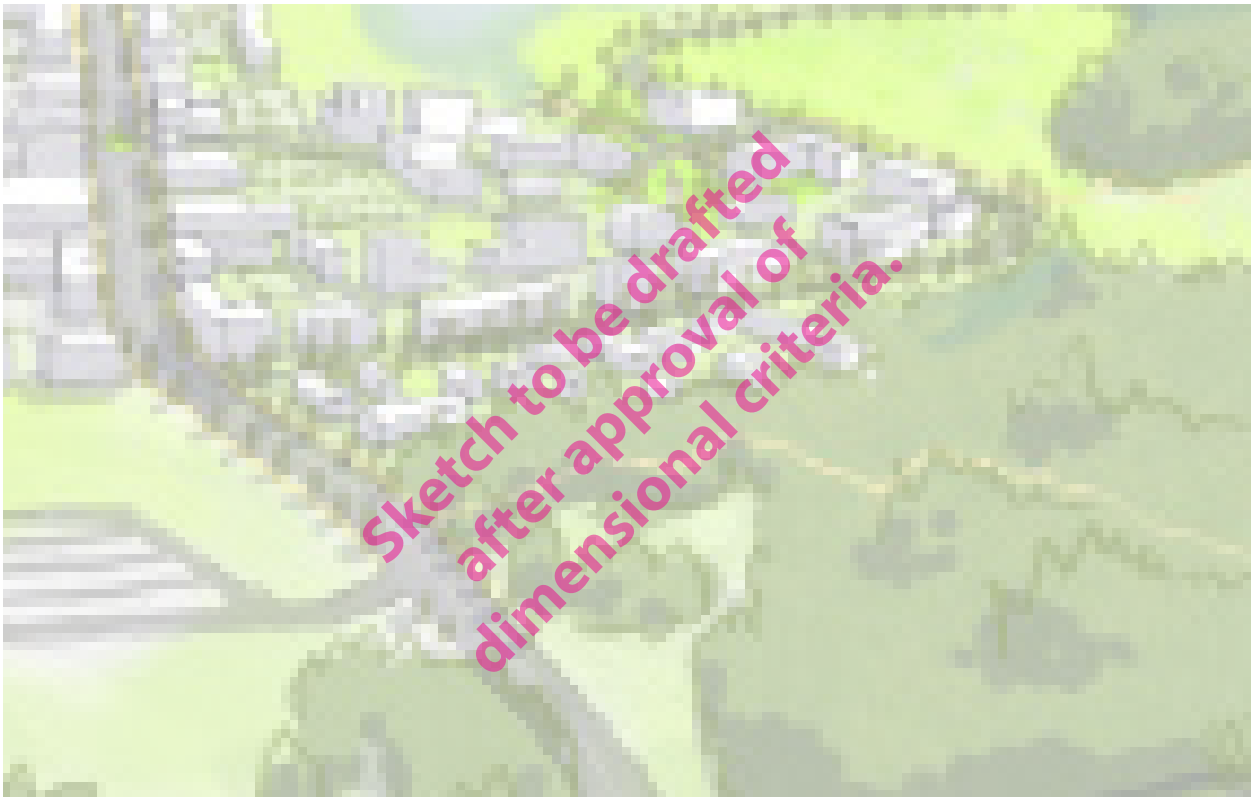
USE REQUIREMENTS.

See table on this page for recommended uses within the district. See **Section 4.0 Use Requirements** of this code for more detail on individual use permit requirements.

ADDITIONAL REQUIREMENTS.

- See **Section 5.0 Open Space Requirements** of this code for other requirements that may apply to this district.
- See **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code for other overlays, districts, and regulations that may apply to this district.
- See **Section 7.0 Other Requirements** of this code for other requirements that may apply to this district.

2.5 INSTITUTIONAL / CAMPUS



Character Sketch

PURPOSE AND CHARACTER.

The purpose of the Institutional / Campus District (IC) is to foster areas that will support academic, civic, and medical institutions and provide housing options that blend with the district character. These may also include uses such as athletic facilities, event spaces, equipment, and other accessory uses that are needed to support the city's valuable institutions and enhance economic development. Housing options in the IC district include rowhouses, rowhouses, multifamily buildings, and mid-rise buildings intended to encourage more walking and biking to work.

A sketch and character images of the intended district purpose and character are provided on this page and are advisory only.

Character Image

Character Image

2.5 IC

Building Types (See Section 3.0)	**Allowable**
3.1 Single-Family Residential Building (SFB)	**No**
3.2 Townhouse Building (THB)	**Yes**
3.3 Rowhouse Building (RHB)	**Yes**
3.4 Multifamily-Residential Building (MRB)	**No**
3.5 Rear Garage Building (RGB)	**No**
3.6 Accessory Dwelling Building (ADB)	**No**
3.7 Cottage Cluster Building (CCB)	**No**
3.8 Apartment Building (APB)	**Yes**
3.9 Courtyard Apartment Building (CAB)	**Yes**
3.10 Mid-Rise Residential Building (MIB)	**Yes**
3.11 Podium Building (POB)	**No**
3.12 Mixed-Use Residential Building (MXB)	**Yes**
3.13 Mixed-Use Office Building (MOB)	**No**
3.14 Commercial Block Building (CBB)	**No**
3.15 Big Box Retail Building (BRB)	**No**
3.16 Flexible-Use Building (FUB)	**Yes**
3.17 Industrial / Distribution Building (IDB)	**No**
3.18 Structured Parking Garage Building (SPB)	**Yes**
3.19 Civic / Institutional Building (CIB)	**Yes**

Table of Allowable Building Types

Primary Uses (See Section 4.0)	**Recommended**
4.1 Civic / Institutional Uses	**Yes**
4.2 Industrial Uses	**No**
4.3 Infrastructure Uses	**Maybe**
4.4 Office Uses	**Yes**
4.5 Open Space Uses	**Yes**
4.6 Other Uses	**Maybe**
4.7 Primary Retail Uses	**Maybe**
4.8 Residential Uses	**Yes**
4.9 Secondary Retail Uses	**Maybe**

Table of Allowable Primary Uses

BASE DENSITY.

- **Minimum Density.** No Minimum.
- **Maximum Density.** Sixty-Four (64) Units per Acre. Any lot may have at least four (4) total units. Any lot within a quarter mile of a major transit stop or lot with at least two (2) units designated as affordable housing may have up to six (6) units.

HEIGHT RANGE.

- **Minimum Height.** No minimum.
- **Maximum Height.** Twelve (12) stories and one hundred and fifty (150') feet.

BUILDING TYPES.

See table on this page for allowable building types within the district. See **Section 3.0 Building Types** of this code for detail on building type requirements.

USE REQUIREMENTS.

See table on this page for recommended uses within the district. See **Section 4.0 Use Requirements** of this code for more detail on individual use permit requirements.

ADDITIONAL REQUIREMENTS.

- See **Section 5.0 Open Space Requirements** of this code for other requirements that may apply to this district.
- See **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code for other overlays, districts, and regulations that may apply to this district.
- See **Section 7.0 Other Requirements** of this code for other requirements that may apply to this district.

2.6 INDUSTRIAL / EMPLOYMENT

Character Sketch

PURPOSE AND CHARACTER.

The Industrial/Employment District (IE) is designed to foster a mix of larger-scale industrial facilities, warehousing, and flexible-use spaces alongside smaller multi-tenant industrial and office uses. Clustered to promote economic development and synergy between business and industries, the IE district also includes parks and open spaces that buffer industrial areas and connections to adjacent residentail areas to encourage more walking and biking to work.

A sketch and character images of the intended district purpose and character are provided on this page and are advisory only.

Character Image

Character Image

2.6 IE

Building Types (See Section 3.0)	**Allowable**
3.1 Single-Family Residential Building (SFB)	**No**
3.2 Townhouse Building (THB)	**No**
3.3 Rowhouse Building (RHB)	**No**
3.4 Multifamily-Residential Building (MRB)	**No**
3.5 Rear Garage Building (RGB)	**No**
3.6 Accessory Dwelling Building (ADB)	**No**
3.7 Cottage Cluster Building (CCB)	**No**
3.8 Apartment Building (APB)	**Yes**
3.9 Courtyard Apartment Building (CAB)	**Yes**
3.10 Mid-Rise Residential Building (MIB)	**Yes**
3.11 Podium Building (POB)	**Yes**
3.12 Mixed-Use Residential Building (MXB)	**Yes**
3.13 Mixed-Use Office Building (MOB)	**Yes**
3.14 Commercial Block Building (CBB)	**No**
3.15 Big Box Retail Building (BRB)	**Yes**
3.16 Flexible-Use Building (FUB)	**Yes**
3.17 Industrial / Distribution Building (IDB)	**Yes**
3.18 Structured Parking Garage Building (SPB)	**Yes**
3.19 Civic / Institutional Building (CIB)	**Yes**

Table of Allowable Building Types

Primary Uses (See Section 4.0)	**Recommended**
4.1 Civic / Institutional Uses	**Yes**
4.2 Industrial Uses	**Yes**
4.3 Infrastructure Uses	**Maybe**
4.4 Office Uses	**Yes**
4.5 Open Space Uses	**Yes**
4.6 Other Uses	**Maybe**
4.7 Primary Retail Uses	**Yes**
4.8 Residential Uses	**No**
4.9 Secondary Retail Uses	**Yes**

Table of Allowable Primary Uses

BASE DENSITY.

- **Minimum Density.** No Minimum.
- **Maximum Density.** Thirty-Two (32) Units per Acre. Any lot may have at least four (4) total units. Any lot within a quarter mile of a major transit stop or lot with at least two (2) units designated as affordable housing may have up to six (6) units.

HEIGHT RANGE.

- **Minimum Height.** Two (2) stories and twenty-five (25') feet.
- **Maximum Height.** Twelve (12) stories and one hundred and fifty (150') feet.

BUILDING TYPES.

See table on this page for allowable building types within the district. See **Section 3.0 Building Types** of this code for detail on building type requirements.

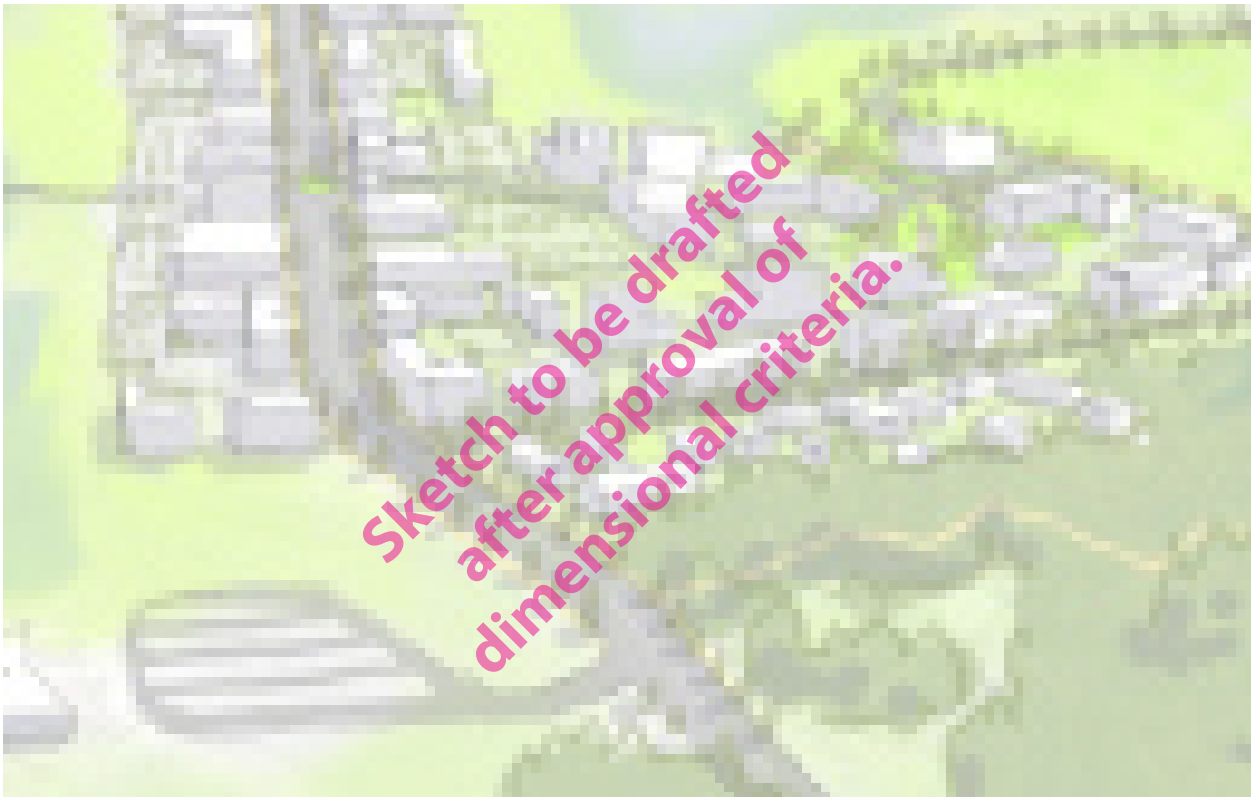
USE REQUIREMENTS.

See table on this page for recommended uses within the district. See **Section 4.0 Use Requirements** of this code for more detail on individual use permit requirements.

ADDITIONAL REQUIREMENTS.

- See **Section 5.0 Open Space Requirements** of this code for other requirements that may apply to this district.
- See **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code for other overlays, districts, and regulations that may apply to this district.
- See **Section 7.0 Other Requirements** of this code for other requirements that may apply to this district.

2.7 HEAVY INDUSTRIAL



Character Sketch

PURPOSE AND CHARACTER.

The purpose of the Heavy Industrial District (HI) is designed to foster large-scale industrial activities, such as manufacturing, processing, and distribution, while integrating principles of walkability and bikability to enhance functionality and aesthetics. The HI district emphasizes efficient land use, incorporating landscaped buffers, shared pathways, and well-planned building orientation to minimize conflicts between industrial operations and pedestrian-friendly environments that traverse the area.

A sketch and character images of the intended district purpose and character are provided on this page and are advisory only.

Character Image

Character Image

2.7 HI

Building Types (See Section 3.0)	**Allowable**
3.1 Single-Family Residential Building (SFB)	**No**
3.2 Townhouse Building (THB)	**No**
3.3 Rowhouse Building (RHB)	**No**
3.4 Multifamily-Residential Building (MRB)	**No**
3.5 Rear Garage Building (RGB)	**No**
3.6 Accessory Dwelling Building (ADB)	**No**
3.7 Cottage Cluster Building (CCB)	**No**
3.8 Apartment Building (APB)	**No**
3.9 Courtyard Apartment Building (CAB)	**No**
3.10 Mid-Rise Residential Building (MIB)	**No**
3.11 Podium Building (POB)	**No**
3.12 Mixed-Use Residential Building (MXB)	**No**
3.13 Mixed-Use Office Building (MOB)	**No**
3.14 Commercial Block Building (CBB)	**No**
3.15 Big Box Retail Building (BRB)	**Yes**
3.16 Flexible-Use Building (FUB)	**Yes**
3.17 Industrial / Distribution Building (IDB)	**Yes**
3.18 Structured Parking Garage Building (SPB)	**Yes**
3.19 Civic / Institutional Building (CIB)	**No**

Table of Allowable Building Types

Primary Uses (See Section 4.0)	**Recommended**
4.1 Civic / Institutional Uses	**No**
4.2 Industrial Uses	**Yes**
4.3 Infrastructure Uses	**Maybe**
4.4 Office Uses	**Yes**
4.5 Open Space Uses	**Yes**
4.6 Other Uses	**Maybe**
4.7 Primary Retail Uses	**No**
4.8 Residential Uses	**No**
4.9 Secondary Retail Uses	**Maybe**

Table of Allowable Primary Uses

BASE DENSITY.

- **Minimum Density.** Not applicable.
- **Maximum Density.** Not applicable.

HEIGHT RANGE.

- **Minimum Height.** No minimum.
- **Maximum Height.** No maximum.

BUILDING TYPES.

See table on this page for allowable building types within the district. See **Section 3.0 Building Types** of this code for detail on building type requirements.

USE REQUIREMENTS.

See table on this page for recommended uses within the district. See **Section 4.0 Use Requirements** of this code for more detail on individual use permit requirements.

ADDITIONAL REQUIREMENTS.

- See **Section 5.0 Open Space Requirements** of this code for other requirements that may apply to this district.
- See **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code for other overlays, districts, and regulations that may apply to this district.
- See **Section 7.0 Other Requirements** of this code for other requirements that may apply to this district.

2.8 PARKS / OPEN SPACE

Character Sketch

PURPOSE AND CHARACTER.

The purpose of the Parks / Open Space District (PO) is designed to foster recreation, environmental stewardship, and community well-being and protect, preserve, conserve, and enhance natural areas, greenways, and parks. The PO district is intended to provide a full range of passive and active uses as well as environmental protection and enhancement for the future use, understanding, and enjoyment of the City and its residents.

A sketch and character images of the intended district purpose and character are provided on this page and are advisory only.

Character Image

Character Image

2.8 PO

Building Types (See Section 3.0)	**Allowable**
3.1 Single-Family Residential Building (SFB)	**No**
3.2 Townhouse Building (THB)	**No**
3.3 Rowhouse Building (RHB)	**No**
3.4 Multifamily-Residential Building (MRB)	**No**
3.5 Rear Garage Building (RGB)	**No**
3.6 Accessory Dwelling Building (ADB)	**No**
3.7 Cottage Cluster Building (CCB)	**No**
3.8 Apartment Building (APB)	**No**
3.9 Courtyard Apartment Building (CAB)	**No**
3.10 Mid-Rise Residential Building (MIB)	**No**
3.11 Podium Building (POB)	**No**
3.12 Mixed-Use Residential Building (MXB)	**No**
3.13 Mixed-Use Office Building (MOB)	**No**
3.14 Commercial Block Building (CBB)	**No**
3.15 Big Box Retail Building (BRB)	**No**
3.16 Flexible-Use Building (FUB)	**No**
3.17 Industrial / Distribution Building (IDB)	**No**
3.18 Structured Parking Garage Building (SPB)	**No**
3.19 Civic / Institutional Building (CIB)	**Yes**

Table of Allowable Building Types

Primary Uses (See Section 4.0)	**Recommended**
4.1 Civic / Institutional Uses	**Yes**
4.2 Industrial Uses	**No**
4.3 Infrastructure Uses	**Maybe**
4.4 Office Uses	**No**
4.5 Open Space Uses	**Yes**
4.6 Other Uses	**Maybe**
4.7 Primary Retail Uses	**No**
4.8 Residential Uses	**No**
4.9 Secondary Retail Uses	**No**

Table of Allowable Primary Uses

BASE DENSITY.

- **Minimum Density.** Not applicable.
- **Maximum Density.** Not applicable.

HEIGHT RANGE.

- **Minimum Height.** No minimum.
- **Maximum Height.** Three (3) stories and forty (40') feet.

BUILDING TYPES.

See table on this page for allowable building types within the district. See **Section 3.0 Building Types** of this code for detail on building type requirements.

USE REQUIREMENTS.

See table on this page for recommended uses within the district. See **Section 4.0 Use Requirements** of this code for more detail on individual use permit requirements.

ADDITIONAL REQUIREMENTS.

- See **Section 5.0 Open Space Requirements** of this code for other requirements that may apply to this district.
- See **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code for other overlays, districts, and regulations that may apply to this district.
- See **Section 7.0 Other Requirements** of this code for other requirements that may apply to this district.

ADDITIONAL BASE ZONING DISTRICT REQUIREMENTS

Additional requirements for base zoning districts include the following:

2.10 Parking and Loading Requirements

To be completed once base zoning districts approved.

2.11 Landscape and Hardscape Requirements

To be completed once base zoning districts approved.

2.12 Fences and Garden Wall Requirements

To be completed once base zoning districts approved.

2.13 Open Space Requirements

To be completed once base zoning districts approved.

Other

– Requirement included here, if necessary.

TO BE FINALIZED IN FUTURE DRAFT.

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SECTION 3.0

Building Types

PURPOSE OF THIS SECTION

The purpose of this section is to introduce nineteen (19) building types. Building types play a crucial role in implementing form-based codes, allowing for a fine-grained mix of structures that reflect the unique character and scale of each base zoning district. Each building type is guided by specific standards that regulate key aspects of form, including lot sizes, setbacks, frontage, and building massing and articulation. These requirements ensure that new developments align with the area's desired character, harmonize with the surrounding urban fabric, and contribute to a cohesive and vibrant sense of place.

APPLICABILITY OF THIS SECTION.

To be completed once building type requirements approved.

HOW TO USE THIS SECTION.

To be completed once building type requirements approved.

TO BE FINALIZED IN FUTURE DRAFT.

DEFINING THE STREET AND OPEN SPACE NETWORK.

Streets and open spaces are vital in form-based codes (FBCs) because they define the public realm, shape how people interact with their environment, and build value around public investment. Streets should be designed as more than transportation corridors, prioritizing pedestrians, cyclists, and social activity through features like wide sidewalks, bike lanes, and active building frontages, fostering connectivity, safety, and a human-scaled urban experience. Open spaces, including parks, plazas, and greenways, complement this network by providing areas for recreation, relaxation, and community gatherings while supporting environmental goals like stormwater management and urban cooling. Together, streets and open spaces create a cohesive, multi-functional public realm that enhances walkability, promotes a sense of place, and improves the overall livability and character of a community. The street and open space network is defined as:

Street Network.

The street network plays a critical role in this section of the code, as it directly shapes the character, functionality, and accessibility of urban spaces by regulating how building types address the street. This includes a variety of regulations such as build-to-line and setbacks associated with all public rights-of-way. The following definitions must be assigned to all public rights-of-way associated with a lot as part of a permit.

Primary Street. A primary street for a lot is defined as a public right-of-way intended by the city for general traffic circulation and the main means of access to abutting lots which is identified as a any street within the transportation element of the current comprehensive plan as an existing or planned Enhanced Transit Corridor (HCT) or as part of the Primary Pedestrian Network or the Primary Bicycle and Small Mobility Network.

Side Street. A side street for a lot is defined as a public right-of-way intended by the city for general traffic circulation and a means of access to abutting lots that is not a primary street per this code.

Alley. An alley for a lot is defined as a public right-of-way or private easement not over thirty (30') feet in width which provides a secondary means of access to abutting lots, not intended by the city for general traffic circulation.

For a map of this street network, please see **Section X Name** of the Comprehensive Plan, as amended.

Open Space Network.

Open spaces and parks play a critical role in this section of the code, as they directly shapes the character, functionality, and accessibility of urban spaces by regulating how building types address public spaces. This includes specific regulations such as required frontage types, setbacks, and landscaping standards for all open spaces and parks to ensure they are inviting, well-integrated, and accessible.

Application of the open space network to these building types will be finalized based on discussion with the City and parks department. Generally, all public rights-of way adjacent to a public park should be considered a primary street for application of these building type standards.

Open Space Type 1. To be determined.

Open Space Type 2. To be determined.

For a map of these open spaces, please see **Section X Name** of the Comprehensive Plan, as amended.

TO BE FINALIZED IN FUTURE DRAFT.

RULES OF THE STREET NETWORK.

When more than one primary street. If a lot has frontage onto more than one (1) primary street, the main building must meet the primary street requirement for at least two (2) of those primary streets. Frontage for the lot onto all other streets may be defined as side streets.

If the lot only has frontage onto one (1) primary street, the main building is not required to meet the Side Build-to-Line and Side Build-Out requirements.

Any lot without frontage on a primary street must meet the primary street requirements for frontage onto a least one (1) side street. Frontage for the lot onto all other streets must be defined as side streets.

When a Lot only has frontage onto Primary Streets, the Main Building shall meet the Front Build-to-Line and Front Build-Out Requirements for all streets.

When a Lot only has frontage onto Side Streets, the Main Building shall meet the Front Build-to-Line and Front Build-Out Requirements for the Side Streets that would typically be required on the Primary Street.

TO BE FINALIZED IN FUTURE DRAFT.

BUILDING TYPES.

The building types include the following:

3.1 Single Family Residential Building Type (SFB)

3.2 Townhouse Building Type (THB)

3.3 Rowhouse Building Type (RHB)

3.4 Multifamily Residential Building Type (MRB)

3.5 Rear Garage Building Type (RGB)

3.6 Accessory Dwelling Building Type (ADB)

3.7 Cottage Cluster Building Type (CCB)

3.8 Apartment Building Type (APB)

3.9 Courtyard Apartment Building Type (CAB)

3.10 Mid-Rise Residential Building Type (MIB)

3.11 Podium Building Type (POB)

3.12 Mixed-Use Residential Building Type (MXB)

3.13 Mixed-Use Office Building Type (MOB)

3.14 Commercial Block Building Type (CBB)

3.15 Big Box Retail Building Type (BRB)

3.16 Flexible Use Building Type (FUB)

3.17 Industrial / Distribution Building Type (IDB)

3.18 Structured Parking Garage Building Type (SPB)

3.19 Civic / Institutional Building Type (CIB)

ALLOWABLE BUILDING TYPES PER BASE ZONING DISTRICT.

The table below outlines the allowable building types for each base zoning district, including their abbreviations and the required number of residential units. "Yes" means that the building type is allowable within the base zoning district. "No" means that the building type is not allowable within the base zoning district.

	Building Type	Abbr.	Units	LS	MS	MX	RA	IC	IE	HI	PO
3.1	Single-Family Residential Building[1]	SFB	1 Max	Yes	Yes	No	No	No	No	No	No
3.2	Townhouse Building[1]	THB	1 Max	Yes	Yes	No	No	No	No	No	No
3.3	Rowhouse Building[1]	RHB	1 Max	Yes	Yes	Yes	No	No	No	No	No
3.4	Multifamily Residential Building[1]	MRB	2-6	Yes	Yes	Yes	No	No	No	No	No
3.5	Rear Garage Building[2,3]	RGB	N/A	Yes	Yes	Yes	No	No	No	No	No
3.6	Accessory Dwelling Building[2,4]	ADB	1 Max	Yes	Yes	Yes	No	No	No	No	No
3.7	Cottage Cluster Building[5,6]	CCB	4-12	Yes	Yes	Yes	No	No	No	No	No
3.8	Apartment Building	APB	7+	No	Yes	Yes	Yes	No	No	No	No
3.9	Courtyard Apartment Building	CAB	7+	No	Yes	Yes	Yes	No	No	No	No
3.10	Mid-Rise Residential Building	MIB	7+	No	No	Yes	Yes	Yes	No	No	No
3.11	Podium Building	POB	7+	No	No	Yes	Yes	No	No	No	No
3.12	Mixed-Use Residential Building	MXB	7+	No	Yes	Yes	Yes	Yes	No	No	No
3.13	Mixed-Use Office Building	MOB	N/A	No	No	Yes	Yes	No	Yes	No	No
3.14	Commercial Block Building	CBB	N/A	Yes	Yes	Yes	Yes	No	No	No	No
3.15	Big Box Retail Building[7,8]	BRB	N/A	No	No	No	No	No	Yes	Yes	No
3.16	Flexible-Use Building	FUB	N/A	No	No	No	Yes	Yes	Yes	Yes	No
3.17	Industrial / Distribution Building	IDB	N/A	No	No	No	No	No	Yes	Yes	No
3.18	Structured Parking Garage Building	SPB	N/A	No	No	Yes	Yes	Yes	Yes	Yes	No
3.19	Civic / Institutional Building	CIB	N/A	No	No	Yes	Yes	Yes	Yes	No	Yes

[1]May have multiple of the same building types on the same lot as a part of a permit.
[2]Requires an associated main building on the same lot as a part of a permit.
[3]May only be used on the same lot as a SFB, THB, RHB, or MRB as part of a permit.
[4]May only be used on the same lot as a SFB up to a maximum of two (2) ADBs.
[5]May have a maximum of two (2) clusters per lot as part of a permit, see details for CCB.
[6]Must include any existing residential units on the same lot in the calculations as part of a permit.
[7]May meet the BRB requirements using multiple buildings on the same lot as a part of a permit.
[8]Must meet CBB building type requirements for all other lots not identifed as BRB as a part of a permit.

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3.1 SINGLE-FAMILY RESIDENTIAL

Map of Allowable Base Zoning Districts

CHARACTER AND APPLICABILITY.

A Single-Family Residential Building (SFB) is a standalone structure typically designed for single-family living. Fully detached, it features no shared walls or connections to adjacent homes. This building type is intended to foster a welcoming streetscape with elements such as porches or stoops that engage with the street. To maximize curb appeal and promote pedestrian-friendly design, garages and parking areas should be located at the rear of the lot or set back from the main facade.

SFB has a maximum of one (1) residential unit per lot. The map and table on this page identify the allowable base zoning districts. Character images on this page are advisory only.

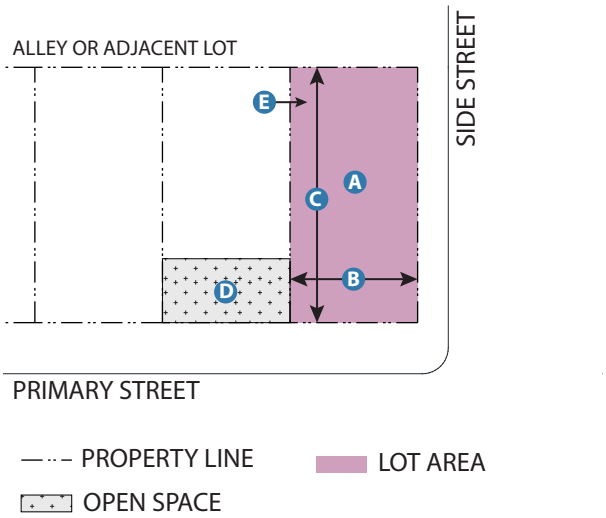
Low-Scale Neighborhood District (LS)	**Yes**
Medium-Scale Neighborhood District (MS)	**Yes**
Mixed-Use Neighborhood District (MX)	**No**
Regional Activity Center District (RA)	**No**
Institutional / Campus District (IC)	**No**
Industrial / Employment District (IE)	**No**
Heavy Industrial District (HI)	**No**
Parks / Open Space District (PO)	**No**

Table of Allowable Base Zoning Districts

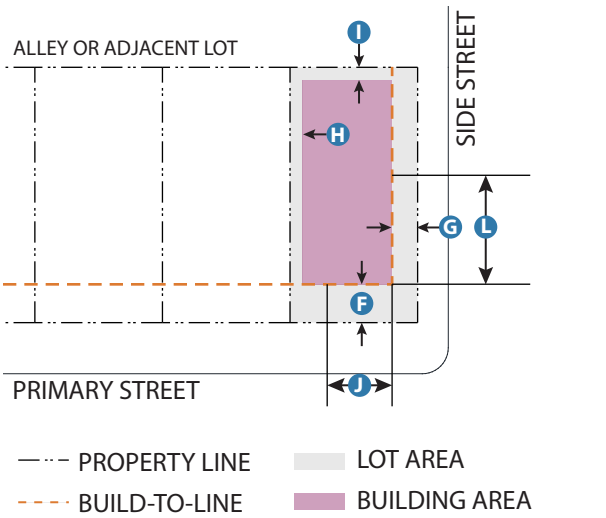
Character Image

3.1 SFB

3.1 SINGLE-FAMILY RESIDENTIAL



Lot Dimensions and Coverage



Building Placement and Build-Out

LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size
- Minimum: Not applicable.
- Maximum: Five thousand (5,000) square feet.

[B] Maximum Lot Width
- Fifty (50') feet.

[C] Maximum Lot Depth
- One-hundred (100') feet.

[D] Minimum Open Space
- Twenty-five (25%) percent of lot size.

[E] Maximum Impervious Area
- Eighty-five (85%) percent of lot size.
- The total square feet of a green roof may contribute to meeting this requirement.

BUILDING PLACEMENT AND BUILD-OUT.

[F] Front Build-to-Line (Primary Street)
- Ten (10') feet to twenty (20') feet from the lot line.

[G] Side Build-to-Line (Side Street)
- Five (5') feet to fifteen (15') feet from the lot line.

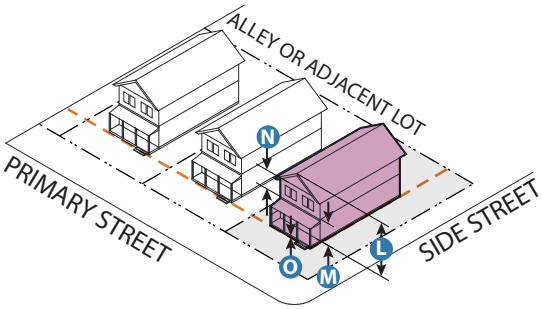
[H] Side Setback Line (Adjacent Lot)
- Minimum of five (5') feet from the lot line.

[I] Rear Setback Line (Adjacent Lot or Alley)
- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street)
- Minimum of eighty (80%) percent of the front build-to-line.

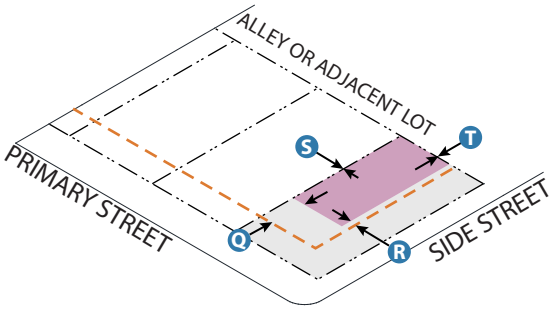
[K] Side Build-Out (Side Street)
- Minimum of fifty (50%) percent of the side build-to-line.

3.1 SFB



PROPERTY LINE
BUILD-TO-LINE
LOT AREA
BUILDING MASS

Building and Story Height



PROPERTY LINE
BUILD-TO-LINE
LOT AREA
PARKING AREA

Parking Ratio and Location

BUILDING AND STORY HEIGHT.

[L] Minimum and Maximum Height

– See **Section 2.0 Base Zoning Districts** height range for minimum and maximum height.

[M] Ground Floor Story Height

– Not applicable.

[N] Upper Floor Story Height

– Not applicable.

[O] Finished Ground Floor Level

– Not applicable.

PARKING RATIO AND LOCATION.

[P] Parking Maximum

– See **Section 2.10 Parking and Loading Requirements** for parking maximums.

[Q] Front Setback (Primary Street)

– Twenty (20') feet behind the main building facade.

[R] Side Setback (Side Street)

– Five (5') feet behind the main building facade.

[S] Side Setback (Adjacent Lot)

– No Minimum from the lot line.

[T] Rear Setback (Adjacent Lot or Alley)

– No Minimum from the lot line.

[U] Access Points

– If there is an alley abutting the lot, parking shall be accessed by way of the alley only. If there is side street and no alley, parking may be accessed by way of the side street. Parking may only be accessed from a primary street along the side setback by a one-lane driveway no greater than ten (10') in width.

*Note: This building type may also include the RGB or ADB which are subject to the individual requirements of that building type. See **Title 11 Streets and Sidewalks** for additional requirements.*

ADDITIONAL REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code.

[A] Allowable Frontage Type

The following table shows the allowable frontage types for this building type. See **Section 3.20 through 3.30 Frontage Requirements** of this code for additional frontage type requirements.

	Allowable
Awnings	**No**
Balconies	**No**
Bay Windows	**Yes**
Cafe	**No**
Common Yard	**Yes**
Courtyard	**No**
Gallery	**No**
Light Court	**No**
Porch	**Yes**
Stoop	**No**
Shopfront	**No**

[B] Ground Floor Frontage Transparency

- Primary Street. Minimum of fifteen (15%) percent transparent windows or doors.
- Side Street. Minimum of fifteen (15%) percent transparent windows or doors.

[C] Blank Frontage Limitations

- No blank frontage walls greater than fifteen (15') feet.

[D] Frontage Weather Protection

- No frontage weather protection requirements.

[E] Encroachment (Primary Street)

- Maximum of ten (10') feet over the front build-to-line.

[F] Encroachment (Side Street)

- Maximum of five (5') feet over the side build-to-line.

[G] Encroachment (Side Lot or Alley)

- Maximum of five (5') feet over the side setback line; and never within five (5') from a lot line.

[H] Entrances and Access Points

- Pedestrian entrances must be located facing a primary street. Additional pedestrian entrances may be located facing side streets. If no primary street is present, pedestrian entrances must face the side street.

[I] Outdoor Spaces

- One (1) outdoor space must be provided behind the main building that has regular geometry (a square or rectangle, for example) with one dimension of at least twenty-five (25') feet that meets the requirements of **Section 2.11 Landscape and Hardscape Requirements.**

[J] Other

- Requirement included here, if necessary.

3.2 TOWNHOUSE

Map of Allowable Base Zoning Districts

CHARACTER AND APPLICABILITY.

A Townhouse Building (THB) is a series of buildings designed for one- to three-story dwelling units on narrower lots, each separated by exterior walls and a defined space. Each unit has its own private entrance, with limited front setbacks that enhance the streetscape with a small front green space or discreet parking access. To preserve the vibrancy of the streetscape, garages are allowed but generally discouraged. The lot layout typically includes a modest side or rear yard, providing residents with private outdoor space.

THB has a maximum of one (1) residential unit per lot. The map and table on this page identify the allowable base zoning districts. Character images on this page are advisory only.

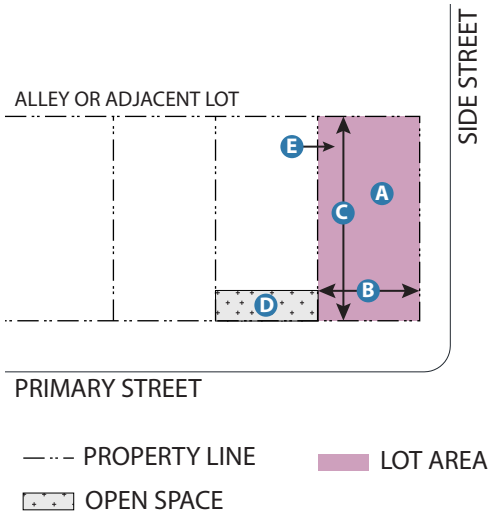
Low-Scale Neighborhood District (LS)	**Yes**
Medium-Scale Neighborhood District (MS)	**Yes**
Mixed-Use Neighborhood District (MX)	**No**
Regional Activity Center District (RA)	**No**
Institutional / Campus District (IC)	**No**
Industrial / Employment District (IE)	**No**
Heavy Industrial District (HI)	**No**
Parks / Open Space District (PO)	**No**

Table of Allowable Base Zoning Districts

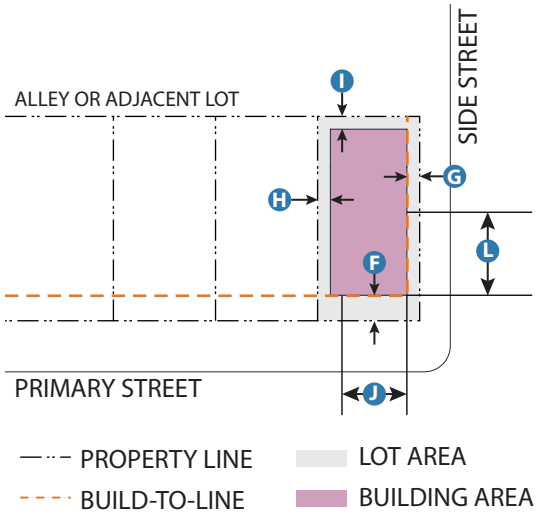
Character Image

3.2 THB

3.2 TOWNHOUSE



Lot Dimensions and Coverage



Building Placement and Build-Out

LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size
- Minimum: Not applicable.
- Maximum: Four thousand (4,000) square feet.

[B] Maximum Lot Width
- Thirty-Five (40') feet.

[C] Maximum Lot Depth
- One-hundred (100') feet.

[D] Minimum Open Space
- Fifteen (15%) percent of lot size.

[E] Maximum Impervious Area
- Eighty-five (85%) percent of lot size.
- The total square feet of a green roof may contribute to meeting this requirement.

BUILDING PLACEMENT AND BUILD-OUT.

[F] Front Build-to-Line (Primary Street)
- Ten (10') feet to fifteen (15') feet from the lot line.

[G] Side Build-to-Line (Side Street)
- Five (5') feet to ten (10') feet from the lot line.

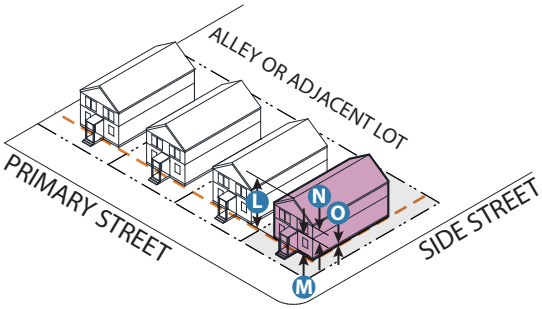
[H] Side Setback Line (Adjacent Lot)
- Minimum of five (5') feet from the lot line.

[I] Rear Setback Line (Adjacent Lot or Alley)
- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street)
- Minimum of ninety (90%) percent of the front build-to-line.

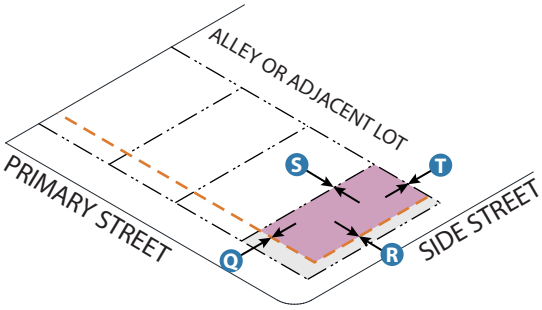
[K] Side Build-Out (Side Street)
- Minimum of fifty (50%) percent of the side build-to-line.

3.2 THB



PROPERTY LINE
BUILD-TO-LINE
LOT AREA
BUILDING MASS

Building and Story Height



PROPERTY LINE
BUILD-TO-LINE
LOT AREA
PARKING AREA

Parking Ratio and Location

BUILDING AND STORY HEIGHT.

[L] Minimum and Maximum Height

– See **Section 2.0 Base Zoning Districts** height range for minimum and maximum height.

[M] Ground Floor Story Height

– Not applicable.

[N] Upper Floor Story Height

– Not applicable.

[O] Finished Ground Floor Level

– Not applicable.

PARKING RATIO AND LOCATION.

[P] Parking Maximum

– See **Section 2.10 Parking and Loading Requirements** for parking maximums.

[Q] Front Setback (Primary Street)

– To match the front build-to-line.

[R] Side Setback (Side Street)

– To match the side build-to-line and never in front of the main building facade.

[S] Side Setback (Adjacent Lot)

– No Minimum from the lot line.

[T] Rear Setback (Adjacent Lot or Alley)

– No Minimum from the lot line.

[U] Access Points

– If there is an alley abutting the lot, parking shall be accessed by way of the alley only. If there is side street and no alley, parking may be accessed by way of the side street. Parking may only be accessed from a one-lane driveway no greater than ten (10') in width.

*Note: This building type may also include the RGB or ADB which are subject to the individual requirements of that building type. See **Title 11 Streets and Sidewalks** for additional requirements.*

ADDITIONAL REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code.

[A] Allowable Frontage Type

The following table shows the allowable frontage types for this building type. See **Section 3.20 through 3.30 Frontage Requirements** of this code for additional frontage type requirements.

	Allowable
Awnings	**No**
Balconies	**Yes**
Bay Windows	**Yes**
Cafe	**No**
Common Yard	**Yes**
Courtyard	**No**
Gallery	**No**
Light Court	**No**
Porch	**No**
Stoop	**Yes**
Shopfront	**No**

[B] Ground Floor Frontage Transparency

- Primary Street. Minimum of ten (10%) percent transparent windows or doors.
- Side Street. Minimum of fifteen (10%) percent transparent windows or doors.

[C] Blank Frontage Limitations

- No blank frontage walls greater than fifteen (15') feet.

[D] Frontage Weather Protection

- No frontage weather protection requirements.

[E] Encroachment (Primary Street)

- Maximum of ten (10') feet over the front build-to-line.

[F] Encroachment (Side Street)

- Maximum of five (5') feet over the side build-to-line.

[G] Encroachment (Side Lot or Alley)

- Maximum of five (5') feet over the side setback line; and never within five (5') from a lot line.

[H] Entrances and Access Points

- Pedestrian entrances must be located facing a primary street. Additional pedestrian entrances may be located facing side streets. If no primary street is present, pedestrian entrances must face the side street.
- Lots with multiple buildings may have also have pedestrian entrances from a shared courtyard.

[I] Outdoor Spaces

- One (1) outdoor space must be provided behind the main building that has regular geometry (a square or rectangle, for example) with one dimension of at least twenty (20') feet that meets the requirements of **Section 2.11 Landscape and Hardscape Requirements.**

[J] Other

- Requirement included here, if necessary.

3.3 ROWHOUSE

Map of Allowable Base Zoning Districts

CHARACTER AND APPLICABILITY.

A Rowhouse Building (RHB) is a series of two or more attached buildings designed as individual dwelling units. These homes are characterized by uniform design, consistent heights, and cohesive layouts, creating a harmonious streetscape. Rowhouses often feature elevated ground floors and upper stories, with entrances or stoops raised above street level. Their minimal setbacks and pedestrian-scaled design establish a strong architectural presence, forming an "urban wall" that enhances the street's visual appeal and fosters a vibrant urban environment.

RHB has a maximum of one (1) residential unit per lot. The map and table on this page identify the allowable base zoning districts. Character images on this page are advisory only.

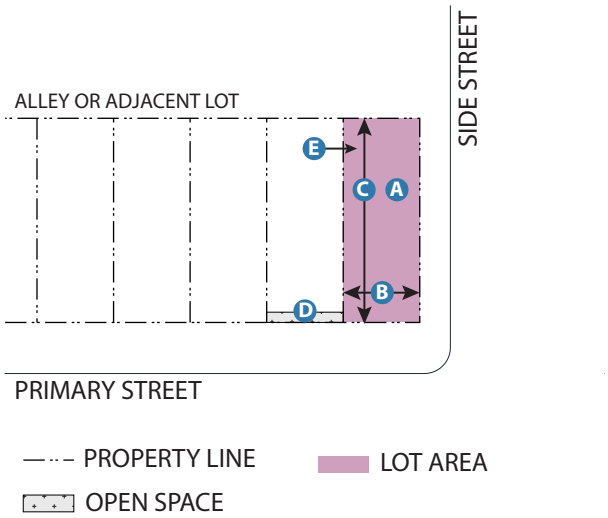
Low-Scale Neighborhood District (LS)	**Yes**
Medium-Scale Neighborhood District (MS)	**Yes**
Mixed-Use Neighborhood District (MX)	**Yes**
Regional Activity Center District (RA)	**No**
Institutional / Campus District (IC)	**No**
Industrial / Employment District (IE)	**No**
Heavy Industrial District (HI)	**No**
Parks / Open Space District (PO)	**No**

Table of Allowable Base Zoning Districts

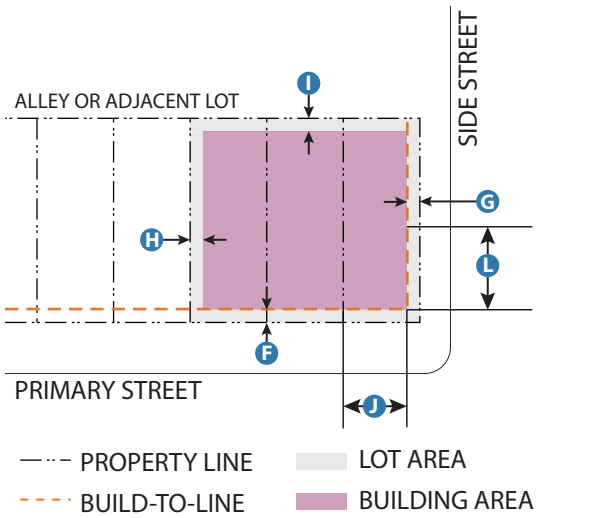
Character Image

3.3 RHB

3.3 ROWHOUSE



Lot Dimensions and Coverage



Building Placement and Build-Out

LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size
- Minimum: Not applicable.
- Maximum: Three thousand (3,000) square feet.

[B] Maximum Lot Width
- Thirty (30') feet.

[C] Maximum Lot Depth
- One-hundred (100') feet.

[D] Minimum Open Space
- Five (5%) percent of lot size.

[E] Maximum Impervious Area
- Eighty-five (85%) percent of lot size.
- The total square feet of a green roof may contribute to meeting this requirement.

Note: The lot dimensions and coverage requirements apply to all rowhouse buildings included in a permit application. 3.3.2 building

BUILDING PLACEMENT AND BUILD-OUT.

[F] Front Build-to-Line (Primary Street)
- Maximum of Five (5') feet from the lot line.

[G] Side Build-to-Line (Side Street)
- Maximum of five (5') feet from the lot line.

[H] Side Setback Line (Adjacent Lot)
- Minimum of five (5') feet from the lot line.

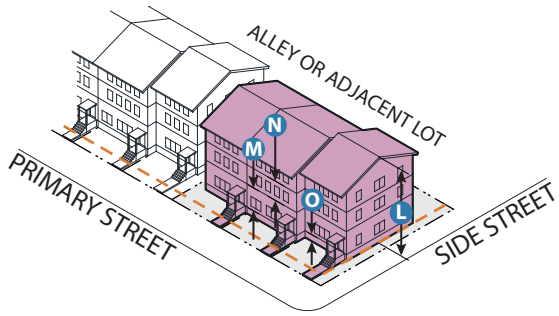
[I] Rear Setback Line (Adjacent Lot or Alley)
- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street)
- Must build-out one hundred (100%) of the front build-to-line.

[K] Side Build-Out (Side Street)
- Minimum of fifty (50%) percent of the side build-to-line.

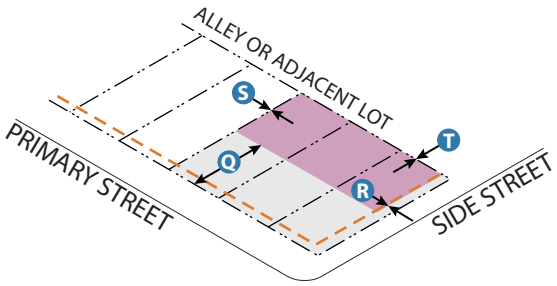
Note: The building placement and build-out requirements apply to all rowhouse buildings included in a permit application. Units must be attached with a shared wall and there are no side setback line requirements between attached units. 3.3.3 building

3.3 RHB



PROPERTY LINE
BUILD-TO-LINE
LOT AREA
BUILDING MASS

Building and Story Height



PROPERTY LINE
BUILD-TO-LINE
LOT AREA
PARKING AREA

Parking Ratio and Location

BUILDING AND STORY HEIGHT.

[L] Minimum and Maximum Height

– See **Section 2.0 Base Zoning Districts** height range for minimum and maximum height.

[M] Ground Floor Story Height

– Not applicable.

[N] Upper Floor Story Height

– Not applicable.

[O] Finished Ground Floor Level

– Not applicable.

PARKING RATIO AND LOCATION.

Parking Maximum

– See **Section 2.10 Parking and Loading Requirements** for parking maximums.

Front Setback (Primary Street)

– Minimum of fifty (50') from the lot line.

Side Setback (Side Street)

– To match the side build-to-line and never in front of the main building facade.

Side Setback (Adjacent Lot)

– No Minimum from the lot line.

Rear Setback (Adjacent Lot or Alley)

– No Minimum from the lot line.

Access Points

– If there is an alley abutting the lot, parking shall be accessed by way of the alley only. If there is side street and no alley, parking may be accessed by way of the side street. Parking cannot be accessed by way of a primary street.

*Note: This building type may also include the RGB or ADB which are subject to the individual requirements of that building type. See **Title 11 Streets and Sidewalks** for additional requirements.*

ADDITIONAL REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code.

[A] Allowable Frontage Type

The following table shows the allowable frontage types for this building type. See **Section 3.20 through 3.30 Frontage Requirements** of this code for additional frontage type requirements.

	Allowable
Awnings	**No**
Balconies	**No**
Bay Windows	**Yes**
Cafe	**No**
Common Yard	**Yes**
Courtyard	**No**
Gallery	**No**
Light Court	**No**
Porch	**Yes**
Stoop	**No**
Shopfront	**No**

[B] Ground Floor Frontage Transparency

- Primary Street. Minimum of fifteen (15%) percent transparent windows or doors.
- Side Street. Minimum of fifteen (15%) percent transparent windows or doors.

[C] Blank Frontage Limitations

- No blank frontage walls greater than fifteen (15') feet.

[D] Frontage Weather Protection

- No frontage weather protection requirements.

[E] Encroachment (Primary Street)

- Maximum of five (5') feet over the front build-to-line.

[F] Encroachment (Side Street)

- Maximum of five (5') feet over the side build-to-line.

[G] Encroachment (Side Lot or Alley)

- Maximum of five (5') feet over the side setback line; and never within five (5') from a lot line.

[H] Entrances and Access Points

- Pedestrian entrances must be located facing a primary street. Additional pedestrian entrances may be located facing side streets. If no primary street is present, pedestrian entrances must face the side street.
- Lots with multiple buildings may have also have pedestrian entrances from a shared courtyard.

[I] Outdoor Spaces

- One (1) outdoor space must be provided behind the main building that has regular geometry (a square or rectangle, for example) with one dimension of at least fifteen (15') feet that meets the requirements of **Section 2.11 Landscape and Hardscape Requirements.**

[J] Other

- Requirement included here, if necessary.

3.4 MULTIFAMILY RESIDENTIAL

Map of Allowable Base Zoning Districts

CHARACTER AND APPLICABILITY.

A Multi-Family Residential Building (MFB) is a single structure designed to house multiple dwelling units on a single lot. Typically accommodating 2 and 6 units, these residences may be arranged side-by-side, stacked vertically, or in a combination of both configurations. Pedestrian access is oriented toward the primary street, with a singular shared entrance or individual entrances. Circulation within the building may be provided through interior corridors or exterior pathways.

MFB has between two (2) residential units and six (6) residential units per lot. The map and table on this page identify the allowable base zoning districts. Character images on this page are advisory only.

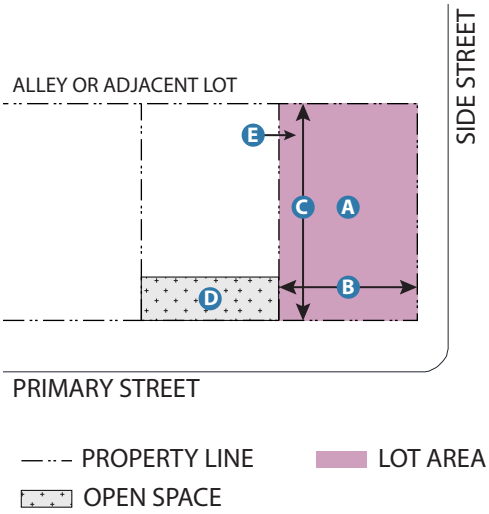
Low-Scale Neighborhood District (LS)	**Yes**
Medium-Scale Neighborhood District (MS)	**Yes**
Mixed-Use Neighborhood District (MX)	**Yes**
Regional Activity Center District (RA)	**No**
Institutional / Campus District (IC)	**No**
Industrial / Employment District (IE)	**No**
Heavy Industrial District (HI)	**No**
Parks / Open Space District (PO)	**No**

Table of Allowable Base Zoning Districts

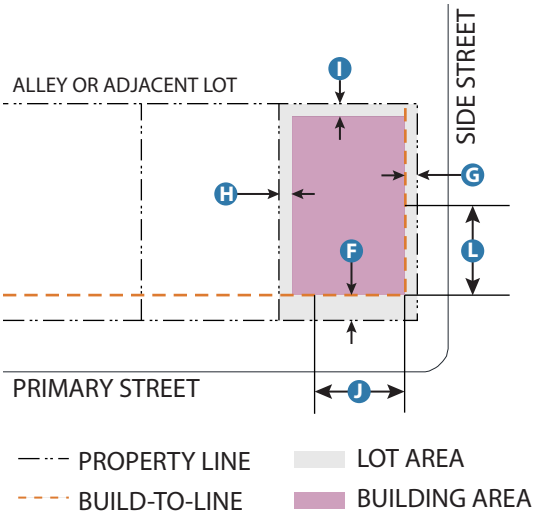
Character Image

3.4 MFB

3.4 MULTIFAMILY RESIDENTIAL



Lot Dimensions and Coverage



Building Placement and Build-Out

LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size
- Minimum: Not applicable.
- Maximum: Not applicable.

[B] Maximum Lot Width
- One-hundred (100') feet.

[C] Maximum Lot Depth
- One-hundred (100') feet.

[D] Minimum Open Space
- Twenty (20%) percent of lot size.

[E] Maximum Impervious Area
- Eighty-five (85%) percent of lot size.
- The total square feet of a green roof may contribute to meeting this requirement.

BUILDING PLACEMENT AND BUILD-OUT.

[F] Front Build-to-Line (Primary Street)
- Ten (10') feet to fifteen (15') feet from the lot line.

[G] Side Build-to-Line (Side Street)
- Five (5') feet to ten (10') feet from the lot line.

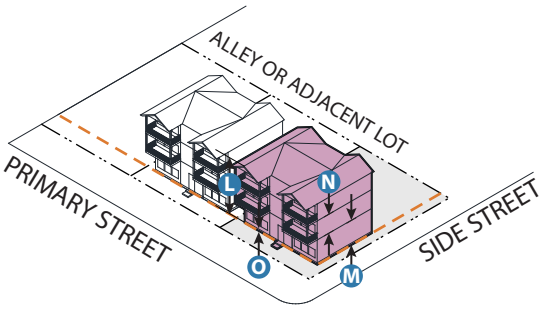
[H] Side Setback Line (Adjacent Lot)
- Minimum of five (5') feet from the lot line.

[I] Rear Setback Line (Adjacent Lot or Alley)
- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street)
- Minimum of ninety (90%) percent of the front build-to-line.

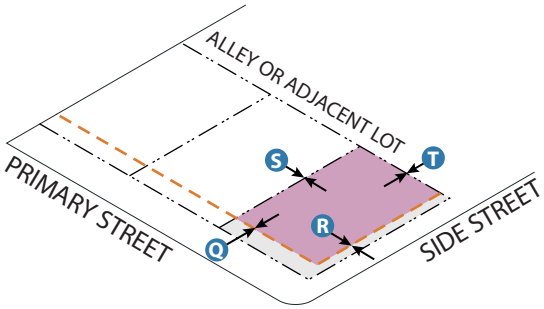
[K] Side Build-Out (Side Street)
- Minimum of fifty (50%) percent of the side build-to-line.

3.4 MRB



PROPERTY LINE
BUILD-TO-LINE
LOT AREA
BUILDING MASS

Building and Story Height



PROPERTY LINE
BUILD-TO-LINE
LOT AREA
PARKING AREA

Parking Ratio and Location

BUILDING AND STORY HEIGHT.

[L] Minimum and Maximum Height

– See **Section 2.0 Base Zoning Districts** height range for minimum and maximum height.

[M] Ground Floor Story Height

– Not applicable.

[N] Upper Floor Story Height

– Not applicable.

[O] Finished Ground Floor Level

– Not applicable.

PARKING RATIO AND LOCATION.

[P] Parking Maximum

– See **Section 2.10 Parking and Loading Requirements** for parking maximums.

[Q] Front Setback (Primary Street)

– To match the front build-to-line.

[R] Side Setback (Side Street)

– To match the side build-to-line and never in front of the main building facade.

[S] Side Setback (Adjacent Lot)

– No Minimum from the lot line.

[T] Rear Setback (Adjacent Lot or Alley)

– No Minimum from the lot line.

[U] Access Points

– Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. Parking may only be accessed from a one-lane driveway no greater than ten (10') in width.

*Note: This building type may also include the RGB or ADB which are subject to the individual requirements of that building type. See **Title 11 Streets and Sidewalks** for additional requirements.*

ADDITIONAL REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code.

[A] Allowable Frontage Type

The following table shows the allowable frontage types for this building type. See **Section 3.20 through 3.30 Frontage Requirements** of this code for additional frontage type requirements.

	Allowable
Awnings	**No**
Balconies	**Yes**
Bay Windows	**Yes**
Cafe	**No**
Common Yard	**Yes**
Courtyard	**Yes**
Gallery	**No**
Light Court	**No**
Porch	**Yes**
Stoop	**Yes**
Shopfront	**No**

[B] Ground Floor Frontage Transparency

- Primary Street. Minimum of fifteen (15%) percent transparent windows or doors.
- Side Street. Minimum of fifteen (15%) percent transparent windows or doors.

[C] Blank Frontage Limitations

- No blank frontage walls greater than fifteen (15') feet.

[D] Frontage Weather Protection

- No frontage weather protection requirements.

[E] Encroachment (Primary Street)

- Maximum of ten (10') feet over the front build-to-line.

[F] Encroachment (Side Street)

- Maximum of five (5') feet over the side build-to-line.

[G] Encroachment (Side Lot or Alley)

- Maximum of five (5') feet over the side setback line; and never within five (5') from a lot line.

[H] Entrances and Access Points

- A shared pedestrian entrance must be located facing a primary street. Additional pedestrian entrances may be located facing side streets. If no primary street is present, the pedestrian entrance must face the side street.
- Ground floor residential units may have individual pedestrian entrances.
- Lots with multiple buildings may have also have pedestrian entrances from a shared courtyard.

[I] Outdoor Spaces

- One (1) shared outdoor space must be provided behind the main building that has regular geometry (a square or rectangle, for example) with one dimension of at least thirty (15') feet that meets the requirements of **Section 2.11 Landscape and Hardscape Requirements.**

[J] Other

- Requirement included here, if necessary.

3.5 REAR GARAGE

Map of Allowable Base Zoning Districts

CHARACTER AND APPLICABILITY.

A Rear Garage Building (RGB) is a standalone structure situated behind the primary building on the same lot, often serving as a secondary or complementary facility, such as a parking garage or multipurpose space. Ideally, it is accessed through an alley or side streets.

RGB does not allow any residential units and must be associated with a main building on the same lot. The map and table on this page identify the allowable base zoning districts. Character images are advisory only.

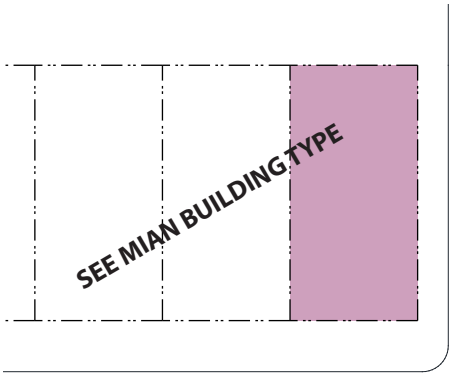
Low-Scale Neighborhood District (LS)	**Yes**
Medium-Scale Neighborhood District (MS)	**Yes**
Mixed-Use Neighborhood District (MX)	**Yes**
Regional Activity Center District (RA)	**No**
Institutional / Campus District (IC)	**No**
Industrial / Employment District (IE)	**No**
Heavy Industrial District (HI)	**No**
Parks / Open Space District (PO)	**No**

Table of Allowable Base Zoning Districts

Character Image

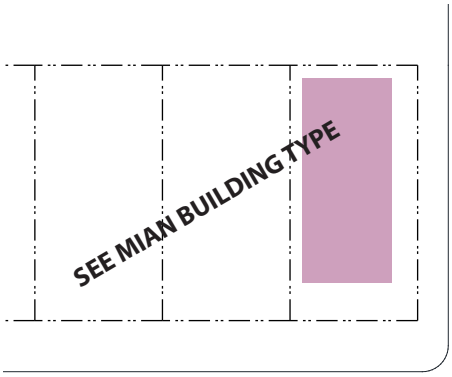
3.5 RGB

3.5 REAR GARAGE



PROPERTY LINE LOT AREA

Lot Dimensions and Coverage



PROPERTY LINE BUILDING AREA

Building Placement and Build-Out

LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size
- Minimum: Not applicable.
- Maximum: Not applicable.

[B] Maximum Lot Width
- Not applicable.

[C] Maximum Lot Depth
- Not applicable.

[D] Minimum Open Space
- Not applicable.

[E] Maximum Impervious Area
- Not applicable.

Note: Lot dimension and coverage requirements do not apply to this building type. This building type is only allowed on a lot with main building which is as a Single-Family Residential Building (SFB), Townhouse Building (THB), Rowhouse Building (RHB) , or Multifamily Building (MFB). The main building on the lot must have an associated building type. Building placement and build-out.

BUILDING PLACEMENT AND BUILD-OUT.

[F] Front Build-to-Line (Primary Street)
- See building type associated with main building.

[G] Side Build-to-Line (Side Street)
- See building type associated with main building.

[H] Side Setback Line (Adjacent Lot)
- See building type associated with main building.

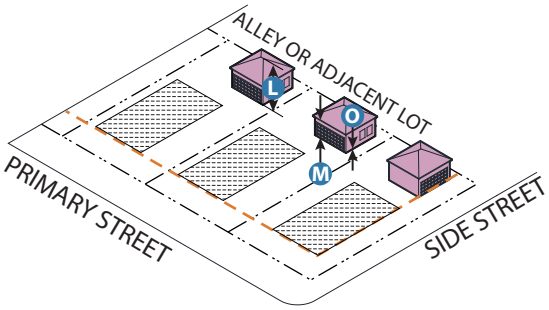
[I] Rear Setback Line (Adjacent Lot or Alley)
- See building type associated with main building.

[J] Front Build-Out (Primary Street)
- Not applicable.

[K] Side Build-Out (Side Street)
- Not applicable.

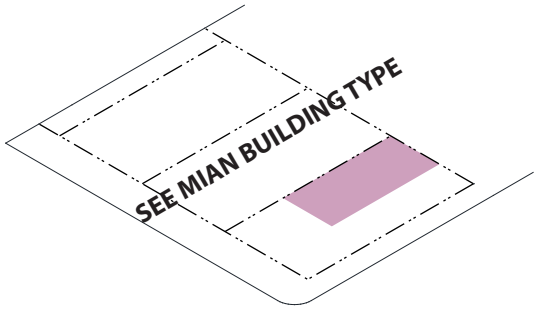
Note: Building placement requirements must match the parking ratio and location requirements for the main buildings associated building type. Build-out requirements are not applicable to this building type.

3.5 RGB



PROPERTY LINE
BUILD-TO-LINE
BUILDING MASS
BUILDING FOOTPRINT

Building and Story Height



PROPERTY LINE
PARKING AREA

Parking Ratio and Location

BUILDING AND STORY HEIGHT.

[L] Minimum and Maximum Height

– See **Section 2.0 Base Zoning Districts** height range for minimum and maximum height.

[M] Ground Floor Story Height

– Not applicable.

[N] Upper Floor Story Height

– Not applicable.

[O] Finished Ground Floor Level

– Not applicable.

PARKING RATIO AND LOCATION.

[P] Parking Maximum

– See **Section 2.10 Parking and Loading Requirements** for parking maximums associated with the main building type.

[Q] Front Setback (Primary Street)

– See building type associated with main building.

[R] Side Setback (Side Street)

– See building type associated with main building.

[S] Side Setback (Adjacent Lot)

– See building type associated with main building.

[T] Rear Setback (Adjacent Lot or Alley)

– See building type associated with main building.

[U] Access Points

– See building type associated with main building.

*Note: Parking ratio and location requirements must match the parking ratio and location requirements for the building type associated with the main building. See **Title 11 Streets and Sidewalks** for additional requirements.*

ADDITIONAL REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code.

[A] Allowable Frontage Type

The following table shows the allowable frontage types for this building type. See **Section 3.20 through 3.30 Frontage Requirements** of this code for additional frontage type requirements.

	Allowable
Awnings	**N/A**
Balconies	**N/A**
Bay Windows	**N/A**
Cafe	**N/A**
Common Yard	**N/A**
Courtyard	**N/A**
Gallery	**N/A**
Light Court	**N/A**
Porch	**N/A**
Stoop	**N/A**
Shopfront	**N/A**

[B] Ground Floor Frontage Transparency

– Primary Street. Not applicable.
– Side Street. Not applicable.

[C] Blank Frontage Limitations

– Not applicable.

[D] Frontage Weather Protection

– Not applicable.

[E] Encroachment (Primary Street)

– Not applicable.

[F] Encroachment (Side Street)

– Not applicable.

[G] Encroachment (Side Lot or Alley)

– Not applicable.

[H] Entrances and Access Points

– Not applicable.

[I] Outdoor Spaces

– Not applicable.

[J] Other

– Requirement included here, if necessary.

3.6 ACCESSORY DWELLING

Map of Allowable Base Zoning Districts

CHARACTER AND APPLICABILITY.

An Accessory Dwelling Building (ADB) is a building providing independent living quarters separate from the main building on a single lot. Pedestrian access is typically provided through an alley or a side gate, maintaining the continuity of the streetscape. Parking may be included when feasible but is not a requirement.

ADB has a maximum of one (1) residential unit and must be associated with a main building on the same lot. Any legal lot containing a single-family residence may have up to two (2) ADUs. The map and table on this page identify the allowable base zoning districts. Character images on this page are advisory only.

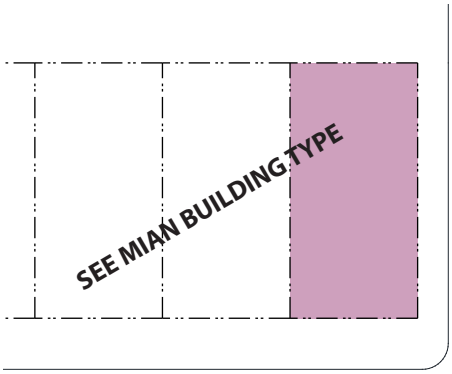
Low-Scale Neighborhood District (LS)	**Yes**
Medium-Scale Neighborhood District (MS)	**Yes**
Mixed-Use Neighborhood District (MX)	**Yes**
Regional Activity Center District (RA)	**No**
Institutional / Campus District (IC)	**No**
Industrial / Employment District (IE)	**No**
Heavy Industrial District (HI)	**No**
Parks / Open Space District (PO)	**No**

Table of Allowable Base Zoning Districts

Character Image

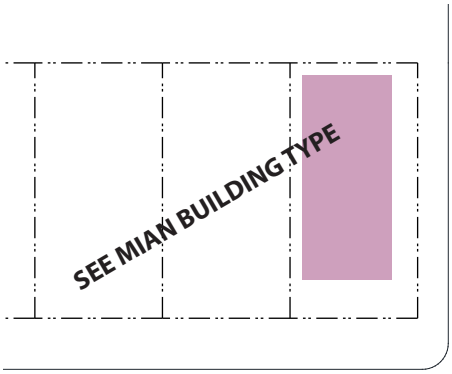
3.6 ADB

3.6 ACCESSORY DWELLING



PROPERTY LINE LOT AREA

Lot Dimensions and Coverage



PROPERTY LINE BUILDING AREA

Building Placement and Build-Out

LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size
- Minimum: Not applicable.
- Maximum: Not applicable.

[B] Maximum Lot Width
- Not applicable.

[C] Maximum Lot Depth
- Not applicable.

[D] Minimum Open Space
- Not applicable.

[E] Maximum Impervious Area
- Not applicable.

Note: Lot dimension and coverage requirements do not apply to this building type. This building type is only allowed on a lot with main building which is as a Single-Family Residential Building (SFB). An ADB may not exceed one thousand (1,000) square feet of gross floor area and must not have less floor area than the requirements of the Washington State Building Code. The main building on the lot must have an associated building type.

BUILDING PLACEMENT AND BUILD-OUT.

[F] Front Build-to-Line (Primary Street)
- See building type associated with main building.

[G] Side Build-to-Line (Side Street)
- See building type associated with main building.

[H] Side Setback Line (Adjacent Lot)
- See building type associated with main building.

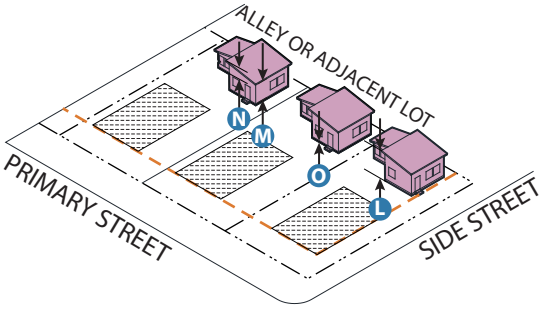
[I] Rear Setback Line (Adjacent Lot or Alley)
- See building type associated with main building.

[J] Front Build-Out (Primary Street)
- Not applicable.

[K] Side Build-Out (Side Street)
- Not applicable.

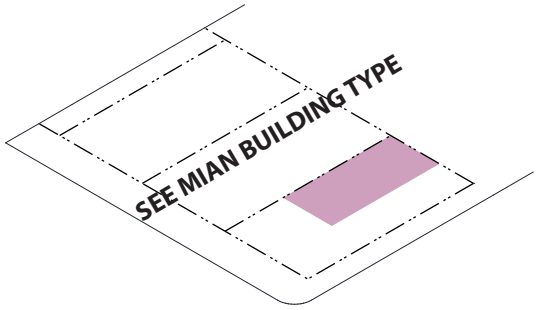
Note: Building placement requirements must match the parking ratio and location requirements for the main buildings associated building type. Build-out requirements are not applicable to this building type. An ADB may be located either within, attached to, or detached from the main building.

3.6 ADB



PROPERTY LINE
BUILD-TO-LINE
BUILDING MASS
BUILDING FOOTPRINT

Building and Story Height



PROPERTY LINE
PARKING AREA

Parking Ratio and Location

BUILDING AND STORY HEIGHT.

[L] Minimum and Maximum Height

– See **Section 2.0 Base Zoning Districts** height range for minimum and maximum height.

[M] Ground Floor Story Height

– Not applicable.

[N] Upper Floor Story Height

– Not applicable.

[O] Finished Ground Floor Level

– Not applicable.

PARKING RATIO AND LOCATION.

[P] Parking Maximum

– See **Section 2.10 Parking and Loading Requirements** for parking maximums associated with the main building type.

[Q] Front Setback (Primary Street)

– See building type associated with main building.

[R] Side Setback (Side Street)

– See building type associated with main building.

[S] Side Setback (Adjacent Lot)

– See building type associated with main building.

[T] Rear Setback (Adjacent Lot or Alley)

– See building type associated with main building.

[U] Access Points

– See building type associated with main building.

*Note: Parking ratio and location requirements must match the parking ratio and location requirements for the building type associated with the main building. No additional on-site parking is required in conjunction with an ADB. Parking for the main building must be provided for elsewhere on the lot. See **Title 11 Streets and Sidewalks** for additional requirements.*

ADDITIONAL REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code.

[A] Allowable Frontage Type

The following table shows the allowable frontage types for this building type. See **Section 3.20 through 3.30 Frontage Requirements** of this code for additional frontage type requirements.

	Allowable
Awnings	**No**
Balconies	**Yes**
Bay Windows	**Yes**
Cafe	**No**
Common Yard	**No**
Courtyard	**Yes**
Gallery	**No**
Light Court	**No**
Porch	**Yes**
Stoop	**Yes**
Shopfront	**No**

[B] Ground Floor Frontage Transparency

- Primary Street. Not applicable.
- Side Street. Minimum of ten (10%) percent transparent windows or doors.

[C] Blank Frontage Limitations

- No blank frontage walls greater than ten (10') feet.

[D] Frontage Weather Protection

- No frontage weather protection requirements.

[E] Encroachment (Primary Street)

- Not applicable.

[F] Encroachment (Side Street)

- Maximum of five (5') feet over the side build-to-line.

[G] Encroachment (Side Lot or Alley)

- Maximum of five (5') feet over the side setback line; and never within five (5') from a lot line.

[H] Entrances and Access Points

- If an ADB is facing a primary street or side street, a pedestrian path must be provided that connects the main entrance to sidewalks.
- The pedestrian path must be hard-surfaced and a minimum of three (3') feet wide.

[I] Allowable Unit Types and Uses

- An ADB may be located either within, attached to, or detached from the primary structure.
- The conversion of an existing structure (whether legally non-conforming or not) into an ADB is allowed provided that the ADB meets the building type requirements for the main building.

[J] Outdoor Spaces

- One (1) outdoor space must be provided adjacent to the ADB that has regular geometry (a square or rectangle, for example) with one dimension of at least ten (10') feet that meets the requirements of **Section 2.11 Landscape and Hardscape Requirements.** This open space may be shared with or separated from the main building.

[K] Other

- Requirement included here, if necessary.

Note: The planning official may at their discretion grant exceptions as needed to meet the special requirements.

3.7 COTTAGE CLUSTER

Map of Allowable Base Zoning Districts

CHARACTER AND APPLICABILITY.

A Cottage Cluster Building (CCB) is a cluster of small, detached or attached buildings arranged to define a shared courtyard. The units are typically arranged around this shared pedestrian courtyard, with the rear building often positioned perpendicular to the street. Each unit typically has its own entrance; however, pedestrian access should be a shared access point at the streetscape.

CCB has between four (4) residential units and twelve (12) residential units per cluster and up to a maximum of two (2) clusters per lot. Existing single-family homes may remain on the lot but all residential units will be counted toward the base density in the base zoning district. The map and table on this page identify the allowable base zoning districts. Character images on this page are advisory only.

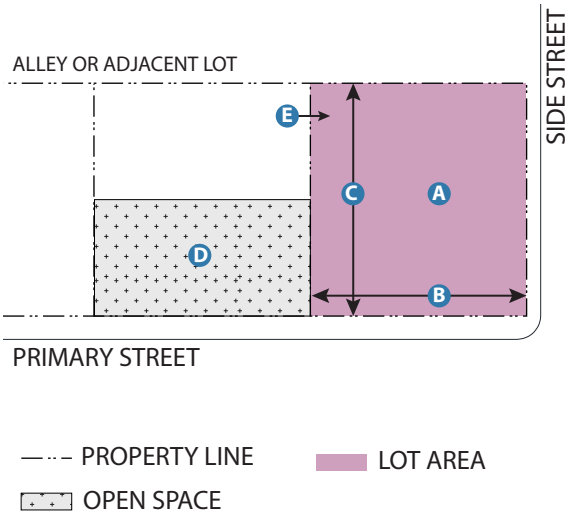
Low-Scale Neighborhood District (LS)	**Yes**
Medium-Scale Neighborhood District (MS)	**Yes**
Mixed-Use Neighborhood District (MX)	**Yes**
Regional Activity Center District (RA)	**No**
Institutional / Campus District (IC)	**No**
Industrial / Employment District (IE)	**No**
Heavy Industrial District (HI)	**No**
Parks / Open Space District (PO)	**No**

Table of Allowable Base Zoning Districts

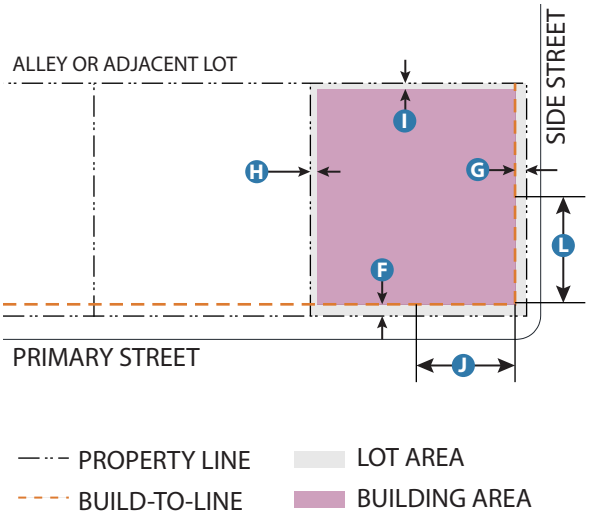
Character Image

3.7 CCB

3.7 COTTAGE CLUSTER



Lot Dimensions and Coverage



Building Placement and Build-Out

LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size
- Minimum: Ten thousand (10,000) square feet.
- Maximum: Forty thousand (40,000) square feet.

[B] Maximum Lot Width
- Two-Hundred (200') feet.

[C] Maximum Lot Depth
- Two-Hundred (200') feet.

[D] Minimum Open Space
- Fifty (50%) percent of lot size.

[E] Maximum Impervious Area
- Sixty-five (65%) percent of lot size.
- The total square feet of a green roof may contribute to meeting this requirement.

Note: Single-family may not exceed sixteen hundred (1,600) square feet and each duplex three thousand (3,000) square feet. Floor areas of attached or detached rear garages and outbuildings shall count towards these size limits, with the exception of the first two hundred (200) square feet of rear garage or outbuilding per single-family, or four hundred (400) square feet per duplex.

BUILDING PLACEMENT AND BUILD-OUT.

[F] Front Build-to-Line (Primary Street)
- Ten (10') feet to fifteen (15') feet from the lot line.

[G] Side Build-to-Line (Side Street)
- Ten (10') feet to fifteen (15') feet from the lot line.

[H] Side Setback Line (Adjacent Lot or Building)
- Minimum of five (5') feet from the lot line.
- Minimum of five (5') feet from adjacent building.

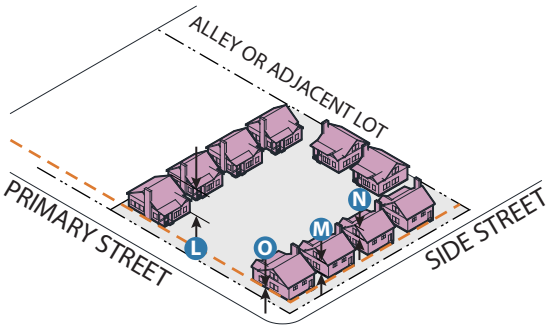
[I] Rear Setback Line (Adjacent Lot or Alley)
- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street)
- Minimum of fifty (50%) percent of the front build-to-line.

[K] Side Build-Out (Side Street)
- Minimum of fifty (50%) percent of the side build-to-line.

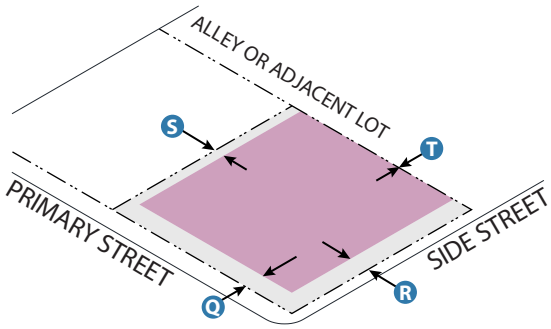
Note: At least seventy-five (75%) percent of the units must be located within twenty-five (25') feet of the shared courtyard. The planning official may at their discretion grant exceptions as needed to this requirement in the cases of very narrow or unusually configured lots.

3.7 CCB



PROPERTY LINE
BUILD-TO-LINE
LOT AREA
BUILDING MASS

Building and Story Height



PROPERTY LINE
PARKING AREA
LOT AREA

Parking Ratio and Location

BUILDING AND STORY HEIGHT.

[L] Minimum and Maximum Height

– See **Section 2.0 Base Zoning Districts** height range for minimum and maximum height.

[M] Ground Floor Story Height

– Not applicable.

[N] Upper Floor Story Height

– Not applicable.

[O] Finished Ground Floor Level

– Not applicable.

Note: Any roof higher than eighteen (18') must be pitched at a ratio of at least 6:12.

PARKING RATIO AND LOCATION.

[P] Parking Maximum

– See **Section 2.10 Parking and Loading Requirements** for parking maximums.

[Q] Front Setback (Primary Street)

– Minimum of twenty (20') from the lot line.

[R] Side Setback (Side Street)

– Minimum of twenty (20') from the lot line.

[S] Side Setback (Adjacent Lot)

– Minimum of ten (10') from the lot line.

[T] Rear Setback (Adjacent Lot or Alley)

– No minimum.

[U] Access Points

– Parking may only be accessed from an alley by a two-lane driveway no greater than twenty (20') in width.

*Note: This building type may also include the rear garage building type and accessory dwelling building type which are subject to the individual requirements of that building type. See **Title 11 Streets and Sidewalks** for additional requirements.*

ADDITIONAL REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code.

[A] Allowable Frontage Type

The following table shows the allowable frontage types for this building type. See **Section 3.20 through 3.30 Frontage Requirements** of this code for additional frontage type requirements.

	Allowable
Awnings	**No**
Balconies	**No**
Bay Windows	**No**
Cafe	**No**
Common Yard	**Yes**
Courtyard	**Yes**
Gallery	**No**
Light Court	**No**
Porch	**Yes**
Stoop	**Yes**
Shopfront	**No**

- Covered porches must be at least sixty (60) square feet, with no dimension less than five (5') feet.

[B] Ground Floor Frontage Transparency

- Primary Street. Not applicable.
- Side Street. Minimum of ten (10%) percent transparent windows or doors.

[C] Blank Frontage Limitations

- No blank frontage walls greater than ten (10') feet.

[D] Frontage Weather Protection

- No frontage weather protection requirements.

[E] Community Buildings

- A CCB may include up to one (1) community building with a maximum floor area of twelve hundred (1,200) square feet for the shared use of residents that provide space for accessory uses such as community meeting rooms, guest housing, exercise rooms, day care, community eating areas, community gardens, or picnic shelters.

[F] Encroachment (Primary Street)

- Not applicable.

[G] Encroachment (Side Street)

- Maximum of five (5') feet over the side build-to-line.

[H] Encroachment (Side Lot or Alley)

- Maximum of five (5') feet over the side setback line; and never within five (5') from a lot line.

[I] Entrances and Access Points

- Individual buildings that face a primary street or side street must have pedestrian entrances facing those streets and a path that connects to sidewalks.
- A pedestrian path must be provided that connects the main entrance of each building to the following the shared courtyard, shared parking or solid waste storage areas; community buildings, and sidewalks on primary and side streets.
- The pedestrian path must be hard-surfaced and a minimum of three (3') feet wide.

[J] Allowable Unit Types and Uses

- CCB uses are limited to attached and detached single-family homes and associated outbuildings, public or private open space, and parking areas.
- Duplexes or attached single-family homes as part of a CCB may constitute no more than twenty (20%) percent of the total number of units.
- Home occupations as part of a CCB pursuant to **Chapter 20.860 VMC** are permitted only if there are no employees residing off site.
- ADB's pursuant to **Section 3.0 Building Types** of this code are permitted only if located entirely within the single-family homes.

[K] Outdoor Spaces

- One (1) shared courtyard with shared amenities that amounts to at least two-hundred (200) square feet per unit that has regular geometry (a square or rectangle, for example) with one dimension of at least fifty (50') feet that meets the requirements of **Section 2.11 Landscape and Hardscape Requirements.**

Note: The planning official may at their discretion grant exceptions as needed to meet the special requirements.

3.8 APARTMENT

Map of Allowable Base Zoning Districts

CHARACTER AND APPLICABILITY.

An Apartment Building (APB) is a medium- to large-sized building containing multiple dwelling units arranged along a shared corridor. The units are attached and stacked to achieve higher density. The building typically features a shared entrance for all residents, with some ground-floor units offering individual street-facing entrances. Parking is usually located at the rear of the site or beneath the building to maximize space and maintain an active street presence.

APB has seven (7) residential units or more per lot. The map and table on this page identify the allowable base zoning districts. Character images on this page are advisory only.

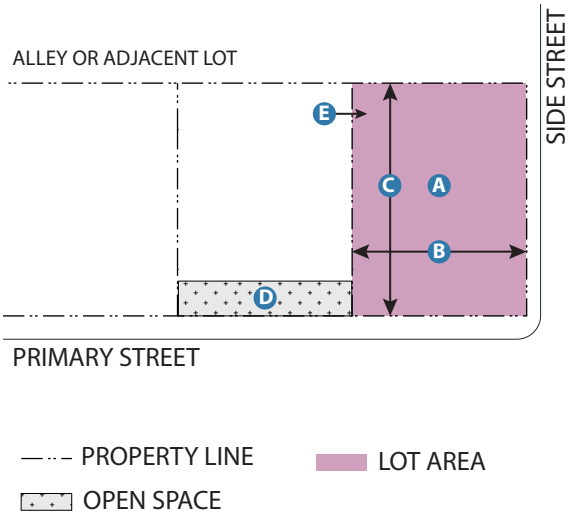
Low-Scale Neighborhood District (LS)	**No**
Medium-Scale Neighborhood District (MS)	**Yes**
Mixed-Use Neighborhood District (MX)	**Yes**
Regional Activity Center District (RA)	**Yes**
Institutional / Campus District (IC)	**No**
Industrial / Employment District (IE)	**No**
Heavy Industrial District (HI)	**No**
Parks / Open Space District (PO)	**No**

Table of Allowable Base Zoning Districts

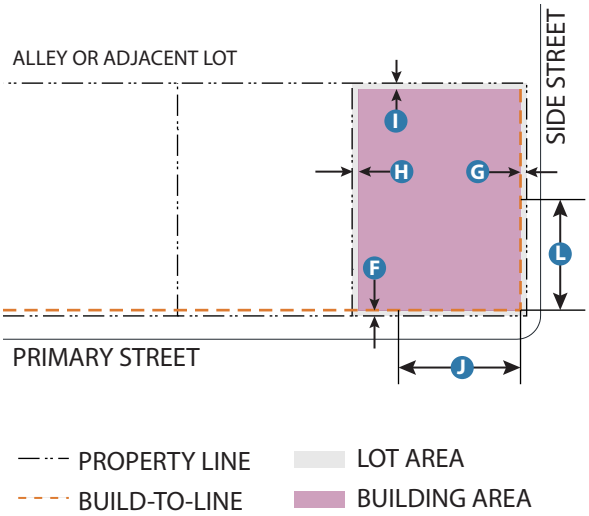
Character Image

3.8 APB

3.8 APARTMENT



Lot Dimensions and Coverage



Building Placement and Build-Out

LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size
- Minimum: Ten thousand (10,000) square feet.
- Maximum: Forty thousand (40,000) square feet.

[B] Maximum Lot Width
- Two-Hundred (200') feet.

[C] Maximum Lot Depth
- Two-Hundred (200') feet.

[D] Minimum Open Space
- Fifteen (15%) percent of lot size.
- Terraces, verandas, patios, roof decks, and other shared outdoor spaces accessible by all residential units on upper floors may contribute to meeting this requirement.

[E] Maximum Impervious Area
- Eighty-five (85%) percent of lot size.
- The total square feet of a green roof may contribute to meeting this requirement.

BUILDING PLACEMENT AND BUILD-OUT.

[F] Front Build-to-Line (Primary Street)
- Maximum of five (5') feet from the lot line.

[G] Side Build-to-Line (Side Street)
- Maximum of five (5') feet from the lot line.

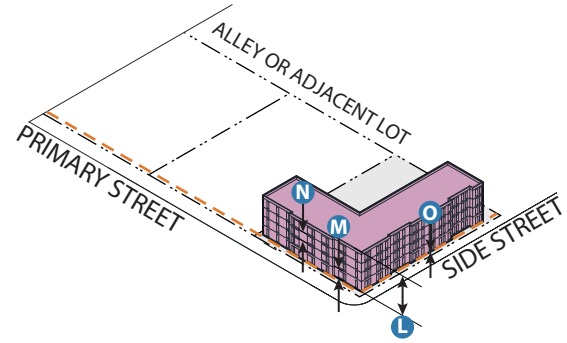
[H] Side Setback Line (Adjacent Lot)
- Minimum of five (5') feet from the lot line.

[I] Rear Setback Line (Adjacent Lot or Alley)
- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street)
- Minimum of eighty (80%) percent of the front build-to-line.

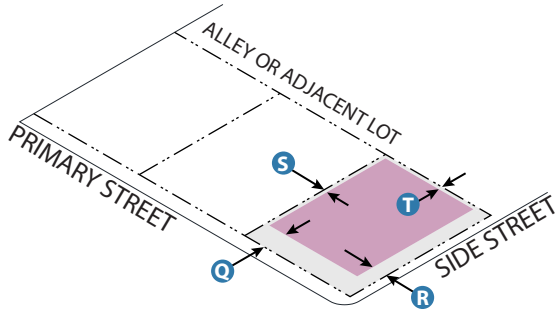
[K] Side Build-Out (Side Street)
- Minimum of fifty (50%) percent of the side build-to-line.

3.8 APB



PROPERTY LINE
BUILD-TO-LINE
LOT AREA
BUILDING MASS

Building and Story Height



PROPERTY LINE
PARKING AREA
LOT AREA

Parking Ratio and Location

BUILDING AND STORY HEIGHT.

[L] Minimum and Maximum Height

– See **Section 2.0 Base Zoning Districts** height range for minimum and maximum height.

[M] Ground Floor Story Height

– Minimum of twelve (12′) feet (floor to ceiling).

[N] Upper Floor Story Height

– Minimum of seven feet, six inches (7′6″) feet (floor to ceiling).

[O] Finished Ground Floor Level

– Minimum of six (6″) inches and maximum of three (3′) feet above the adjacent grade at the lot line.

PARKING RATIO AND LOCATION.

[P] Parking Maximum

– See **Section 2.10 Parking and Loading Requirements** for parking maximums.

[Q] Front Setback (Primary Street)

– Minimum of twenty (20′) feet from the lot line.

[R] Side Setback (Side Street)

– Minimum of twenty (20′) feet from the lot line.

[S] Side Setback (Adjacent Lot)

– Minimum of five (5′) feet from the lot line.

[T] Rear Setback (Adjacent Lot or Alley)

– Minimum of five (5′) feet from the lot line.

[U] Access Points

– Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. Parking may only be accessed from a two-lane driveway no greater than twenty (20′) in width.

*Note: See **Title 11 Streets and Sidewalks** for additional requirements.*

ADDITIONAL REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code.

[A] Allowable Frontage Type

The following table shows the allowable frontage types for this building type. See **Section 3.20 through 3.30 Frontage Requirements** of this code for additional frontage type requirements.

	Allowable
Awnings	**Yes**
Balconies	**Yes**
Bay Windows	**Yes**
Cafe	**No**
Common Yard	**No**
Courtyard	**Yes**
Gallery	**No**
Light Court	**No**
Porch	**No**
Stoop	**No**
Shopfront	**No**

[B] Ground Floor Frontage Transparency

- Primary Street. Minimum of fifteen (15%) percent transparent windows or doors.
- Side Street. Minimum of fifteen (15%) percent transparent windows or doors.

[C] Blank Frontage Limitations

- No blank frontage walls greater than thirty (30') feet.

[D] Frontage Weather Protection

- Required at all primary and side street entrances.
- Minimum vertical clearance of eight (8') feet.
- Maximum vertical clearance of twelve (12') feet.
- Minimum overhang of five (5') feet.

[E] Encroachment (Primary Street)

- Maximum of ten (10') feet over the front build-to-line.

[F] Encroachment (Side Street)

- Maximum of five (5') feet over the side build-to-line.

[G] Encroachment (Side Lot or Alley)

- Maximum of five (5') feet over the side setback line; and never within five (5') from a lot line.

[H] Entrances and Access Points

- A shared pedestrian entrance must be located facing a primary street. Additional pedestrian entrances may be located facing side streets. If no primary street is present, the pedestrian entrance must face the side street.
- Ground floor residential units may have individual pedestrian entrances.

[I] Outdoor Spaces

- One (1) shared outdoor space must be provided adjacent to or on the roof of the main building that has regular geometry (a square or rectangle, for example) with one dimension of at least fifty (50') feet that meets the requirements of **Section 2.11 Landscape and Hardscape Requirements.**

[J] Other

- Requirement included here, if necessary.

3.9 COURTYARD APARTMENT

Map of Allowable Base Zoning Districts

CHARACTER AND APPLICABILITY.

A Courtyard Apartment Building (CAB) is a medium- to large-sized building featuring multiple attached and stacked units arranged in a "U"-shape to define a shared courtyard accessible by all tenants. Each unit may have its own entrance from exterior walkways or may share a shared entry and internal corridors, all of which should face either a courtyard or the street.

CAB has seven (7) residential units or more per lot. The map and table on this page identify the allowable base zoning districts. Character images on this page are advisory only.

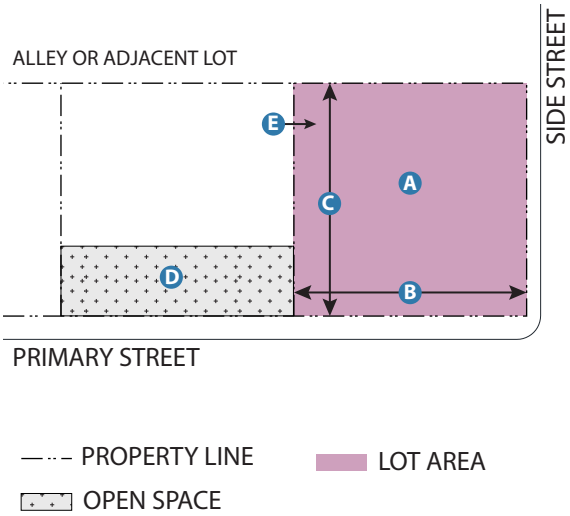
Low-Scale Neighborhood District (LS)	**No**
Medium-Scale Neighborhood District (MS)	**Yes**
Mixed-Use Neighborhood District (MX)	**Yes**
Regional Activity Center District (RA)	**Yes**
Institutional / Campus District (IC)	**No**
Industrial / Employment District (IE)	**No**
Heavy Industrial District (HI)	**No**
Parks / Open Space District (PO)	**No**

Table of Allowable Base Zoning Districts

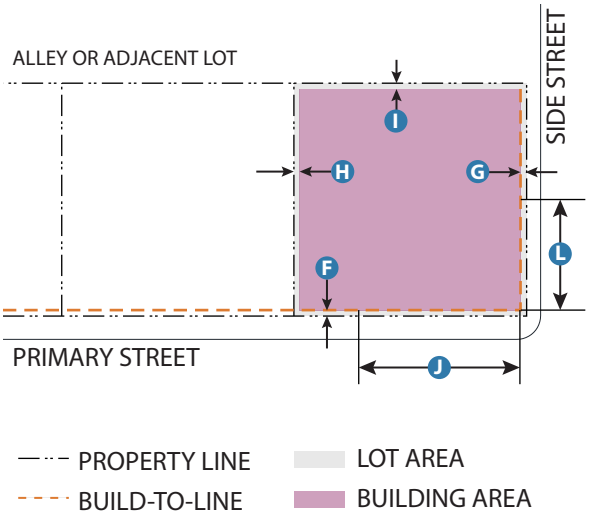
Character Image

3.9 CAB

3.9 COURTYARD APARTMENT



Lot Dimensions and Coverage



Building Placement and Build-Out

LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size
- Minimum: Ten thousand (10,000) square feet.
- Maximum: Forty thousand (40,000) square feet.

[B] Maximum Lot Width
- Two-Hundred (200') feet.

[C] Maximum Lot Depth
- Two-Hundred (200') feet.

[D] Minimum Open Space
- Thirty (30%) percent of lot size.
- Terraces, verandas, patios, roof decks, and other shared outdoor spaces accessible by all residential units on upper floors may contribute to meeting this requirement.

[E] Maximum Impervious Area
- Eighty-five (85%) percent of lot size.
- The total square feet of a green roof may contribute to meeting this requirement.

BUILDING PLACEMENT AND BUILD-OUT.

[F] Front Build-to-Line (Primary Street)
- Maximum of five (5') feet from the lot line.

[G] Side Build-to-Line (Side Street)
- Maximum of five (5') feet from the lot line.

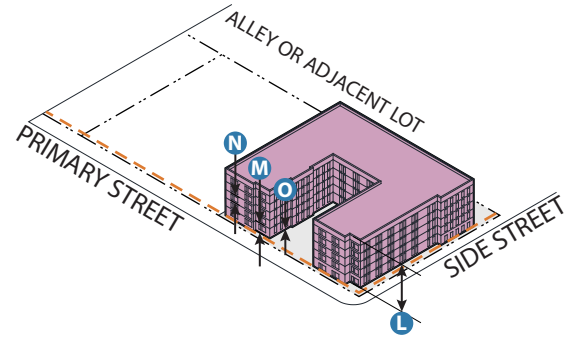
[H] Side Setback Line (Adjacent Lot)
- Minimum of five (5') feet from the lot line.

[I] Rear Setback Line (Adjacent Lot or Alley)
- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street)
- Minimum of fifty (50%) percent of the front build-to-line.

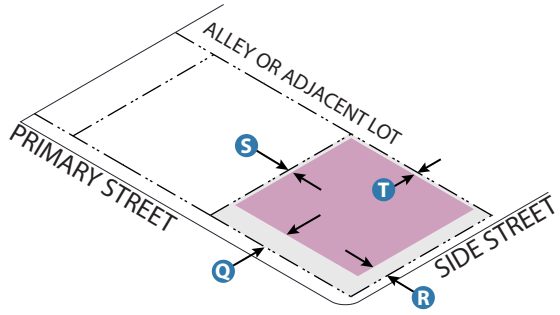
[K] Side Build-Out (Side Street)
- Minimum of seventy (70%) percent of the side build-to-line.

3.9 CAB



PROPERTY LINE
BUILD-TO-LINE
LOT AREA
BUILDING MASS

Building and Story Height



PROPERTY LINE
PARKING AREA
LOT AREA

Parking Ratio and Location

BUILDING AND STORY HEIGHT.

[L] Minimum and Maximum Height

– See **Section 2.0 Base Zoning Districts** height range for minimum and maximum height.

[M] Ground Floor Story Height

– Minimum of twelve (12′) feet (floor to ceiling).

[N] Upper Floor Story Height

– Minimum of seven feet, six inches (7′6″) feet (floor to ceiling).

[O] Finished Ground Floor Level

– Minimum of six (6″) inches and maximum of three (3′) feet above the adjacent grade at the lot line.

PARKING RATIO AND LOCATION.

[P] Parking Maximum

– See **Section 2.10 Parking and Loading Requirements** for parking maximums.

[Q] Front Setback (Primary Street)

– Minimum of twenty (20′) feet from the lot line.

[R] Side Setback (Side Street)

– Minimum of twenty (20′) feet from the lot line.

[S] Side Setback (Adjacent Lot)

– Minimum of five (5′) feet from the lot line.

[T] Rear Setback (Adjacent Lot or Alley)

– Minimum of five (5′) feet from the lot line.

[U] Access Points

– Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. Parking may only be accessed from a two-lane driveway no greater than twenty (20′) in width.

*Note: See **Title 11 Streets and Sidewalks** for additional requirements.*

ADDITIONAL REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code.

[A] Allowable Frontage Type

The following table shows the allowable frontage types for this building type. See **Section 3.20 through 3.30 Frontage Requirements** of this code for additional frontage type requirements.

	Allowable
Awnings	**Yes**
Balconies	**Yes**
Bay Windows	**Yes**
Cafe	**No**
Common Yard	**No**
Courtyard	**Yes**
Gallery	**No**
Light Court	**No**
Porch	**No**
Stoop	**No**
Shopfront	**No**

[B] Ground Floor Frontage Transparency

- Primary Street. Minimum of fifteen (15%) percent transparent windows or doors.
- Side Street. Minimum of fifteen (15%) percent transparent windows or doors.

[C] Blank Frontage Limitations

- No blank frontage walls greater than thirty (30') feet.

[D] Frontage Weather Protection

- Required at all primary and side street entrances.
- Minimum vertical clearance of eight (8') feet.
- Maximum vertical clearance of twelve (12') feet.
- Minimum overhang of five (5') feet.

[E] Encroachment (Primary Street)

- Maximum of ten (10') feet over the front build-to-line.

[F] Encroachment (Side Street)

- Maximum of five (5') feet over the side build-to-line.

[G] Encroachment (Side Lot or Alley)

- Maximum of five (5') feet over the side setback line; and never within five (5') from a lot line.

[H] Entrances and Access Points

- A shared pedestrian entrance must be located on the courtyard facing a primary street. Additional pedestrian entrances may be located facing side streets. If no primary street is present, the pedestrian entrance must face the side street.
- Ground floor residential units may have individual pedestrian entrances.

[I] Outdoor Spaces

- One (1) shared outdoor space must be provided in the courtyard of the main building that has regular geometry (a square or rectangle, for example) with one dimension of at least thirty (30') feet that meets the requirements of **Section 2.11 Landscape and Hardscape Requirements.**

[J] Other

- Requirement included here, if necessary.

3.10 MID-RISE RESIDENTIAL

Map of Allowable Base Zoning Districts

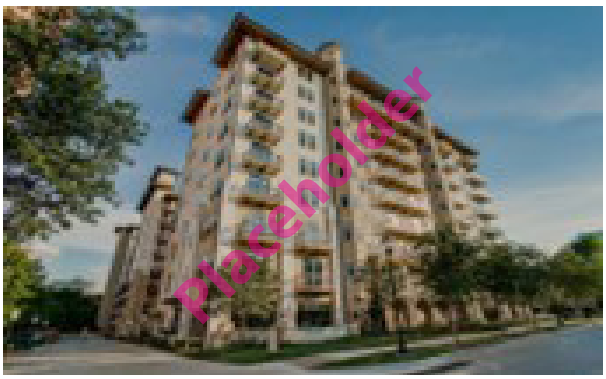
CHARACTER AND APPLICABILITY.

A Mid-Rise Residential Building (MIB) is a large, zero-lot-line building with multiple attached and stacked dwelling units. The building features a shared street-level entrance leading to an interior lobby, with corridors providing access to each unit. The building should include shared spaces for residents to foster community interaction. Parking is typically below grade and should be accessed from side streets rather than the primary street to maintain an active and pedestrian-friendly frontage.

MIB has seven (7) residential units or more per lot. The map and table on this page identify the allowable base zoning districts. Character images on this page are advisory only.

Low-Scale Neighborhood District (LS)	**No**
Medium-Scale Neighborhood District (MS)	**No**
Mixed-Use Neighborhood District (MX)	**Yes**
Regional Activity Center District (RA)	**Yes**
Institutional / Campus District (IC)	**Yes**
Industrial / Employment District (IE)	**No**
Heavy Industrial District (HI)	**No**
Parks / Open Space District (PO)	**No**

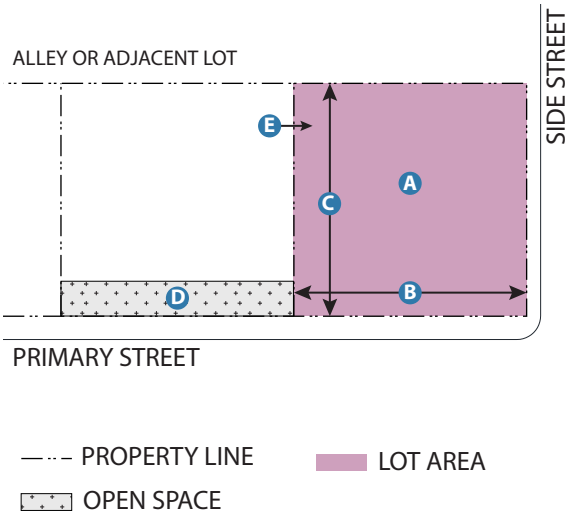
Table of Allowable Base Zoning Districts



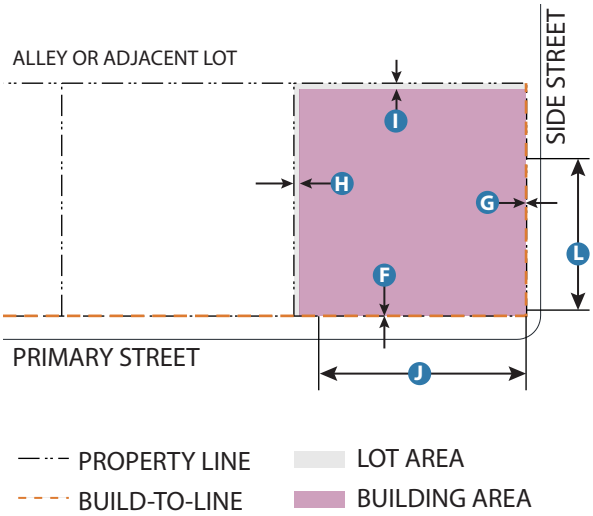
Character Image

3.10 MIB

3.10 MID-RISE RESIDENTIAL



Lot Dimensions and Coverage



Building Placement and Build-Out

LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size
- Minimum: Ten thousand (10,000) square feet.
- Maximum: Forty thousand (40,000) square feet.

[B] Maximum Lot Width
- Two-Hundred (200') feet.

[C] Maximum Lot Depth
- Two-Hundred (200') feet.

[D] Minimum Open Space
- Fifteen (15%) percent of lot size.
- Terraces, verandas, patios, roof decks, and other shared outdoor spaces accessible by all residential units on upper floors may contribute to meeting this requirement.

[E] Maximum Impervious Area
- Eighty-five (85%) percent of lot size.
- The total square feet of a green roof may contribute to meeting this requirement.

BUILDING PLACEMENT AND BUILD-OUT.

[F] Front Build-to-Line (Primary Street)
- Zero (0') lot line.

[G] Side Build-to-Line (Side Street)
- Zero (0') lot line.

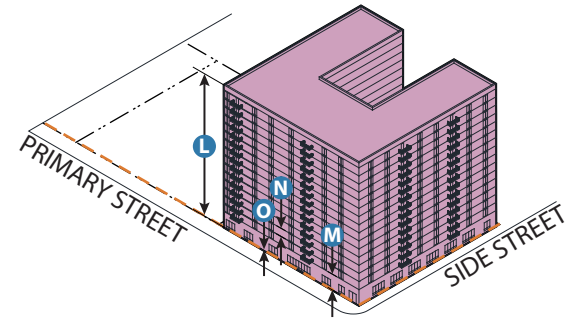
[H] Side Setback Line (Adjacent Lot)
- Minimum of five (5') feet from the lot line.

[I] Rear Setback Line (Adjacent Lot or Alley)
- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street)
- Minimum of ninety (90%) percent of the front build-to-line.

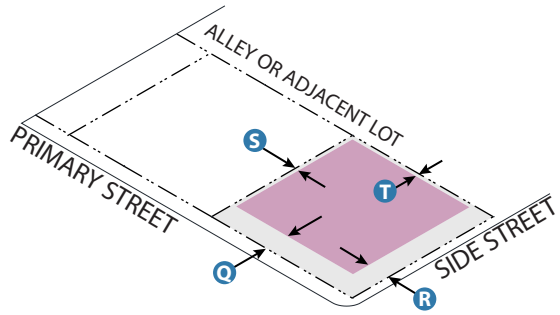
[K] Side Build-Out (Side Street)
- Minimum of seventy (70%) percent of the side build-to-line.

3.10 MIB



PROPERTY LINE
BUILD-TO-LINE
LOT AREA
BUILDING MASS

Building and Story Height



PROPERTY LINE
PARKING AREA
LOT AREA

Parking Ratio and Location

BUILDING AND STORY HEIGHT.

[L] Minimum and Maximum Height

– See **Section 2.0 Base Zoning Districts** height range for minimum and maximum height.

[M] Ground Floor Story Height

– Minimum of fifteen (15′) feet (floor to ceiling).

[N] Upper Floor Story Height

– Minimum of seven feet, six inches (7′6″) feet (floor to ceiling).
– Requirement does not apply to internal parking levels.

[O] Finished Ground Floor Level

– Maximum of six (6″) inches above the adjacent grade at the lot line.

PARKING RATIO AND LOCATION.

[P] Parking Maximum

– See **Section 2.10 Parking and Loading Requirements** for parking maximums.

[Q] Front Setback (Primary Street)

– Minimum of twenty (20′) feet from the lot line.

[R] Side Setback (Side Street)

– Minimum of twenty (20′) feet from the lot line.

[S] Side Setback (Adjacent Lot)

– Minimum of five (5′) feet from the lot line.

[T] Rear Setback (Adjacent Lot or Alley)

– Minimum of five (5′) feet from the lot line.

[U] Access Points

– Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. Parking may only be accessed from a two-lane driveway no greater than twenty (20′) in width.

*Note: See **Title 11 Streets and Sidewalks** for additional requirements.*

ADDITIONAL REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code.

[A] Allowable Frontage Type

The following table shows the allowable frontage types for this building type. See **Section 3.20 through 3.30 Frontage Requirements** of this code for additional frontage type requirements.

	Allowable
Awnings	**Yes**
Balconies	**Yes**
Bay Windows	**Yes**
Cafe	**No**
Common Yard	**No**
Courtyard	**Yes**
Gallery	**Yes**
Light Court	**No**
Porch	**No**
Stoop	**No**
Shopfront	**No**

[B] Ground Floor Frontage Transparency

- Primary Street. Minimum of sixty (60%) percent transparent windows or doors.
- Side Street. Minimum of forty (40%) percent transparent windows or doors.

[C] Blank Frontage Limitations

- No blank frontage walls greater than fifteen (15') feet.

[D] Frontage Weather Protection

- Required at all primary and side street entrances.
- Minimum vertical clearance of eight (8') feet.
- Maximum vertical clearance of twelve (12') feet.
- Minimum overhang of five (5') feet.

[E] Encroachment (Primary Street)

- Maximum of ten (10') feet over the front build-to-line.

[F] Encroachment (Side Street)

- Maximum of five (5') feet over the side build-to-line.

[G] Encroachment (Side Lot or Alley)

- Maximum of five (5') feet over the side setback line; and never within five (5') from a lot line.

[H] Entrances and Access Points

- A shared pedestrian entrance must be located facing a primary street. Additional pedestrian entrances may be located facing side streets. If no primary street is present, the pedestrian entrance must face the side street.

[I] Outdoor Spaces

- One (1) shared outdoor space must be provided adjacent to or on the roof of the main building that has regular geometry (a square or rectangle, for example) with one dimension of at least fifty (50') feet that meets the requirements of **Section 2.11 Landscape and Hardscape Requirements.**

[J] Other

- Requirement included here, if necessary.

3.11 PODIUM

Map of Allowable Base Zoning Districts

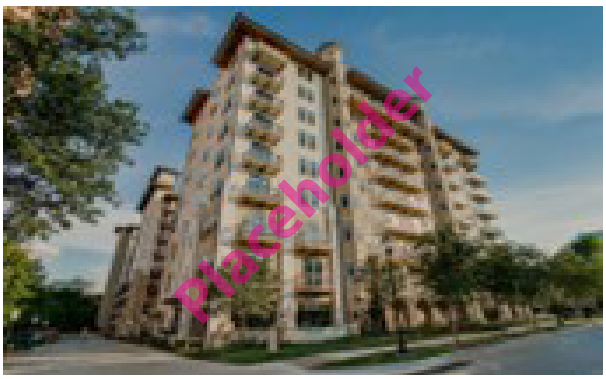
CHARACTER AND APPLICABILITY.

A Podium Building (POB) is a large, tall building with a zero-lot-line ground floor, while upper residential floors are set back to minimize the visual impact of the building's height. A shared entrance provides access to interior corridors serving each dwelling unit. The lower levels, or "podium," may house structured parking, commercial, or residential units. The main entrance should be oriented toward the primary street, with parking located internally to maintain an inviting streetscape.

PBB has seven (7) residential units or more per lot. The map and table on this page identify the allowable base zoning districts. Character images on this page are advisory only.

Low-Scale Neighborhood District (LS)	**No**
Medium-Scale Neighborhood District (MS)	**No**
Mixed-Use Neighborhood District (MX)	**Yes**
Regional Activity Center District (RA)	**Yes**
Institutional / Campus District (IC)	**No**
Industrial / Employment District (IE)	**No**
Heavy Industrial District (HI)	**No**
Parks / Open Space District (PO)	**No**

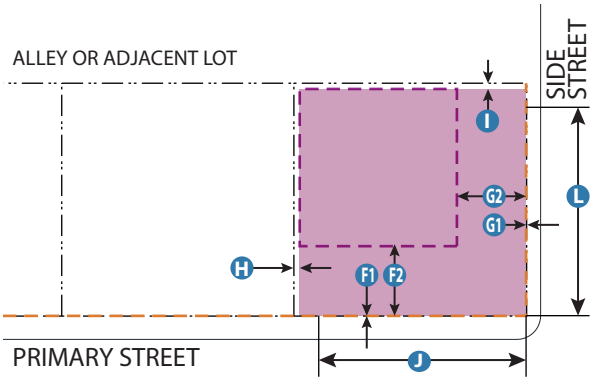
Table of Allowable Base Zoning Districts



Character Image

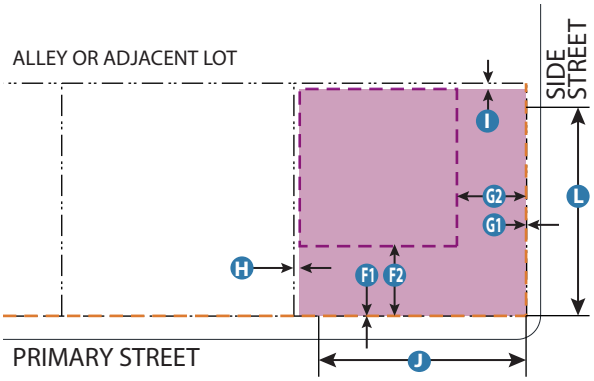
3.11 POB

3.11 PODIUM



PROPERTY LINE
BUILDING AREA
BUILD-TO-LINE
UPPER BUILDING AREA

Lot Dimensions and Coverage



PROPERTY LINE
BUILDING AREA
BUILD-TO-LINE
UPPER BUILDING AREA

Building Placement and Build-Out

LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size
- Minimum: Ten thousand (10,000) square feet.
- Maximum: Forty thousand (40,000) square feet.

[B] Maximum Lot Width
- Two-Hundred (200') feet.

[C] Maximum Lot Depth
- Two-Hundred (200') feet.

[D] Minimum Open Space
- Thirty (30%) percent of lot size.
- Podium level must contribute to this requirement.
- Terraces, verandas, patios, roof decks, and other shared outdoor spaces accessible by all residential units on upper floors may contribute to meeting this requirement.

[E] Maximum Impervious Area
- Eighty-five (85%) percent of lot size.
- The total square feet of a green roof may contribute to meeting this requirement.

BUILDING PLACEMENT AND BUILD-OUT.

[F] 1 Front Build-to-Line (Primary Street)
- Zero (0') lot line.

[F] 2 Front Upper Level Setback (Primary Street)
- Minimum of thirty (30') from the lot line.

[G] 1 Side Build-to-Line (Side Street)
- Zero (0') lot line.

[G] 2 Side Upper Level Setback (Side Street)
- Minimum of thirty (30') from the lot line.

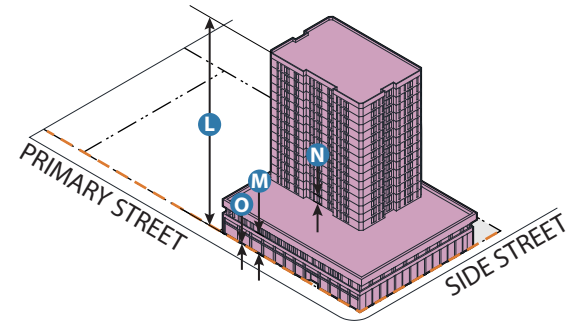
[H] Side Setback Line (Adjacent Lot)
- Minimum of five (5') feet from the lot line.

[I] Rear Setback Line (Adjacent Lot or Alley)
- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street)
- Minimum of ninety (90%) percent of the front build-to-line.

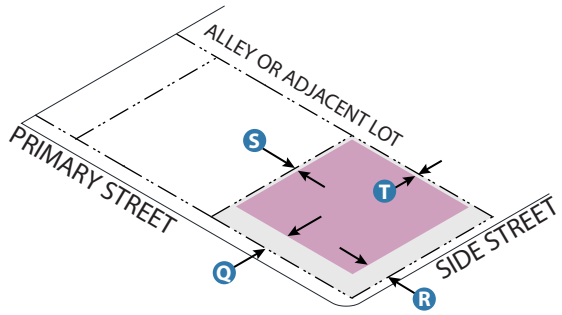
[K] Side Build-Out (Side Street)
- Minimum of ninety (90%) percent of the side build-to-line.

3.11 POB



PROPERTY LINE
BUILD-TO-LINE
LOT AREA
BUILDING MASS

Building and Story Height



PROPERTY LINE
PARKING AREA
LOT AREA

Parking Ratio and Location

BUILDING AND STORY HEIGHT.

[L] Minimum and Maximum Height

– See **Section 2.0 Base Zoning Districts** height range for minimum and maximum height.

[M] Ground Floor Story Height

– Minimum of twelve (12′) feet (floor to ceiling).

[N] Upper Floor Story Height

– Minimum of seven feet, six inches (7′6″) feet (floor to ceiling).
– Requirement does not apply to internal parking levels.

[O] Finished Ground Floor Level

– Maximum of six (6″) inches above the adjacent grade at the lot line.

PARKING RATIO AND LOCATION.

[P] Parking Maximum

– See **Section 2.10 Parking and Loading Requirements** for parking maximums.

[Q] Front Setback (Primary Street)

– Minimum of twenty (20′) feet from the lot line..

[R] Side Setback (Side Street)

– Minimum of twenty (20′) feet from the lot line.

[S] Side Setback (Adjacent Lot)

– Minimum of five (5′) feet from the lot line.

[T] Rear Setback (Adjacent Lot or Alley)

– Minimum of five (5′) feet from the lot line.

[U] Access Points

– Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. Parking may only be accessed from a two-lane driveway no greater than twenty (20′) in width.

*Note: See **Title 11 Streets and Sidewalks** for additional requirements.*

ADDITIONAL REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code.

[A] Allowable Frontage Type

The following table shows the allowable frontage types for this building type. See **Section 3.20 through 3.30 Frontage Requirements** of this code for additional frontage type requirements.

	Allowable
Awnings	**Yes**
Balconies	**Yes**
Bay Windows	**Yes**
Cafe	**Yes**
Common Yard	**No**
Courtyard	**No**
Gallery	**Yes**
Light Court	**No**
Porch	**No**
Stoop	**No**
Shopfront	**Yes**

[B] Ground Floor Frontage Transparency

- Primary Street. Minimum of eighty (80%) percent transparent windows or doors.
- Side Street. Minimum of sixty (60%) percent transparent windows or doors.

[C] Blank Frontage Limitations

- No blank frontage walls greater than thirty (30') feet.

[D] Frontage Weather Protection

- Required at all primary and side street entrances.
- Minimum of eighty (80%) percent linear coverage on primary streets and sixty (60%) percent on side streets.
- Minimum vertical clearance of eight (8') feet.
- Maximum vertical clearance of twelve (12') feet.
- Minimum overhang of five (5') feet.

[E] Encroachment (Primary Street)

- Maximum of ten (10') feet over the front build-to-line.

[F] Encroachment (Side Street)

- Maximum of five (5') feet over the side build-to-line.

[G] Encroachment (Side Lot or Alley)

- Maximum of five (5') feet over the side setback line; and never within five (5') from a lot line.

[H] Entrances and Access Points

- A shared pedestrian entrance must be located facing a primary street. Additional pedestrian entrances may be located facing side streets. If no primary street is present, the pedestrian entrance must face the side street.

[I] Outdoor Spaces

- One (1) outdoor space must be provided on the roof of the main building on the podium level that has regular geometry (a square or rectangle, for example) with one dimension of at least fifty (50') feet that meets the requirements of **Section 2.11 Landscape and Hardscape Requirements.**

[J] Other

- Requirement included here, if necessary.

3.12 MIXED-USE RESIDENTIAL

Map of Allowable Base Zoning Districts

CHARACTER AND APPLICABILITY.

A Mixed-Use Residential Building (MXB) is a medium- to large-sized building featuring ground-floor commercial spaces with residential units stacked above. The ground floor consists of multiple entrances, while the residential portion has a shared entrance and lobby. Interior circulation to the upper residential floors is provided through shared corridors that lead to individual units.

MXB has seven (7) residential units or more per lot. The map and table on this page identify the allowable base zoning districts. Character images on this page are advisory only.

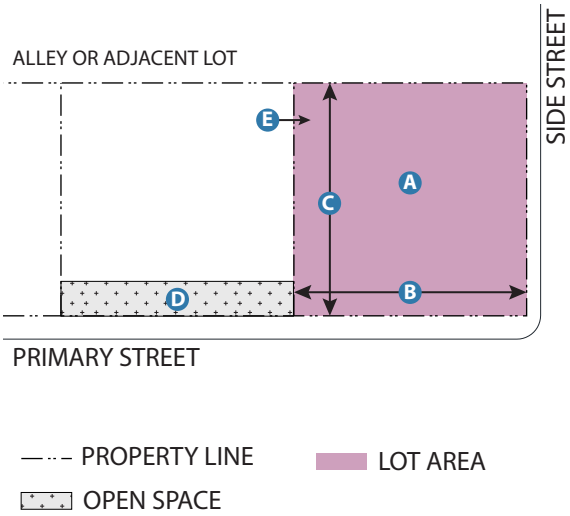
Low-Scale Neighborhood District (LS)	**No**
Medium-Scale Neighborhood District (MS)	**Yes**
Mixed-Use Neighborhood District (MX)	**Yes**
Regional Activity Center District (RA)	**Yes**
Institutional / Campus District (IC)	**Yes**
Industrial / Employment District (IE)	**No**
Heavy Industrial District (HI)	**No**
Parks / Open Space District (PO)	**No**

Table of Allowable Base Zoning Districts

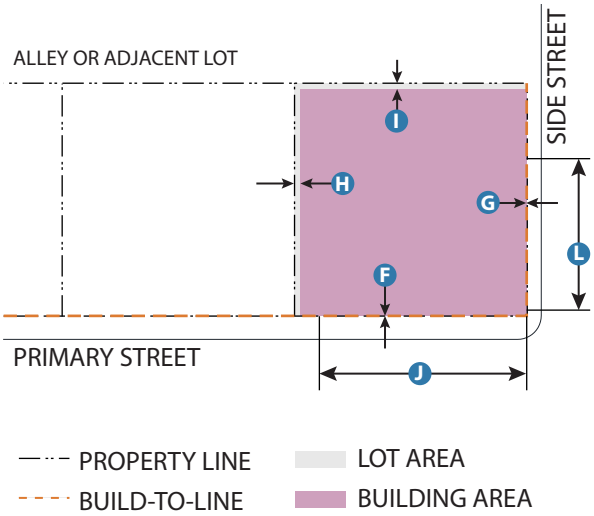
Character Image

3.12 MXB

3.12 MIXED-USE RESIDENTIAL



Lot Dimensions and Coverage



Building Placement and Build-Out

LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size.
- Minimum: Ten thousand (10,000) square feet.
- Maximum: Forty thousand (40,000) square feet.

[B] Maximum Lot Width.
- Two-Hundred (200') feet.

[C] Maximum Lot Depth.
- Two-Hundred (200') feet.

[D] Minimum Open Space
- Fifteen (15%) percent of lot size.
- Terraces, verandas, patios, roof decks, and other shared outdoor spaces accessible by all residential units on upper floors may contribute to meeting this requirement.

[E] Maximum Impervious Area
- Eighty-five (85%) percent of lot size.
- The total square feet of a green roof may contribute to meeting this requirement.

BUILDING PLACEMENT AND BUILD-OUT.

[F] Front Build-to-Line (Primary Street)
- Zero (0') lot line.

[G] Side Build-to-Line (Side Street)
- Zero (0') lot line.

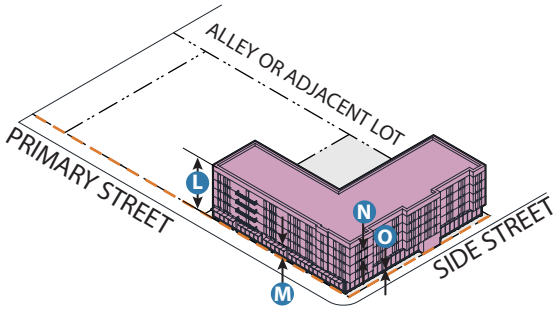
[H] Side Setback Line (Adjacent Lot)
- Minimum of five (5') feet from the lot line.

[I] Rear Setback Line (Adjacent Lot or Alley)
- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street)
- Minimum of ninety (90%) percent of the front build-to-line.

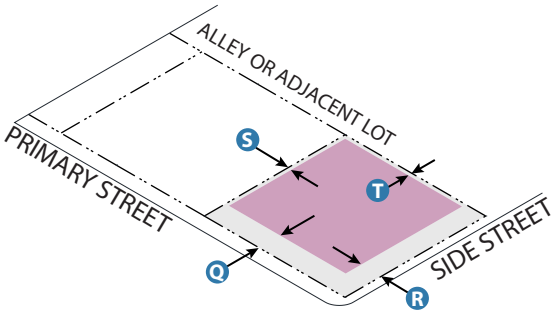
[K] Side Build-Out (Side Street)
- Minimum of seventy (70%) percent of the side build-to-line.

3.12 MXB



PROPERTY LINE
BUILD-TO-LINE
LOT AREA
BUILDING MASS

Building and Story Height



PROPERTY LINE
PARKING AREA
LOT AREA

Parking Ratio and Location

BUILDING AND STORY HEIGHT.

[L] Minimum and Maximum Height

– See **Section 2.0 Base Zoning Districts** height range for minimum and maximum height.

[M] Ground Floor Story Height

– Minimum of twelve (12′) feet (floor to ceiling).

[N] Upper Floor Story Height

– Minimum of seven feet, six inches (7′6″) feet (floor to ceiling).
– Requirement does not apply to internal parking levels.

[O] Finished Ground Floor Level

– Maximum of six (6″) inches above the adjacent grade at the lot line.

PARKING RATIO AND LOCATION.

[P] Parking Maximum

– See **Section 2.10 Parking and Loading Requirements** for parking maximums.

[Q] Front Setback (Primary Street)

– Minimum of twenty (20′) feet from the lot line.

[R] Side Setback (Side Street)

– Minimum of twenty (20′) feet from the lot line.

[S] Side Setback (Adjacent Lot)

– Minimum of five (5′) feet from the lot line.

[T] Rear Setback (Adjacent Lot or Alley)

– Minimum of five (5′) feet from the lot line.

[U] Access Points

– Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. Parking may only be accessed from a two-lane driveway no greater than twenty (20′) in width.

*Note: See **Title 11 Streets and Sidewalks** for additional requirements.*

ADDITIONAL REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code.

[A] Allowable Frontage Type

The following table shows the allowable frontage types for this building type. See **Section 3.20 through 3.30 Frontage Requirements** of this code for additional frontage type requirements.

	Allowable
Awnings	**Yes**
Balconies	**Yes**
Bay Windows	**Yes**
Cafe	**Yes**
Common Yard	**No**
Courtyard	**Yes**
Gallery	**Yes**
Light Court	**Yes**
Porch	**No**
Stoop	**No**
Shopfront	**Yes**

[B] Ground Floor Frontage Transparency

- Primary Street. Minimum of eighty (80%) percent transparent windows or doors.
- Side Street. Minimum of sixty (60%) percent transparent windows or doors.

[C] Blank Frontage Limitations

- No blank frontage walls greater than thirty (30') feet.

[D] Frontage Weather Protection

- Required at all primary and side street entrances.
- Minimum of eighty (80%) percent linear coverage on primary streets and sixty (60%) percent on side streets.
- Minimum vertical clearance of eight (8') feet.
- Maximum vertical clearance of twelve (12') feet.
- Minimum overhang of five (5') feet.

[E] Encroachment (Primary Street)

- Maximum of ten (10') feet over the front build-to-line.

[F] Encroachment (Side Street)

- Maximum of five (5') feet over the side build-to-line.

[G] Encroachment (Side Lot or Alley)

- Maximum of five (5') feet over the side setback line; and never within five (5') from a lot line.

[H] Entrances and Access Points

- A shared pedestrian entrance must be located facing a primary street. Additional pedestrian entrances may be located facing side streets. If no primary street is present, the pedestrian entrance must face the side street.
- Ground floor residential units may have individual pedestrian entrances.

[I] Outdoor Spaces

- One (1) shared outdoor space must be provided adjacent to or on the roof of the main building that has regular geometry (a square or rectangle, for example) with one dimension of at least fifty (50') feet that meets the requirements of **Section 2.11 Landscape and Hardscape Requirements.**

[J] Other

- Requirement included here, if necessary.

3.13 MIXED-USE OFFICE

Map of Allowable Base Zoning Districts

CHARACTER AND APPLICABILITY.

A Mixed-Use Office Building (MOB) is a medium- to large-sized building designed to feature ground-floor commercial spaces with office space above. The retail areas have independent entrances for easy access to street-level shops. Office space on the upper floors is accessed via interior circulation, which can include a central corridor or open area, depending on whether the floor is occupied by a single tenant or divided among multiple tenants.

MOB does not allow any residential units. The map and table on this page identify the allowable base zoning districts. Character images are advisory only.

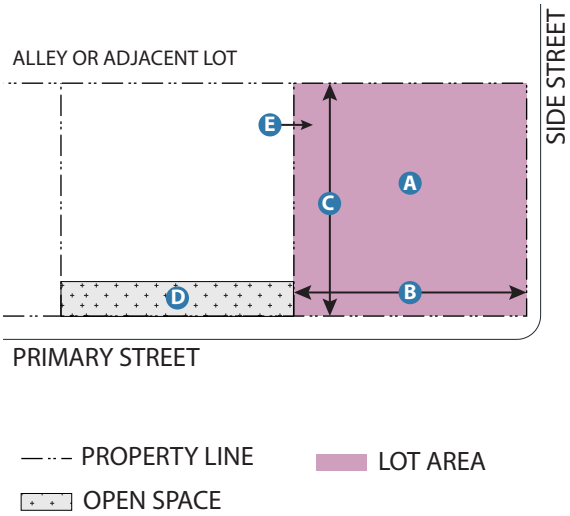
Low-Scale Neighborhood District (LS)	**No**
Medium-Scale Neighborhood District (MS)	**No**
Mixed-Use Neighborhood District (MX)	**Yes**
Regional Activity Center District (RA)	**Yes**
Institutional / Campus District (IC)	**No**
Industrial / Employment District (IE)	**Yes**
Heavy Industrial District (HI)	**No**
Parks / Open Space District (PO)	**No**

Table of Allowable Base Zoning Districts

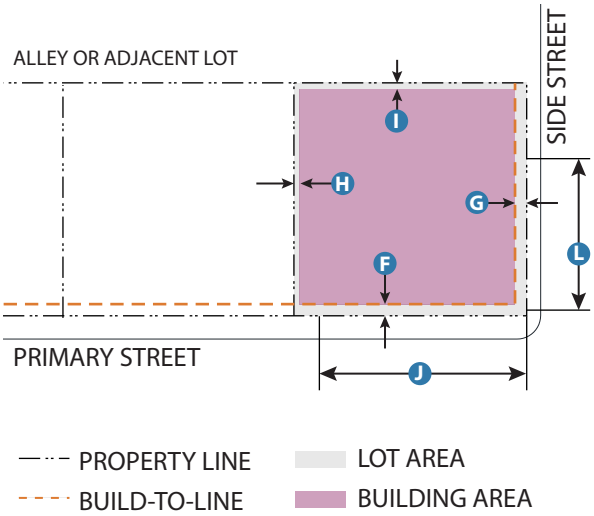
Character Image

3.13 MOB

3.13 MIXED-USE OFFICE



Lot Dimensions and Coverage



Building Placement and Build-Out

LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size
- Minimum: Ten thousand (10,000) square feet.
- Maximum: Forty thousand (40,000) square feet.

[B] Maximum Lot Width
- Two-Hundred (200') feet.

[C] Maximum Lot Depth
- Two-Hundred (200') feet.

[D] Minimum Open Space
- Fifteen (15%) percent of lot size.
- Terraces, verandas, patios, roof decks, and other shared outdoor spaces accessible by all residential units on upper floors may contribute to meeting this requirement.

[E] Maximum Impervious Area
- Eighty-five (85%) percent of lot size.
- The total square feet of a green roof may contribute to meeting this requirement.

BUILDING PLACEMENT AND BUILD-OUT.

[F] Front Build-to-Line (Primary Street)
- Maximum of ten (10') feet from the lot line.

[G] Side Build-to-Line (Side Street)
- Maximum of ten (10') feet from the lot line.

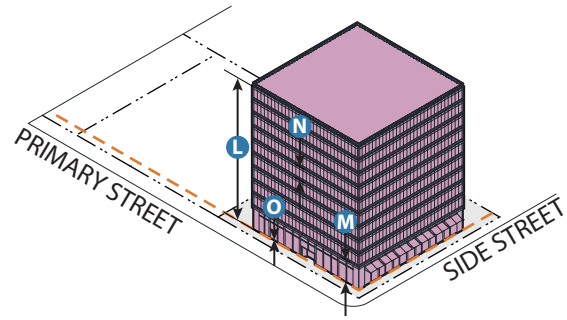
[H] Side Setback Line (Adjacent Lot)
- Minimum of five (5') feet from the lot line.

[I] Rear Setback Line (Adjacent Lot or Alley)
- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street)
- Minimum of ninety (90%) percent of the front build-to-line.

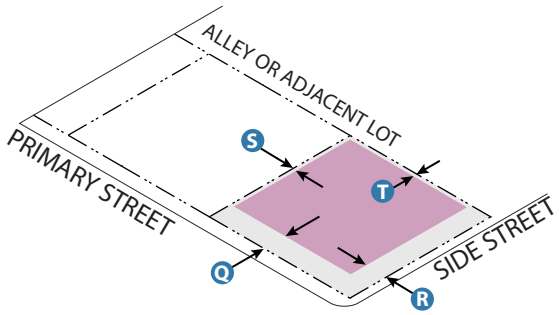
[K] Side Build-Out (Side Street)
- Minimum of fifty (50%) percent of the side build-to-line.

3.13 MOB



PROPERTY LINE
BUILD-TO-LINE
LOT AREA
BUILDING MASS

Building and Story Height



PROPERTY LINE
PARKING AREA
LOT AREA

Parking Ratio and Location

BUILDING AND STORY HEIGHT.

[L] Minimum and Maximum Height

– See **Section 2.0 Base Zoning Districts** height range for minimum and maximum height.

[M] Ground Floor Story Height

– Minimum of fifteen (15′) feet (floor to ceiling).

[N] Upper Floor Story Height

– Minimum of seven feet, six inches (7′6″) feet (floor to ceiling).
– Requirement does not apply to internal parking levels.

[O] Finished Ground Floor Level

– Maximum of six (6″) inches above the adjacent grade at the lot line.

PARKING RATIO AND LOCATION

[P] Parking Maximum

– See **Section 2.10 Parking and Loading Requirements** for parking maximums.

[Q] Front Setback (Primary Street)

– Minimum of twenty (20′) feet from the lot line.

[R] Side Setback (Side Street)

– Minimum of twenty (20′) feet from the lot line.

[S] Side Setback (Adjacent Lot)

– Minimum of five (5′) feet from the lot line.

[T] Rear Setback (Adjacent Lot or Alley)

– Minimum of five (5′) feet from the lot line.

[U] Access Points

– Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. Parking may only be accessed from a two-lane driveway no greater than twenty (20′) in width.

*Note: See **Title 11 Streets and Sidewalks** for additional requirements.*

ADDITIONAL REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code.

[A] Allowable Frontage Type

The following table shows the allowable frontage types for this building type. See **Section 3.20 through 3.30 Frontage Requirements** of this code for additional frontage type requirements.

	Allowable
Awnings	**Yes**
Balconies	**No**
Bay Windows	**No**
Cafe	**Yes**
Common Yard	**No**
Courtyard	**Yes**
Gallery	**Yes**
Light Court	**No**
Porch	**No**
Stoop	**No**
Shopfront	**Yes**

[B] Ground Floor Frontage Transparency

- Primary Street. Minimum of eighty (80%) percent transparent windows or doors.
- Side Street. Minimum of twenty (20%) percent transparent windows or doors.

[C] Blank Frontage Limitations

- No blank frontage walls greater than thirty (30') feet.

[D] Frontage Weather Protection

- Required at all primary and side street entrances.
- Minimum of eighty (80%) percent linear coverage on primary streets.
- Minimum vertical clearance of eight (8') feet.
- Maximum vertical clearance of twelve (12') feet.
- Minimum overhang of five (5') feet.

[E] Encroachment (Primary Street)

- Maximum of ten (10') feet over the front build-to-line.

[F] Encroachment (Side Street)

- Maximum of five (5') feet over the side build-to-line.

[G] Encroachment (Side Lot or Alley)

- Maximum of five (5') feet over the side setback line; and never within five (5') from a lot line.

[H] Entrances and Access Points

- A shared pedestrian entrance must be located facing a primary street. Additional pedestrian entrances may be located facing side streets. If no primary street is present, the pedestrian entrance must face the side street.

[I] Outdoor Spaces

- Not applicable.

[J] Other

- Requirement included here, if necessary.

3.14 COMMERCIAL BLOCK

Map of Allowable Base Zoning Districts

CHARACTER AND APPLICABILITY.

A Commercial Block Building (CBB) is a small, low-rise rectangular building with individual entrances for in-line shops or stores, designed to foster an active and engaging street presence. The building should be oriented with entrances facing the street, while parking is placed at the rear to prioritize pedestrian access.

CBB does not allow any residential units. The map and table on this page identify the allowable base zoning districts. Character images are advisory only.

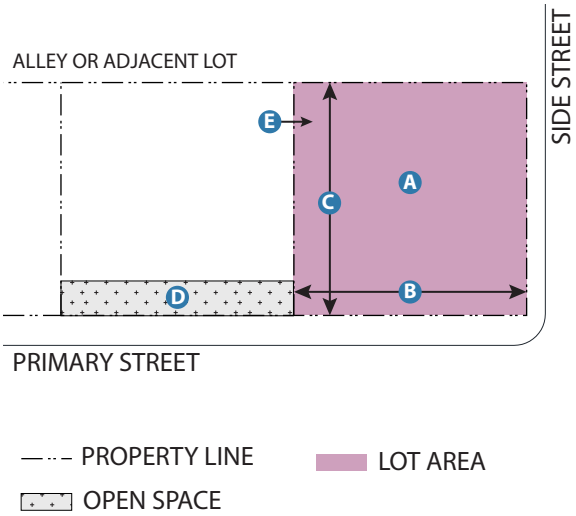
Low-Scale Neighborhood District (LS)	**Yes**
Medium-Scale Neighborhood District (MS)	**Yes**
Mixed-Use Neighborhood District (MX)	**Yes**
Regional Activity Center District (RA)	**Yes**
Institutional / Campus District (IC)	**No**
Industrial / Employment District (IE)	**No**
Heavy Industrial District (HI)	**No**
Parks / Open Space District (PO)	**No**

Table of Allowable Base Zoning Districts

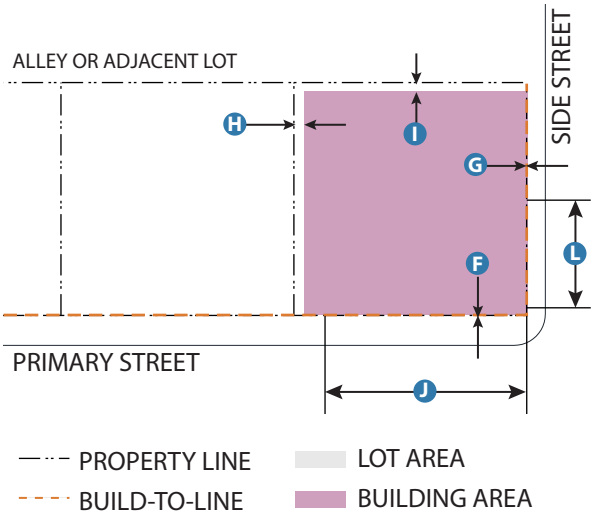
Character Image

3.14 CBB

3.14 COMMERCIAL BLOCK



Lot Dimensions and Coverage



Building Placement and Build-Out

LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size
- Minimum: Five thousand (5,000) square feet.
- Maximum: Forty thousand (40,000) square feet.

[B] Maximum Lot Width
- Two-Hundred (200') feet.

[C] Maximum Lot Depth
- Two-Hundred (200') feet.

[D] Minimum Open Space
- Fifteen (15%) percent of lot size.

[E] Maximum Impervious Area
- Eighty-five (85%) percent of lot size.
- The total square feet of a green roof may contribute to meeting this requirement.

BUILDING PLACEMENT AND BUILD-OUT.

[F] Front Build-to-Line (Primary Street)
- Zero (0') lot line.

[G] Side Build-to-Line (Side Street)
- Zero (0') lot line.

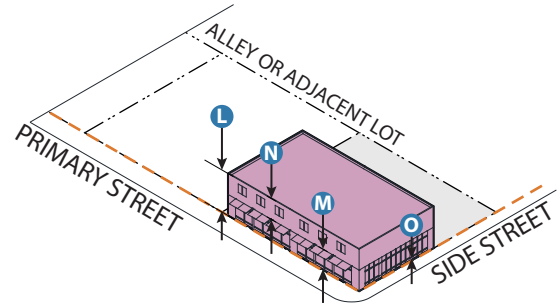
[H] Side Setback Line (Adjacent Lot)
- Minimum of five (5') feet from the lot line.

[I] Rear Setback Line (Adjacent Lot or Alley)
- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street)
- Minimum of ninety (90%) percent of the front build-to-line.

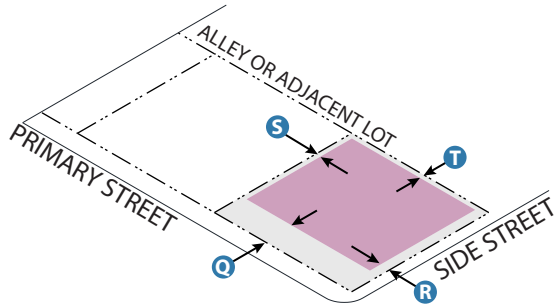
[K] Side Build-Out (Side Street)
- Minimum of fifty (50%) percent of the side build-to-line.

3.14 CBB



PROPERTY LINE
BUILD-TO-LINE
LOT AREA
BUILDING MASS

Building and Story Height



PROPERTY LINE
PARKING AREA
LOT AREA

Parking Ratio and Location

BUILDING AND STORY HEIGHT.

[L] Minimum and Maximum Height

– See **Section 2.0 Base Zoning Districts** height range for minimum and maximum height.

[M] Ground Floor Story Height

– Minimum of twelve (12′) feet (floor to ceiling).

[N] Upper Floor Story Height

– Minimum of seven feet, six inches (7′6″) feet (floor to ceiling).

[O] Finished Ground Floor Level

– Maximum of six (6″) inches above the adjacent grade at the lot line.

PARKING RATIO AND LOCATION

[P] Parking Maximum

– See **Section 2.10 Parking and Loading Requirements** for parking maximums.

[Q] Front Setback (Primary Street)

– Minimum of twenty (20′) feet from the lot line.

[R] Side Setback (Side Street)

– Minimum of ten (10′) feet from the lot line.

[S] Side Setback (Adjacent Lot)

– Minimum of five (5′) feet from the lot line.

[T] Rear Setback (Adjacent Lot or Alley)

– Minimum of five (5′) feet from the lot line.

[U] Access Points

– Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. Parking may only be accessed from a two-lane driveway no greater than twenty (20′) in width.

*Note: See **Title 11 Streets and Sidewalks** for additional requirements.*

ADDITIONAL REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code.

[A] Allowable Frontage Type

The following table shows the allowable frontage types for this building type. See **Section 3.20 through 3.30 Frontage Requirements** of this code for additional frontage type requirements.

	Allowable
Awnings	**Yes**
Balconies	**No**
Bay Windows	**No**
Cafe	**Yes**
Common Yard	**No**
Courtyard	**No**
Gallery	**No**
Light Court	**Yes**
Porch	**No**
Stoop	**No**
Shopfront	**Yes**

[B] Ground Floor Frontage Transparency

- Primary Street. Minimum of eighty (80%) percent transparent windows or doors.
- Side Street. Minimum of twenty (20%) percent transparent windows or doors.

[C] Blank Frontage Limitations

- No blank frontage walls greater than fifteen (15') feet.

[D] Frontage Weather Protection

- Required at all primary and side street entrances.
- Minimum of eighty (80%) percent linear coverage on primary streets.
- Minimum vertical clearance of eight (8') feet.
- Maximum vertical clearance of twelve (12') feet.
- Minimum overhang of five (5') feet.

[E] Encroachment (Primary Street)

- Maximum of ten (10') feet over the front build-to-line.

[F] Encroachment (Side Street)

- Maximum of five (5') feet over the side build-to-line.

[G] Encroachment (Side Lot or Alley)

- Maximum of five (5') feet over the side setback line; and never within five (5') from a lot line.

[H] Entrances and Access Points

- A shared pedestrian entrance must be located facing a primary street. Additional pedestrian entrances may be located facing side streets. If no primary street is present, the pedestrian entrance must face the side street.

[I] Outdoor Spaces

- Not applicable.

[J] Other

- Requirement included here, if necessary.

3.15 BIG BOX RETAIL

Map of Allowable Base Zoning Districts

CHARACTER AND APPLICABILITY.

A Big Box Retail Building (BRB) is a larger footprint, standalone building that often spans an entire block, designed with a single, controlled entrance to manage high volumes of goods and customer traffic. Entrances should face the street and be easily accessible, with parking situated at the rear or sides to promote a clean, pedestrian-friendly frontage. When satellite buildings are included, it is crucial to include pedestrian safety and landscaping around the site for a cohesive and safe environment.

BRB does not allow any residential units. A BRB may use multiple buildings to meet these requirements. Other lots must meet the requirements of CBB. The map and table on this page identify the allowable base zoning districts. Character images are advisory only.

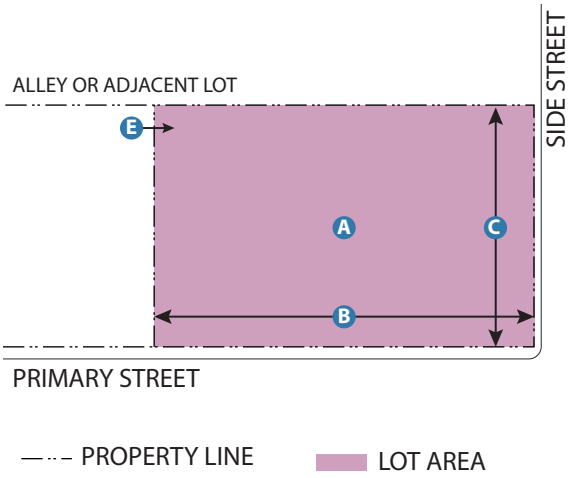
Low-Scale Neighborhood District (LS)	**No**
Medium-Scale Neighborhood District (MS)	**No**
Mixed-Use Neighborhood District (MX)	**No**
Regional Activity Center District (RA)	**No**
Institutional / Campus District (IC)	**No**
Industrial / Employment District (IE)	**Yes**
Heavy Industrial District (HI)	**Yes**
Parks / Open Space District (PO)	**No**

Table of Allowable Base Zoning Districts

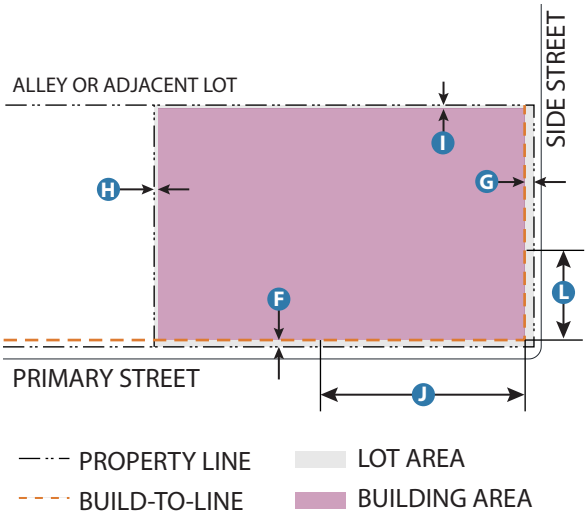
Character Image

3.15 BRB

3.15 BIG BOX RETAIL



Lot Dimensions and Coverage



Building Placement and Build-Out

LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size
- Minimum: Forty Thousand (40,000) square feet.
- Maximum: No maximum.

[B] Maximum Lot Width
- No maximum. Minimum lot width of two hundred (200') feet.

[C] Maximum Lot Depth
- No maximum. Minimum lot depth of two hundred (200') feet.

[D] Minimum Open Space
- Five (5%) percent of lot size. Not illustrated above.

[E] Maximum Impervious Area
- Sixty-five (65%) percent of lot size. Not illustrated above.
- The total square feet of a green roof may contribute to meeting this requirement.

Note: If a permit application has more than one (1) lot, all other lots must meet the requirements of CBB.

BUILDING PLACEMENT AND BUILD-OUT.

[F] Front Build-to-Line (Primary Street)
- Maximum of ten (10') feet from the lot line.

[G] Side Build-to-Line (Side Street)
- Maximum of ten (10') feet from the lot line.

[H] Side Setback Line (Adjacent Lot)
- Minimum of five (5') feet from the lot line.

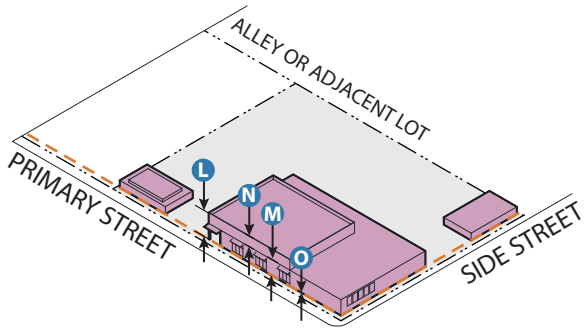
[I] Rear Setback Line (Adjacent Lot or Alley)
- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street)
- Minimum of sixty (60%) percent of the front build-to-line.

[K] Side Build-Out (Side Street)
- Minimum of thirty (30%) percent of the side build-to-line.

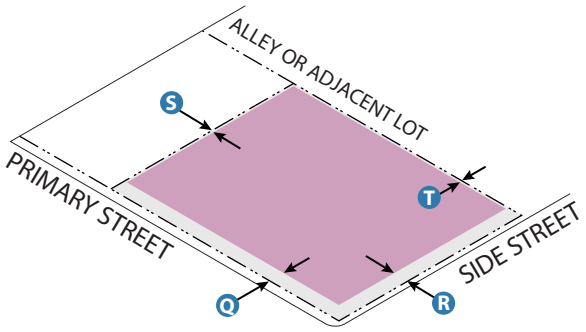
Note: If a lot has more than one (1) primary street, that lot is only required to meet the primary street requirements for one (1) of those primary streets and all other streets may be defined as a side street.

3.15 BRB



PROPERTY LINE
BUILD-TO-LINE
LOT AREA
BUILDING MASS

Building and Story Height



PROPERTY LINE
PARKING AREA
LOT AREA

Parking Ratio and Location

BUILDING AND STORY HEIGHT.

[L] Minimum and Maximum Height

– See **Section 2.0 Base Zoning Districts** height range for minimum and maximum height.

[M] Ground Floor Story Height

– Minimum of fifteen (15′) feet (floor to ceiling).

[N] Upper Floor Story Height

– Minimum of twelve (12′) feet (floor to ceiling).

[O] Finished Ground Floor Level

– Not applicable.

PARKING RATIO AND LOCATION

[P] Parking Maximum

– See **Section 2.10 Parking and Loading Requirements** for parking maximums.

[Q] Front Setback (Primary Street)

– Minimum of twenty (20′) feet from the lot line.

[R] Side Setback (Side Street)

– Minimum of five (5′) feet from the lot line.

[S] Side Setback (Adjacent Lot)

– Minimum of five (5′) feet from the lot line.

[T] Rear Setback (Adjacent Lot or Alley)

– Minimum of five (5′) feet from the lot line.

[U] Access Points

– Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. Parking may only be accessed from a two-lane driveway no greater than twenty (20′) in width.

*Note: See **Title 11 Streets and Sidewalks** for additional requirements.*

ADDITIONAL REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code.

[A] Allowable Frontage Type

The following table shows the allowable frontage types for this building type. See **Section 3.20 through 3.30 Frontage Requirements** of this code for additional frontage type requirements.

	Allowable
Awnings	**Yes**
Balconies	**No**
Bay Windows	**No**
Cafe	**Yes**
Common Yard	**No**
Courtyard	**No**
Gallery	**No**
Light Court	**No**
Porch	**No**
Stoop	**No**
Shopfront	**Yes**

[B] Ground Floor Frontage Transparency

- Primary Street. Minimum of forty (40%) percent transparent windows or doors.
- Side Street. Minimum of twenty (20%) percent transparent windows or doors.

[C] Blank Frontage Limitations

- No blank frontage walls greater than fifty (50') feet.

[D] Frontage Weather Protection

- Required at all primary and side street entrances.
- Minimum of sixty (60%) percent linear coverage on primary streets.
- Minimum vertical clearance of eight (8') feet.
- Maximum vertical clearance of twelve (12') feet.
- Minimum overhang of five (5') feet.

[E] Encroachment (Primary Street)

- Maximum of ten (10') feet over the front build-to-line.

[F] Encroachment (Side Street)

- Maximum of five (5') feet over the side build-to-line.

[G] Encroachment (Side Lot or Alley)

- Maximum of five (5') feet over the side setback line; and never within five (5') from a lot line.

[H] Entrances and Access Points

- A shared pedestrian entrance on all buildings on the lot must be located facing a primary street. Additional pedestrian entrances may be located facing side streets. If no primary street is present, the pedestrian entrance must face the side street.
- Pedestrian entrances on additional buildings on other lots must meet the entrances and access points requirements for CBB.
- Pedestrian entrances on any building on any lot may also provide access to parking areas.

Outdoor Spaces

- Not applicable.

[I] Other

- Requirement included here, if necessary.

Note: The planning official may at their discretion grant exceptions as needed to meet the special requirements.

3.16 FLEXIBLE-USE

Map of Allowable Base Zoning Districts

CHARACTER AND APPLICABILITY.

A Flexible-Use Building (FUB) is a larger footprint, rectangular building designed to accommodate diverse uses such as office, innovation, medical, research, and light manufacturing. When upper floors are included, access is through a shared ground-floor entrance, with interior circulation tailored to the number of tenants and specific layout. Parking and loading docks should be located at the rear or along an alley to maintain a clean streetscape. Side setbacks are ideal for creating outdoor areas and shared spaces that enhance the ground-floor facilities..

FUB does not allow any residential units. The map and table on this page identify the allowable base zoning districts. Character images are advisory only.

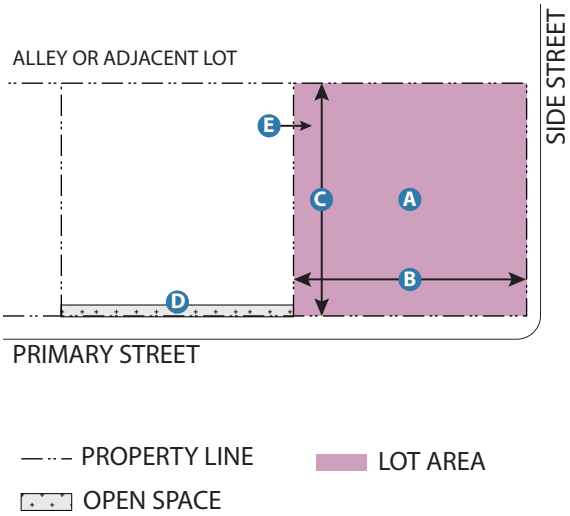
Low-Scale Neighborhood District (LS)	**No**
Medium-Scale Neighborhood District (MS)	**No**
Mixed-Use Neighborhood District (MX)	**No**
Regional Activity Center District (RA)	**Yes**
Institutional / Campus District (IC)	**Yes**
Industrial / Employment District (IE)	**Yes**
Heavy Industrial District (HI)	**Yes**
Parks / Open Space District (PO)	**No**

Table of Allowable Base Zoning Districts

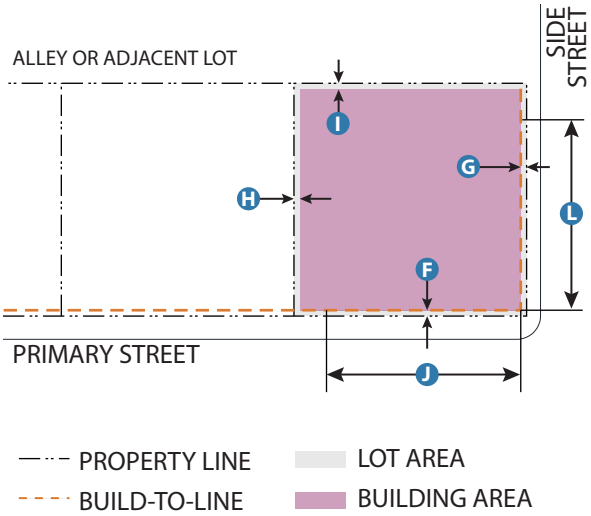
Character Image

3.16 FUB

3.16 FLEXIBLE-USE



Lot Dimensions and Coverage



Building Placement and Build-Out

LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size
- Minimum: Twenty thousand (20,000) square feet.
- Maximum: Forty thousand (40,000) square feet.

[B] Maximum Lot Width
- Two-Hundred (200') feet.

[C] Maximum Lot Depth
- Two-Hundred (200') feet.

[D] Minimum Open Space
- Five (5%) percent of lot size.

[E] Maximum Impervious Area
- Eighty-five (85%) percent of lot size.
- The total square feet of a green roof may contribute to meeting this requirement.

BUILDING PLACEMENT AND BUILD-OUT.

[F] Front Build-to-Line (Primary Street)
- Maximum of five (5') feet from the lot line.

[G] Side Build-to-Line (Side Street)
- Maximum of five (5') feet from the lot line.

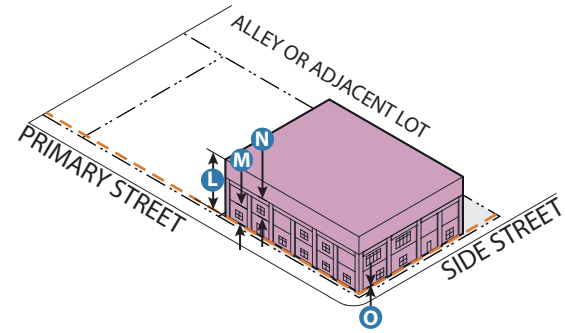
[H] Side Setback Line (Adjacent Lot)
- Minimum of five (5') feet from the lot line.

[I] Rear Setback Line (Adjacent Lot or Alley)
- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street)
- Minimum of ninety (90%) percent of the front build-to-line.

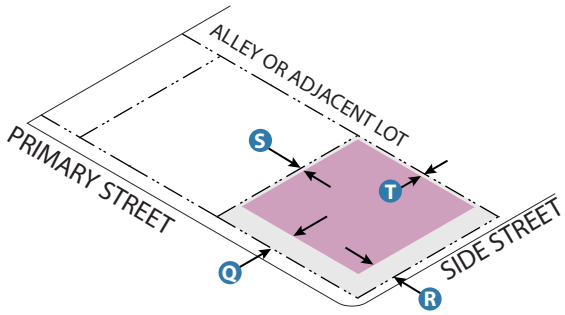
[K] Side Build-Out (Side Street)
- Minimum of ninety (90%) percent of the side build-to-line.

3.16 FUB



PROPERTY LINE
BUILD-TO-LINE
LOT AREA
BUILDING MASS

Building and Story Height



PROPERTY LINE
PARKING AREA
LOT AREA

Parking Ratio and Location

BUILDING AND STORY HEIGHT.

[L] Minimum and Maximum Height

– See **Section 2.0 Base Zoning Districts** height range for minimum and maximum height.

[M] Ground Floor Story Height

– Minimum of fifteen (15′) feet (floor to ceiling).

[N] Upper Floor Story Height

– Minimum of twelve (12′) feet (floor to ceiling).

[O] Finished Ground Floor Level

– Maximum of six (6″) inches above the adjacent grade at the lot line.

PARKING RATIO AND LOCATION

[P] Parking Maximum

– See **Section 2.10 Parking and Loading Requirements** for parking maximums.

[Q] Front Setback (Primary Street)

– Minimum of twenty (20′) feet from the lot line.

[R] Side Setback (Side Street)

– Minimum of twenty (20′) feet from the lot line.

[S] Side Setback (Adjacent Lot)

– Minimum of five (5′) feet from the lot line.

[T] Rear Setback (Adjacent Lot or Alley)

– Minimum of five (5′) feet from the lot line.

[U] Access Points

– Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. Parking may only be accessed from a two-lane driveway no greater than twenty (20′) in width.

*Note: See **Title 11 Streets and Sidewalks** for additional requirements.*

ADDITIONAL REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code.

[A] Allowable Frontage Type

The following table shows the allowable frontage types for this building type. See **Section 3.20 through 3.30 Frontage Requirements** of this code for additional frontage type requirements.

	Allowable
Awnings	**Yes**
Balconies	**No**
Bay Windows	**No**
Cafe	**Yes**
Common Yard	**No**
Courtyard	**No**
Gallery	**No**
Light Court	**No**
Porch	**No**
Stoop	**No**
Shopfront	**Yes**

[B] Ground Floor Frontage Transparency

- Primary Street. Minimum of sixty (60%) percent transparent windows or doors.
- Side Street. Minimum of forty (40%) percent transparent windows or doors

[C] Blank Frontage Limitations

- No blank frontage walls greater than fifty (50') feet.

[D] Frontage Weather Protection

- Required at all primary and side street entrances.
- Minimum of forty (40%) percent linear coverage on primary streets.
- Minimum vertical clearance of eight (8') feet.
- Maximum vertical clearance of twelve (12') feet.
- Minimum overhang of five (5') feet.

[E] Encroachment (Primary Street)

- Maximum of ten (10') feet over the front build-to-line.

[F] Encroachment (Side Street)

- Maximum of five (5') feet over the side build-to-line.

[G] Encroachment (Side Lot or Alley)

- Maximum of five (5') feet over the side setback line; and never within five (5') from a lot line.

[H] Entrances and Access Points

- A shared pedestrian entrance must be located facing a primary street. Additional pedestrian entrances may be located facing side streets. If no primary street is present, the pedestrian entrance must face the side street.

[I] Outdoor Spaces

- Not applicable.

[J] Other

- Requirement included here, if necessary.

3.17 INDUSTRIAL / DISTRIBUTION

Map of Allowable Base Zoning Districts

CHARACTER AND APPLICABILITY.

An Industrial / Distribution Building (IDB) is a large standalone building, typical of business parks or commercial corridors, often featuring setbacks and green space. The entrance is strategically located based on local circulation patterns, typically near or visible from the main street for ease of access. Vehicular access and loading areas should be positioned along secondary streets or at the rear of the lot to accommodate large trucks and deliveries, ensuring smooth operations for industrial and manufacturing uses while maintaining an attractive frontage.

IDB does not allow any residential units. The map and table on this page identify the allowable base zoning districts. Character images are advisory only.

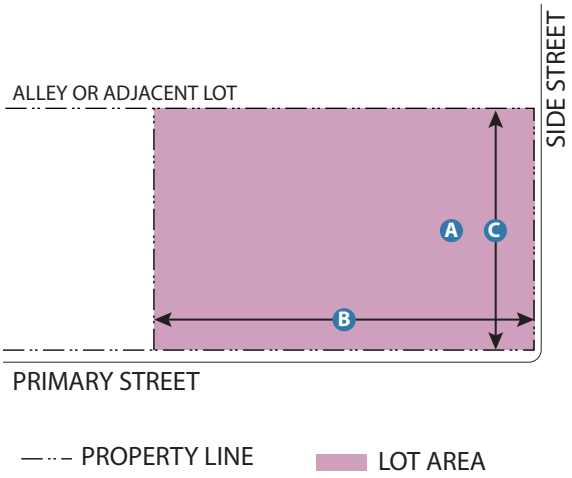
Low-Scale Neighborhood District (LS)	**No**
Medium-Scale Neighborhood District (MS)	**No**
Mixed-Use Neighborhood District (MX)	**No**
Regional Activity Center District (RA)	**No**
Institutional / Campus District (IC)	**No**
Industrial / Employment District (IE)	**Yes**
Heavy Industrial District (HI)	**Yes**
Parks / Open Space District (PO)	**No**

Table of Allowable Base Zoning Districts

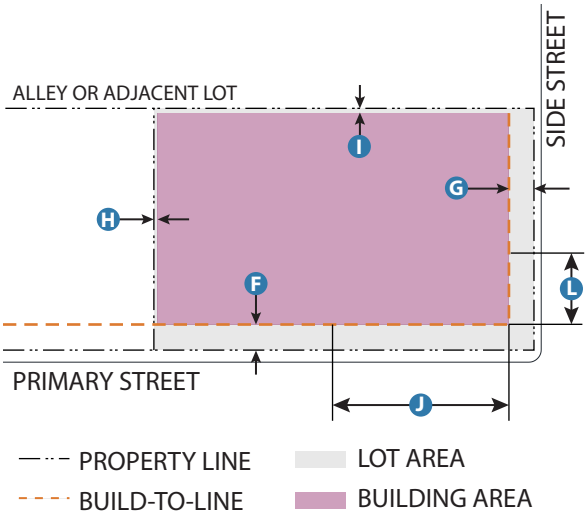
Character Image

3.17 IDB

3.17 INDUSTRIAL / DISTRIBUTION



Lot Dimensions and Coverage



Building Placement and Build-Out

LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size
- Minimum: No minimum.
- Maximum: No maximum.

[B] Maximum Lot Width
- No maximum.

[C] Maximum Lot Depth
- No maximum.

[D] Minimum Open Space
- Five (5%) percent of lot size. Not illustrated above.

[E] Maximum Impervious Area
- Sixty-five (65%) percent of lot size. Not illustrated above.
- The total square feet of a green roof may contribute to meeting this requirement.

BUILDING PLACEMENT AND BUILD-OUT.

[F] Front Build-to-Line (Primary Street)
- Maximum of thirty (30') feet from the lot line.

[G] Side Build-to-Line (Side Street)
- Maximum of thirty (30') feet from the lot line.

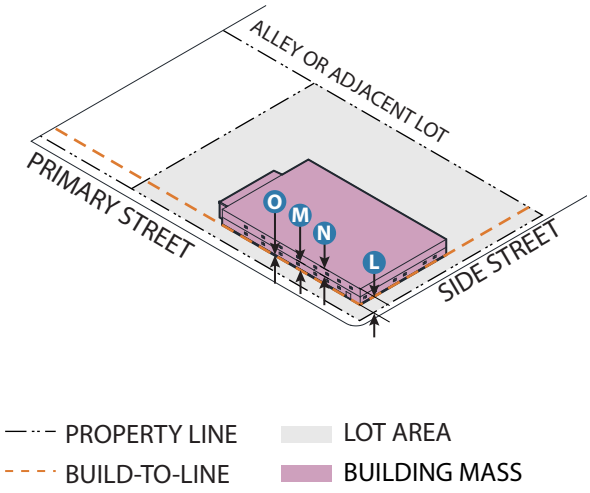
[H] Side Setback Line (Adjacent Lot)
- Minimum of five (5') feet from the lot line.

[I] Rear Setback Line (Adjacent Lot or Alley)
- Minimum of five (5') feet from the lot line.

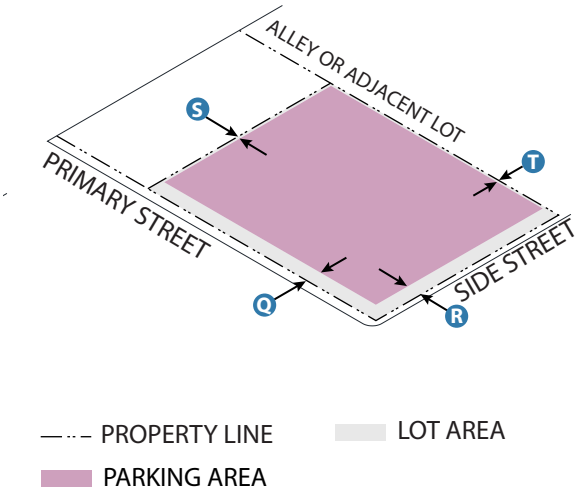
[J] Front Build-Out (Primary Street)
- Minimum of sixty (60%) percent of the front build-to-line.

[K] Side Build-Out (Side Street)
- Minimum of thirty (30%) percent of the side build-to-line.

3.17 IDB



Building and Story Height



Parking Ratio and Location

BUILDING AND STORY HEIGHT.

[L] Minimum and Maximum Height

– See **Section 2.0 Base Zoning Districts** height range for minimum and maximum height.

[M] Ground Floor Story Height

– Not applicable.

[N] Upper Floor Story Height

– Not applicable.

[O] Finished Ground Floor Level

– Not applicable.

PARKING RATIO AND LOCATION

[P] Parking Maximum

– See **Section 2.10 Parking and Loading Requirements** for parking maximums.

[Q] Front Setback (Primary Street)

– Minimum of twenty (20') feet from the lot line.

[R] Side Setback (Side Street)

– Minimum of twenty (20') feet from the lot line.

[S] Side Setback (Adjacent Lot)

– Minimum of five (5') feet from the lot line.

[T] Rear Setback (Adjacent Lot or Alley)

– Minimum of five (5') feet from the lot line.

[U] Access Points

– Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. Parking may only be accessed from a two-lane driveway no greater than twenty (20') in width.

*Note: See **Title 11 Streets and Sidewalks** for additional requirements.*

ADDITIONAL REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code.

[A] Allowable Frontage Type

The following table shows the allowable frontage types for this building type. See **Section 3.20 through 3.30 Frontage Requirements** of this code for additional frontage type requirements.

	Allowable
Awnings	**Yes**
Balconies	**No**
Bay Windows	**No**
Cafe	**Yes**
Common Yard	**No**
Courtyard	**No**
Gallery	**No**
Light Court	**No**
Porch	**No**
Stoop	**No**
Shopfront	**Yes**

[B] Ground Floor Frontage Transparency

- Primary Street. Minimum of twenty (20%) percent transparent windows or doors.
- Side Street. Minimum of twenty (20%) percent transparent windows or doors.

[C] Blank Frontage Limitations

- Not applicable.

[D] Frontage Weather Protection

- Required at all primary and side street entrances.
- Minimum of twenty (20%) percent linear coverage on primary streets.
- Minimum vertical clearance of eight (8') feet.
- Maximum vertical clearance of twelve (12') feet.
- Minimum overhang of five (5') feet.

[E] Encroachment (Primary Street)

- Maximum of ten (10') feet over the front build-to-line.

[F] Encroachment (Side Street)

- Maximum of five (5') feet over the side build-to-line.

[G] Encroachment (Side Lot or Alley)

- Maximum of five (5') feet over the side setback line; and never within five (5') from a lot line.

[H] Entrances and Access Points

- Not applicable.

[I] Outdoor Spaces

- Not applicable.

[J] Other

- Requirement included here, if necessary.

3.18 STRUCTURED PARKING GARAGE

Map of Allowable Base Zoning Districts

CHARACTER AND APPLICABILITY.

A Structured Parking Garage (SPG) is a neighborhood scale or larger parking garage serving multiple uses or buildings within a city or commercial corridor. These structures can be underground or above ground, and where possible, should incorporate active commercial spaces at the ground level. Design elements should enhance visual interest at the pedestrian scale and mitigate the visual impact of the parking levels above, creating a more attractive and engaging streetscape.

SPB does not allow any residential units. The map and table on this page identify the allowable base zoning districts. Character images are advisory only.

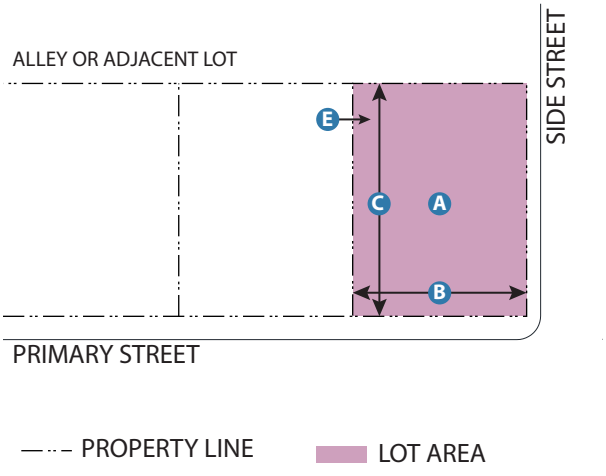
Low-Scale Neighborhood District (LS)	**No**
Medium-Scale Neighborhood District (MS)	**No**
Mixed-Use Neighborhood District (MX)	**Yes**
Regional Activity Center District (RA)	**Yes**
Institutional / Campus District (IC)	**Yes**
Industrial / Employment District (IE)	**Yes**
Heavy Industrial District (HI)	**Yes**
Parks / Open Space District (PO)	**No**

Table of Allowable Base Zoning Districts

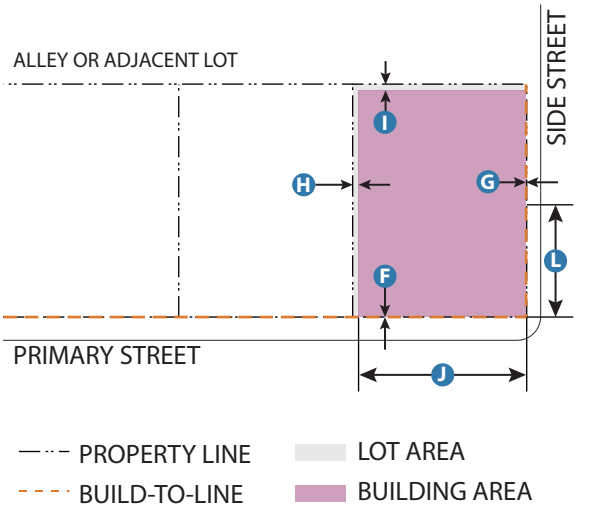
Character Image

3.18 SPB

3.18 STRUCTURED PARKING GARAGE



Lot Dimensions and Coverage



Building Placement and Build-Out

LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size
- Minimum: Twenty thousand (20,000) square feet.
- Maximum: Forty thousand (40,000) square feet.

[B] Maximum Lot Width
- Two-Hundred (200') feet.

[C] Maximum Lot Depth
- Two-Hundred (200') feet.

[D] Minimum Open Space
- Not applicable.

[E] Maximum Impervious Area
- Eighty-five (85%) percent of lot size.
- The total square feet of a green roof may contribute to meeting this requirement.

BUILDING PLACEMENT AND BUILD-OUT.

[F] Front Build-to-Line (Primary Street)
- Zero (0') lot line.

[G] Side Build-to-Line (Side Street)
- Zero (0') lot line.

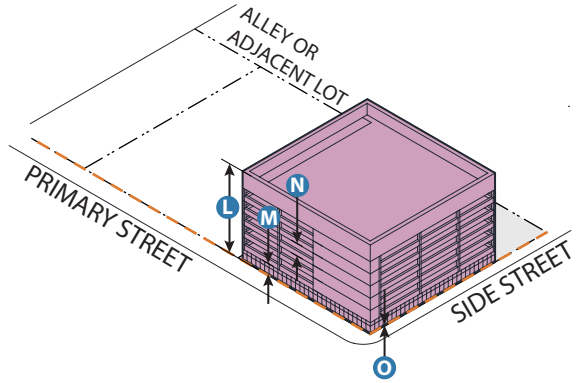
[H] Side Setback Line (Adjacent Lot)
- Minimum of five (5') feet from the lot line.

[I] Rear Setback Line (Adjacent Lot or Alley)
- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street)
- Minimum of ninety (90%) percent of the front build-to-line.

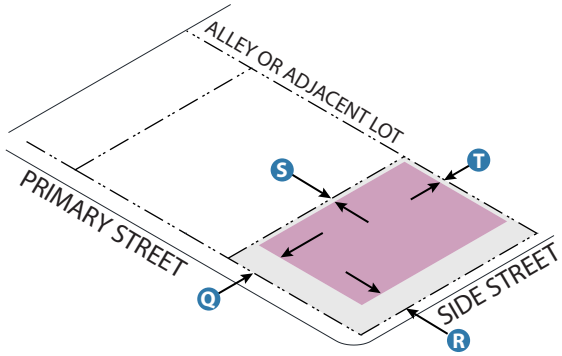
[K] Side Build-Out (Side Street)
- Minimum of fifty (50%) percent of the side build-to-line.

3.18 SPB



PROPERTY LINE
BUILD-TO-LINE
LOT AREA
BUILDING MASS

Building and Story Height



PROPERTY LINE
PARKING AREA
LOT AREA

Parking Ratio and Location

BUILDING AND STORY HEIGHT.

[L] Minimum and Maximum Height

– See **Section 2.0 Base Zoning Districts** height range for minimum and maximum height.

[M] Ground Floor Story Height

– Minimum of fifteen (15′) feet (floor to ceiling).
– Not applicable to parking on ground floor.

[N] Upper Floor Story Height

– Minimum of ten (10′) feet (floor to ceiling).
– Not applicable to parking on upper floors.

[O] Finished Ground Floor Level

– Maximum of six (6″) inches above the adjacent grade at the lot line.

PARKING RATIO AND LOCATION

[P] Parking Maximum

– See **Section 2.10 Parking and Loading Requirements** for parking maximums.

[Q] Front Setback (Primary Street)

– Minimum of twenty (20′) feet from the lot line on the ground floors; and no minimum on upper floors.

[R] Side Setback (Side Street)

– Minimum of twenty (20′) feet from the lot line on the ground floors; and no minimum on upper floors.

[S] Side Setback (Adjacent Lot)

– Minimum of five (5′) feet from the lot line.

[T] Rear Setback (Adjacent Lot or Alley)

– Minimum of five (5′) feet from the lot line.

[U] Access Points

– Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. Parking may only be accessed from a two-lane driveway no greater than twenty (20′) in width.

*Note: The planning official may at their discretion grant exceptions as needed to meet the parking ratio and location requirements. See **Title 11 Streets and Sidewalks** for additional requirements.*

ADDITIONAL REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code.

[A] Allowable Frontage Type

The following table shows the allowable frontage types for this building type. See **Section 3.20 through 3.30 Frontage Requirements** of this code for additional frontage type requirements.

	Allowable
Awnings	**Yes**
Balconies	**No**
Bay Windows	**No**
Cafe	**Yes**
Common Yard	**No**
Courtyard	**No**
Gallery	**No**
Light Court	**No**
Porch	**No**
Stoop	**No**
Shopfront	**Yes**

[B] Ground Floor Frontage Transparency

- Primary Street. Minimum of eighty (80%) percent transparent windows or doors.
- Side Street. Minimum of forty (40%) percent transparent windows or doors

[C] Blank Frontage Limitations

- No blank frontage walls greater than fifty (50') feet.

[D] Frontage Weather Protection

- Required at all primary and side street entrances.
- Minimum of forty (40%) percent linear coverage on primary streets.
- Minimum vertical clearance of eight (8') feet.
- Maximum vertical clearance of twelve (12') feet.
- Minimum overhang of five (5') feet.

[E] Encroachment (Primary Street)

- Maximum of ten (10') feet over the front build-to-line.

[F] Encroachment (Side Street)

- Maximum of five (5') feet over the side build-to-line.

[G] Encroachment (Side Lot or Alley)

- Maximum of five (5') feet over the side setback line; and never within five (5') from a lot line.

[H] Entrances and Access Points

- A shared pedestrian entrance must be located facing a primary street. Additional pedestrian entrances may be located facing side streets. If no primary street is present, the pedestrian entrance must face the side street.

[I] Outdoor Spaces

- Not applicable.

[J] Other

- Requirement included here, if necessary.

Note: The planning official may at their discretion grant exceptions as needed to meet the special requirements.

3.19 CIVIC / INSTITUTIONAL

Map of Allowable Base Zoning Districts

CHARACTER AND APPLICABILITY.

A Civic / Institutional Building (CIB) is a standalone building designed to accommodate various uses such as arts, culture, education, recreation, transportation, government, and public assembly. These buildings can have multiple floors with flexible design requirements to suit diverse functions. The main entrance should be easily accessible from the primary street, with parking located at the rear. Outdoor spaces, such as courtyards, plazas, or parks, are typically provided either in front of the building or within an accessible courtyard, enhancing public engagement and gathering opportunities.

CIB does not allow any residential units. The map and table on this page identify the allowable base zoning districts. Character images are advisory only.

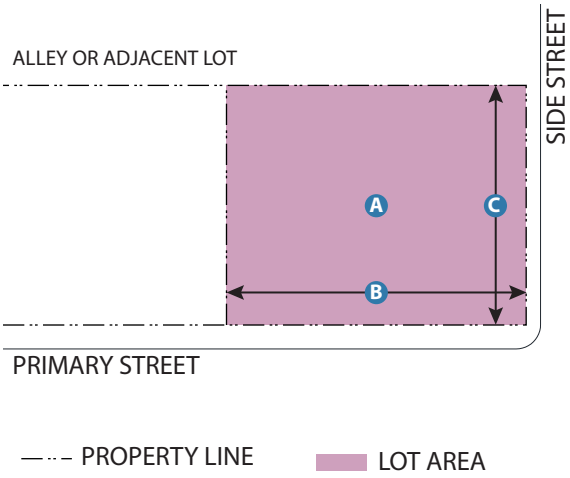
Low-Scale Neighborhood District (LS)	**Yes**
Medium-Scale Neighborhood District (MS)	**Yes**
Mixed-Use Neighborhood District (MX)	**Yes**
Regional Activity Center District (RA)	**Yes**
Institutional / Campus District (IC)	**Yes**
Industrial / Employment District (IE)	**Yes**
Heavy Industrial District (HI)	**No**
Parks / Open Space District (PO)	**Yes**

Table of Allowable Base Zoning Districts

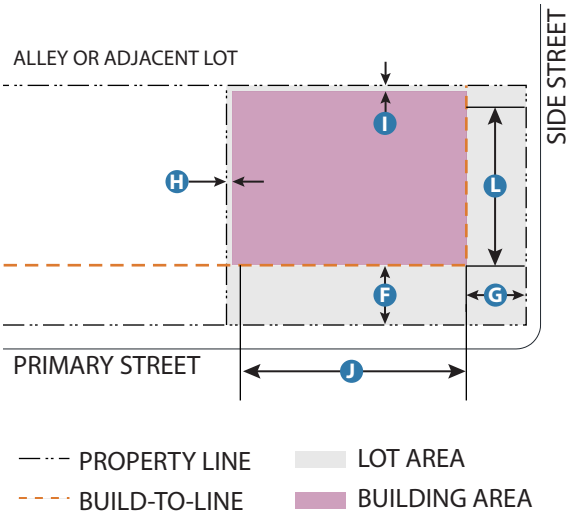
Character Image

3.19 CIB

3.19 CIVIC / INSTITUTIONAL



Lot Dimensions and Coverage



Building Placement and Build-Out

LOT DIMENSIONS AND COVERAGE.

[A] Minimum and Maximum Lot Size
- Minimum: Not applicable.
- Maximum: Not applicable.

[B] Maximum Lot Width
- Not applicable.

[C] Maximum Lot Depth
- Not applicable.

[D] Minimum Open Space
- Fifty (50%) percent of lot size. Not illustrated above.

[E] Maximum Impervious Area
- Sixty-five (65%) percent of lot size. Not illustrated above.
- The total square feet of a green roof may contribute to meeting this requirement.

Note: The planning official may at their discretion grant exceptions as needed to meet the lot dimension and coverage requirements.

BUILDING PLACEMENT AND BUILD-OUT.

[F] Front Build-to-Line (Primary Street)
- Maximum of fifty (50') feet from the lot line.

[G] Side Build-to-Line (Side Street)
- Maximum of fifty (50') feet from the lot line.

[H] Side Setback Line (Adjacent Lot)
- Minimum of five (5') feet from the lot line.

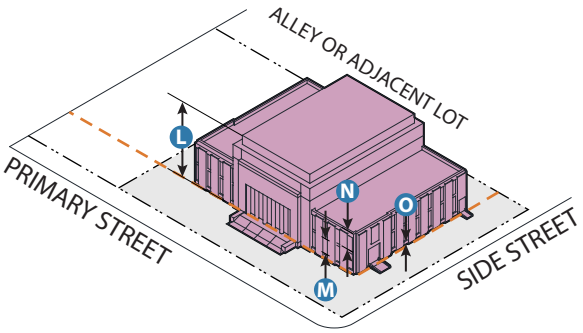
[I] Rear Setback Line (Adjacent Lot or Alley)
- Minimum of five (5') feet from the lot line.

[J] Front Build-Out (Primary Street)
- Minimum of ninety (90%) percent of the front build-to-line.

[K] Side Build-Out (Side Street)
- Minimum of ninety (90%) percent of the side build-to-line.

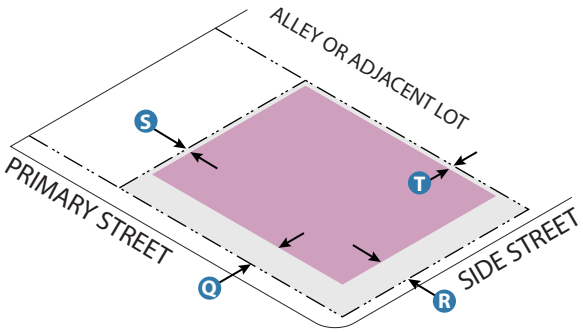
Note: The planning official may at their discretion grant exceptions as needed to meet the building placement and build out requirements.

3.19 CIB



PROPERTY LINE
BUILD-TO-LINE
LOT AREA
BUILDING MASS

Building and Story Height



PROPERTY LINE
PARKING AREA
LOT AREA

Parking Ratio and Location

BUILDING AND STORY HEIGHT.

[L] Minimum and Maximum Height

– See **Section 2.0 Base Zoning Districts** height range for minimum and maximum height.

[M] Ground Floor Story Height

– Minimum of fifteen (15′) feet (floor to ceiling).

[N] Upper Floor Story Height

– Minimum of twelve (12′) feet (floor to ceiling).

[O] Finished Ground Floor Level

– Minimum of six (6″) inches and maximum of six (6′) feet above the adjacent grade at the lot line.

Note: The planning official may at their discretion grant exceptions as needed to meet the building height and story height requirements.

PARKING RATIO AND LOCATION

[P] Parking Maximum

– See **Section 2.10 Parking and Loading Requirements** for parking maximums.

[Q] Front Setback (Primary Street)

– Minimum of twenty (20′) feet from the lot line.

[R] Side Setback (Side Street)

– Minimum of twenty (20′) feet from the lot line.

[S] Side Setback (Adjacent Lot)

– Minimum of five (5′) feet from the lot line.

[T] Rear Setback (Adjacent Lot or Alley)

– Minimum of five (5′) feet from the lot line.

[U] Access Points

– Parking shall be accessed by way of a side street or an alley abutting the lot. If neither are present, parking may be accessed by way of a primary street. Parking may only be accessed from a two-lane driveway no greater than twenty (20′) in width.

*Note: The planning official may at their discretion grant exceptions as needed to meet the parking ratio and location requirements. See **Title 11 Streets and Sidewalks** for additional requirements.*

ADDITIONAL REQUIREMENTS.

The following additional requirements are only applicable to lots located within an overlay district per **Section 6.0 Other Overlay Districts, Plan Districts, and Environmental Regulations** of this code.

[A] Allowable Frontage Type

The following table shows the allowable frontage types for this building type. See **Section 3.20 through 3.30 Frontage Requirements** of this code for additional frontage type requirements.

	Allowable
Awnings	**Yes**
Balconies	**No**
Bay Windows	**No**
Cafe	**Yes**
Common Yard	**No**
Courtyard	**No**
Gallery	**No**
Light Court	**No**
Porch	**No**
Stoop	**No**
Shopfront	**Yes**

[B] Ground Floor Frontage Transparency

- Primary Street. Minimum of forty (40%) percent transparent windows or doors.
- Side Street. Minimum of forty (40%) percent transparent windows or doors

[C] Blank Frontage Limitations

- No blank frontage walls greater than fifty (50') feet.

[D] Frontage Weather Protection

- Required at all primary and side street entrances.
- Minimum of forty (40%) percent linear coverage on primary streets.
- Minimum vertical clearance of eight (8') feet.
- Maximum vertical clearance of twelve (12') feet.
- Minimum overhang of five (5') feet.

[E] Encroachment (Primary Street)

- Maximum of ten (10') feet over the front build-to-line.

[F] Encroachment (Side Street)

- Maximum of five (5') feet over the side build-to-line.

[G] Encroachment (Side Lot or Alley)

- Maximum of five (5') feet over the side setback line; and never within five (5') from a lot line.

[H] Entrances and Access Points

- Not applicable.

[I] Outdoor Spaces

- Not applicable.

[J] Other

- Requirement included here, if necessary.

Note: The planning official may at their discretion grant exceptions as needed to meet the special requirements.

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FRONTAGE TYPE REQUIREMENTS

The purpose of this section is to introduce eleven (11) frontage types. Frontage types offer a range of options for how a selected building type interacts with the street, shaping the overall character of the streetscape. For instance, shopfront and cafe frontage types are better suited for primary and secondary retail uses, while common yard and porch frontages are more appropriate for residential purposes. The choice of frontage type, based on the building's intended use, plays a key role in defining the character of the public space it creates. Frontage types that encroach the lot line into public rights-of-way must meet the encroachment requirements for the building type. Frontage types which do not encroach the lot line into public rights-of-way are subject to the following requirements.

The frontage types include the following:

3.20 Awnings

Insert Diagram

A frontage type where the building facade of a commercial or retail establishment is positioned at or near the build-to-line. At the ground-floor level, a canopy or awning element may extend over the lot line and above the sidewalk. The canopy is typically a structural steel or wood material and is often retractable. These coverings should project far enough to provide sufficient protection for pedestrians This frontage type is suitable exclusively for retail and commercial uses due to the absence of a raised ground floor.

Dimensional Requirements: TBD

3.21 Balconies

Insert Diagram

A frontage type that projects forward of the build-to-line, encroaching into the public right-of-way, but must never extend beyond the curb line. Balconies within this frontage type may be roofed but must remain open, non-air-conditioned parts of the building and are permitted only on the second story or higher. On corner buildings, balconies may wrap around the facade to face both the side street and primary street.

Dimensional Requirements: TBD

3.22 Bay Windows

Insert Diagram

A frontage type where windows extend forward of the build-to-line, creating a small, habitable space with open views of the street. On the ground floor, bay windows must not encroach into the public right-of-way. However, bay windows projecting from the second floor or higher may extend into the public right-of-way. These windows must feature fenestration on the front, side, and bottom surfaces.

Dimensional Requirements: TBD

ON HOLD, UNTIL APPROVAL OF BT.

3.23 Cafe

Insert Diagram

A frontage type designed for storefronts that accommodate outdoor seating for restaurants and cafes. It is positioned directly adjacent to the street at the zero-lot line and may feature roll-up or bi-fold doors. Café frontages can be either covered or open to the air. This frontage type must remain within the property line and cannot encroach into the public right-of-way.

Dimensional Requirements: TBD

3.24 Common Yard

Insert Diagram

A frontage type where the building facade is set back from the front lot line. The common yard, which can be either defined or undefined, is typically fenced or unfenced and visually blends with adjacent yards, creating a cohesive landscape. Common yards may include entry canopies or vestibules and can be combined with other frontage types. The common yard may be elevated above the sidewalk, featuring a small retaining wall with entry steps, or sloped directly from the sidewalk. This frontage type may not encroach the lot line into public rights-of-way.

Dimensional Requirements: TBD

3.25 Courtyard

Insert Diagram

A frontage type where the building facade is positioned at or near the build-to-line, with a small portion set back to create a forecourt. This space can serve various purposes, such as an entry court, a shared garden for apartment buildings, additional seating for shopping or dining areas in commercial zones, or even a vehicular drop-off area in certain cases. Forecourts are open-air spaces that should feature a balanced mix of paving and landscaping. This frontage type must remain within the property line and cannot encroach into the public right-of-way.

Dimensional Requirements: TBD

3.26 Gallery

Insert Diagram

A frontage type where the facade is aligned at or near the build-to-line, and a continuous colonnade or gallery provides a covered pedestrian walkway at the ground level. The gallery extends outward over the sidewalk but remains supported by columns or piers that are placed within the public right-of-way or directly adjacent to the lot line.

Dimensional Requirements: TBD

ON HOLD, UNTIL APPROVAL OF BT

3.27 Light Court

Insert Diagram

A frontage type where part of the building facade is set back from the property line, featuring an elevated terrace or a sunken light court. This design buffers residential uses from urban sidewalks while maintaining the private yard's separation from public access. Terraces are well-suited for conversion into outdoor cafes, allowing seated individuals to interact visually with standing pedestrians. Light courts can also provide access to sub-basements. This frontage type must remain within the property line and may not encroach into the public right-of-way.

Dimensional Requirements: TBD

3.28 Porch

Insert Diagram

A frontage type commonly associated with detached single-family dwellings but occasionally used with other building types, depending on the context. Porches must remain open, non-air-conditioned spaces without screens. They are typically limited to one story, although their length may vary. Porches must be raised to align with the height of the building's interior floor level, facilitating a smooth transition into the structure. This frontage type must remain within the property line and cannot encroach into the public right-of-way.

Dimensional Requirements: TBD

3.29 Stoop

Insert Diagram

A frontage type where the building facade is positioned close to the front property line, with the ground floor elevated above the sidewalk to provide privacy for windows and front rooms. A stoop, typically consisting of an exterior stair and landing, connects the building to the sidewalk in front of the build-to-line. The stoop is elevated, and the stairs can either lead directly to the sidewalk or be side-loaded. The stoop may also feature a roof for additional coverage. Stoops can be at grade or raised to facilitate the transition into the building. This frontage type must remain within the property line and cannot encroach into the public right-of-way.

Dimensional Requirements: TBD

3.30 Shopfront

Insert Diagram

A frontage type where a storefront facade is positioned at or near the build-to-line, with an entrance at sidewalk level. An overhang, canopy, shading element, or awning is required to provide coverage over the sidewalk, as long as it remains on private property. This frontage type may encroach beyond the build-to-line but must not extend beyond the property line into the public right-of-way.

Dimensional Requirements: TBD

ON HOLD, UNTIL APPROVAL OF BT.

ADDITIONAL BUILDING TYPE AND FRONTAGE TYPE REQUIREMENTS

Additional requirements for building types and frontage types include the following:

Other

TO BE FINALIZED IN FUTURE DRAFT.

SECTION 4.0

Use Requirements

PURPOSE OF THIS SECTION.

The purpose of this section is to regulate the types of land use activities and functions permitted on lots for the base zoning districts established within this code. This section identifies the categories of uses, types of use approvals, types of primary uses, and specific standards that are applicable to land use permits for the base zoning districts.

Use categories.

The three (3) categories of use are as follows:

Use categories	Description
Primary use	A primary use refers to the principal activity or purpose carried out within the main building on a lot, serving as the main land use influence on the surrounding area. Primary uses may have accessory uses or other primary uses that are associated with the primary use on the same lot. All primary uses must comply with the requirements of this section.
Accessory use	An accessory use is subordinate to a primary use in a main building on the same lot. All accessory uses are dependent upon the presence of an approved primary use for a main building on the same lot.
Temporary use	A temporary use is one that is not permitted outright, but that may not have an adverse impact to surrounding areas due to the temporary, seasonal, or transient nature of its use.

Use approvals.

The three (3) types of use approvals are as follows:

Use approvals	Description
Permitted use [P]	A permitted use is a use type that is permitted outright in the base zoning district and subject to all of the applicable provisions of this code. Permitted uses may have additional use standards that are associated with their approvals.
Conditional use [C]	A conditional use is a use type that requires review by a hearing examiner for the base zoning district. Conditional uses may have standards that are associated with their approvals.
Prohibited use [X]	A prohibited use is a use type that is not permitted in the base zoning district under any circumstances. No standards are associated with prohibited uses.

PRIMARY USES.

A primary use refers to the principal activity or purpose carried out within the main building on a lot, serving as the main land use influence on the surrounding area. Primary uses may have accessory uses or other primary uses that are associated with the primary use on the same lot. All primary uses must comply with the requirements of this section. The nine (9) types of primary uses are as follows:

Types of primary uses	Description
4.1Civic / institutional uses	Civic / institutional uses are a primary land use type that includes facilities and spaces dedicated to serving public needs and supporting governmental, medical, educational, cultural, or religious functions. These uses are typically accessible to the public and contribute to the social and cultural infrastructure of the community.
4.2 Industrial uses	Industrial use are a primary land use type that includes facilities and spaces dedicated to the production, manufacturing, processing, warehousing, distribution, or repair of goods, as well as related research and development. These uses are typically characterized by operations that may generate higher levels of noise, emissions, truck traffic, or other external impacts.
4.3 Infrastructure uses	Infrastructure Uses are a primary land use type encompassing facilities and spaces essential for the movement of people and goods, as well as the delivery of critical services across the city. This includes transportation networks, utility systems, rail infrastructure, and communication facilities, all of which support urban functionality, connectivity, and growth.
4.4 Office uses	Office uses are a primary land use type that includes facilities and spaces used for professional, administrative, business, or clerical activities, typically conducted indoors with minimal environmental or external impacts on surrounding areas.
4.5 Open space uses	Open space uses are a primary land use type that includes land preserved or developed for outdoor activities, ecological function, or community interaction. These spaces are regulated by their form, design elements, and relationship to surrounding structures, rather than specific activities alone.
4.6 Other uses	Other uses are any primary use which is not listed in this code. Primary uses not defined by this code shall utilize **Section 20.160.030 Unlisted Use: Authorization of Similar Use process**, in which the planning official will determine land use compatibility for a use not listed.
4.7 Primary retail	Primary retail uses are a primary land use type that includes facilities and spaces dedicated to the sale of goods, merchandise, or services directly to consumers. These uses are typically located on ground floors in pedestrian-oriented areas and are designed to generate foot traffic and contribute to the economic vitality and vibrancy of the streetscape.
4.8 Residential uses	Residential uses are a primary land use type that includes facilities and spaces intended for long-term habitation by individuals or households. These uses may include a range of housing types and densities, from single-family homes to multi-family developments, and are typically designed to support a mix of lifestyles and household needs.
4.9 Secondary retail Uses	Secondary retail uses are a primary land use type that includes facilities and spaces which complement primary retail uses but are not the primary drivers of foot traffic or economic activity in an area. These uses often provide support or specialized goods and services that enhance the overall retail environment.

Primary uses by base zoning district.

● Permitted Use ◐ Conditional Use ○ Prohibited Use

	LS	MS	MX	RA	IC	IE	HI	PO
4.1 Civic / institutional uses								
Ambulance services				●	●	●		
Community centers	●	●	●	●	●	●		●
Cultural institutions	●	●	●	●	●	●		●
Colleges	◐	◐	◐	●	●	●		
Community recreation	●	●	●	●	●	●		●
Day care (child care centers and institutional adult day care)	●	●	●	●	●	●		
Detention and post-detention facilities					●	●	●	
Emergency services (except ambulance)	◐	◐	◐	●	●	●		
Medical centers	●	●	●	●	●	●		
Religious institutions	●	●	●	●	●	●		
Schools (public and private)	●	●	●	●	●	●		
Social / fraternal and clubs / lodges	●	●	●	●	●	●		
4.2 Industrial uses								
Bulk fossil fuel storage and handling facility							◐	
Cleaner fuels storage and handling facility							◐	
Energy plants							●	
Industrial services			◐	◐	●	●	●	
Manufacturing and production			◐	◐	●	●	●	
Mining								
Organic materials management facilities	◐	◐	●	●	●	●	●	
Recycling facilities							◐	
Research and development			◐	◐	●	●	●	
Small fossil fuel or cleaner fuel storage and distribution facilities							●	
Truck stops						●	●	
Warehouse / freight movement							●	
Waste-related							◐	
Wholesale sales							●	
4.3 Infrastructure uses								
Airports / airparks						◐	●	
Basic utilities	◐	◐	◐	●	●	●		
Heliports			◐	◐	◐	◐		
Major utility facilities					◐	◐	●	◐
Marina			◐	◐	◐			◐
Park and ride facilities	◐	◐	◐	●	●	●		◐
Railroad yards							●	

*Primary uses that have associated use requirements to meet approvals will be identified in this table.

Primary uses by base zoning district.

● Permitted Use ◐ Conditional Use ○ Prohibited Use

	LS	MS	MX	RA	IC	IE	HI	PO
4.3 Infrastructure uses (continued...)								
Rail lines / utility corridors							●	◐
Structured parking facilities (i.e., parking garages)		●	●	●	●	●	●	◐
Surface parking facilities (i.e., parking lots)		◐	◐	◐				◐
Transportation facilities	◐	◐	◐	●	●	●		◐
Wireless communication facilities			◐	◐	◐	◐	●	◐
4.4 Office uses								
Extended office	◐	◐	●	●	●	●	●	
General office	●	●	●	●	●	●	●	
Medical office	●	●	●	●	●	●	●	
4.5 Open space uses								
Agriculture / horticulture / silviculture	◐	◐	◐	●	●	●	●	●
Cemeteries	◐	◐	◐	◐	◐	◐	◐	◐
Fish hatcheries								●
Motorized recreational activities								◐
Parks / open space (neighborhood, community, trails)	●	●	●	●	●	●		●
Parks / open space (regional)	◐	◐	◐	◐	◐	◐		●
4.6 Other uses								
Any other primary use not defined by this code.	See **Section 20.160.030 Unlisted Use: Authorization of Similar Use process**							
4.7 Primary Retail Uses								
Artisan and specialty goods production	●	●	●	●	●	●		
Eating and drinking establishments	●	●	●	●	●	●		
Sales-oriented	●	●	●	●	●	●		
4.8 Residential Uses								
Accessory dwelling units	●	●	●					
Cottage cluster dwellings	●	●	●					
Group living	●	●	●	●				
Household living	●	●	●	●				
Manufactured home or home developments (all types)	●	●						
Medical center residential	●	●	●	●	◐	◐		
Multi-family dwellings (2-6 units)	●	●	●					
Multi-family dwellings (7 or more units)		●	●	●	●			
Single-family dwellings (attached; 2 or more units)	●	●	●		●			
Single-family dwellings (detached; 1 unit)	●	●						
Temporary shelter / housing (i.e., safe stays)	●	●	●	●	●			

*Primary uses that have associated use requirements to meet approvals will be identified in this table.

Primary uses by base zoning district.

● Permitted Use ◐ Conditional Use ○ Prohibited Use

	LS	MS	MX	RA	IC	IE	HI	PO
4.9 Secondary retail uses								
Animal kennel / shelters			◐	◐	◐	●	●	
Adult entertainment					◐	◐	◐	
Auto salvage / repair						●	●	
Bulk sales (furniture, large appliances, home improvement, etc.)			●	●	●	●	●	
Commercial and transient lodging (i.e., hotels, etc.)	●	●	●	●	●	●		
Dog day care	●	●	●	●	●	●	●	
Electric vehicle (EV) battery exchange station			●	●	●	●	●	
Electric vehicle (EV) charging station (stand alone)	●	●	●	●	●	●	●	
Indoor entertainment (bowling alley, arcade, movie theaters, etc.)			●	●	●	●		
Major event entertainment (stadiums, arenas, amphitheaters, etc.)	●	●				●	●	
Motor vehicle sales / rental					●	●	●	
Motor vehicle servicing / repair					●	●	●	
Outdoor sales (nurseries, lumberyards, etc.)			●	●	●	●	●	
Personal services	●	●	●	●	●	●	●	
Repair-oriented (bicycles, clocks, jewelry, guns, appliances, etc.)	●	●	●	●	●	●	●	
Self-service storage			●	●	●	●	●	
Vehicle fuel sales (i.e, gas stations)			◐	◐	◐	●	●	

*Primary uses that have associated use requirements to meet approvals will be identified in this table.

CITY OF Vancouver WASHINGTON

MEMORANDUM

DATE: February 11, 2025

TO: Chair Adigweme and Planning Commissioners

FROM: Rebecca Kennedy, Deputy Director, Community Development
Mark Person, Senior Planner, Community Development

RE: OUR VANCOUVER **– Title 20 Update**

Intent
Second Planning Commission workshop on proposed changes to Title 20 (development code) with additional detail on base districts and building types to support the land use possibilities and updated Comprehensive Plan.

Background:
The City of Vancouver's Comprehensive Plan provides the overall long-term vision and policy direction to manage the built and natural environment in Vancouver and provide necessary public facilities to achieve that vision. The City adopted its first comprehensive plan under Washington's Growth Management Act in 1994 (Chapter 36.70A RCW), with a major re-write occurring in 2004, and a less substantive update occurring most recently in 2011. Title 20 of the Vancouver Municipal Code (VMC) serves as the primary regulatory vehicle to implement the City's Comprehensive Plan, and by reference, the requirements of the Washington State Growth Management Act (GMA). The zoning code was last fully rewritten in 2004. The Comprehensive Plan and code are both subject to annual incremental changes most years.

Since the comprehensive plan was last updated, new laws under GMA require the City to allow 4-6 units on single family lots (HB 1110), and to plan for and accommodate a minimum of approximately 38,000 new housing units affordable at a range of income bands and 44,000 new jobs by 2045. The City Council has also adopted several policy documents that provide guidance on desired outcomes and goals, including: connected, accessible and equitable neighborhoods; increased housing at all income levels; efficient use of land; safe multimodal transportation options; aggressive climate action and equitable adaptation; increased access to services and opportunities; and prioritizing community health and wellbeing. The City's current land use regulatory framework does not allow us to meet statutory requirements or Council priorities. To achieve these outcomes, the City's regulatory framework must be updated to allow a wider and more diverse range of uses and building types.

Current Code Framework
The current comprehensive land use map – which designates types and intensities of uses allowed throughout the City – is broken down into five general designations – Residential (Urban Low Density

and Urban High Density), Water, Open Space or Public Facility, Commercial/Mixed Use, and Industrial, which segments uses by geographic district. Seventeen specific zoning districts are nested under these Comprehensive Plan designations, and 12 overlays impose additional or varied requirements in specific areas. In general, this structure is based on the traditional Euclidian zoning model that aims to segment incompatible land uses based on perceived externalities and impacts, as was common with many cities in the State of Washington and throughout the country at large in the 20th and early 21st centuries.

As with many other cities nationally, this pattern of development has both directly and indirectly contributed to sprawling land use patterns, auto dependency, inequitable access to housing, and increased energy usage and greenhouse gas emissions (GHG's) in our community. Currently, 46% of land in the City is dedicated exclusively to single-family residential uses, limiting nearly one half of the City to a single, low intensity development type. This has led to decades of housing underproduction and created a crisis of housing supply in Vancouver and across Washington State and the west coast broadly. As the City has grown, underproduction led to low vacancy rates, driving up the cost of housing across all type, size and tenure categories, and contributing to the growth of the houseless community.

Given this, it is necessary to explore alternative methods to regulate land use within our community. This includes creating designations and zoning districts that focus more on mixing and integrating land uses, enable a broader range of activities within existing neighborhoods, and provide greater flexibility for development overall.

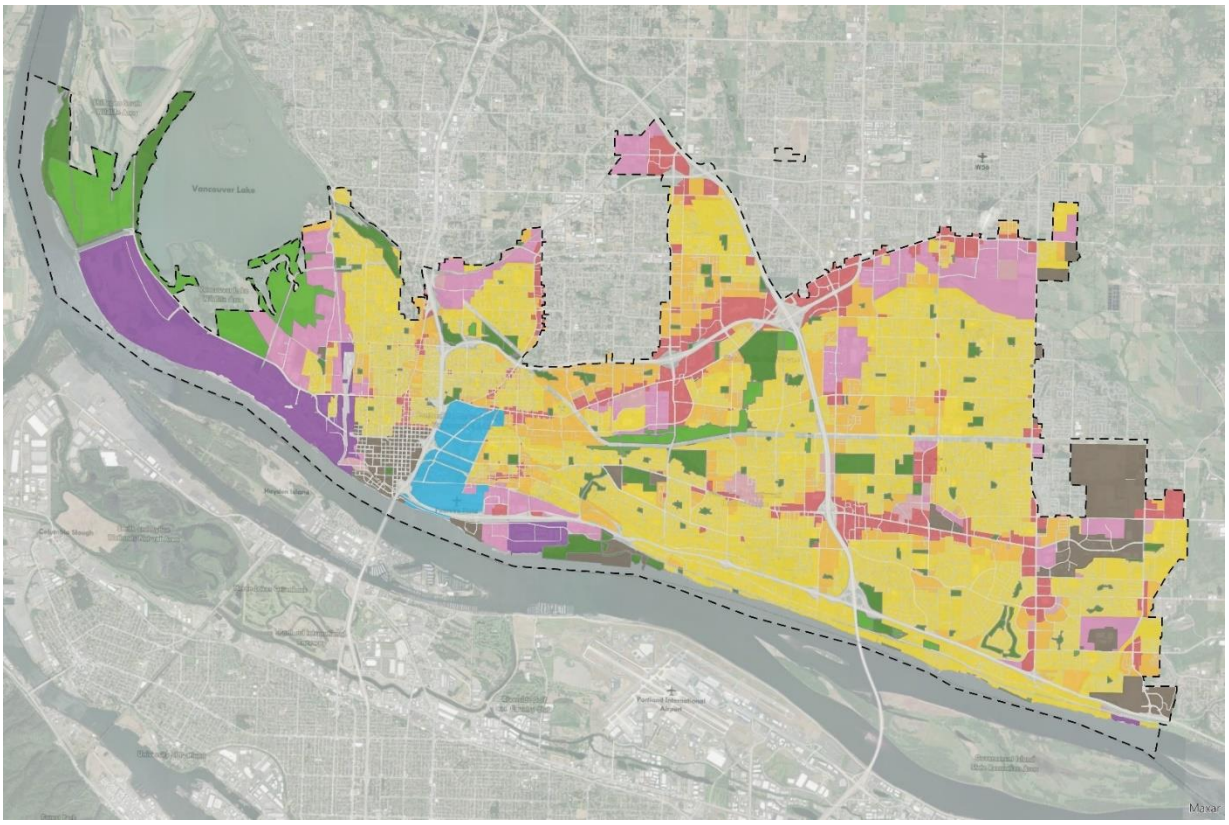

Figure 1: Map showing how existing zoning districts directly convert to the new place types, if no other changes were made.

Proposed New Framework

The City is proposing to move towards a form based approach to regulating land use, with less emphasis on segregation of uses. Under the new regulatory framework, the *place types* identified in the land use possibilities would serve as the foundation for the new zoning districts. The City's current zoning framework utilizes 17 distinct zoning districts, and under the proposed approach would be consolidated into 9. Consolidating the number of zoning districts will offer several significant benefits for urban development, land use flexibility, and overall administration of the code. By allowing a wider range of uses within these districts, the city can achieve greater flexibility in land use, build more complete neighborhoods, improve urban form, and enhance economic development opportunities. Fewer, broader districts can focus on guiding the character and scale of development—such as building heights, setbacks, and street interface—rather than restricting specific land uses. This leads to more cohesive neighborhoods where buildings and public spaces complement each other, supporting a more integrated urban fabric. Such environments encourage pedestrian activity, improve public spaces, and create a stronger sense of place.

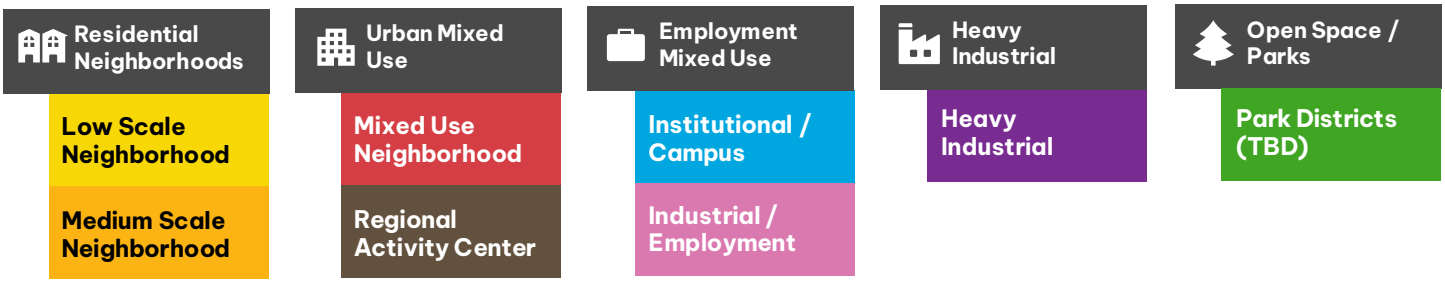

Figure 2: Draft proposed new Comprehensive Plan designations and nested zoning districts (place types).

Overview of New Districts:

The figure below provides an overview of the proposed zoning districts, the general scale of development, and uses envisioned for each.

District	*A	*B	Uses	Height Range
Parks Districts (TBD)	N/A	N/A	Lands dedicated to public parks, open spaces, trails and greenways.	N/A
Low Scale Neighborhood	45%	39%	Includes single-family, duplexes, townhouses, quadplexes, and sixplexes, small-scale commercial – cafes, salons, professional services and restaurants.	1-3 stories
Med Scale Neighborhood	17%	20%	Includes stacked flats, courtyard and multifamily buildings, commercial activities like cafes, restaurants, small offices, and retail.	2-5 stories
Mixed Use Neighborhood	12%	10%	Includes multifamily buildings at a variety of scales, commercial or retail like professional offices, cafes, restaurants, small grocery stores, retail goods, and medical providers.	3-8 stories
Regional Activity Center	12%	13%	Compact mixed-use development that maximizes residential, commercial, and open space. Housing types include multifamily and mid-rise buildings.	3-12+ stories
Institutional / Campus	2%	3%	Includes buildings for athletic facilities, event spaces, and accessory uses for institutions. Housing types include townhouses, multifamily and mid-rise buildings.	1-12 stories
Industrial / Employment	5%	9%	Large-scale, single-tenant industrial, warehouse, and flex space and smaller, multi-tenant buildings. Housing is not allowed.	1-12 stories
Heavy Industrial	7%	7%	Lands dedicated to heavy industrial uses, including manufacturing and production. Housing is not allowed.	None

Table 1: Draft proposed new zoning districts with description, height maximums, and citywide percentage of each in the two land use possibilities.
**Percentage of citywide developable land in each district by possibility a/b*

In general, the most significant policy changes compared to existing districts will happen within the low scale and medium scale neighborhood districts. The proposed framework will allow for up to six units per lot and the inclusion of small-scale commercial uses in low scale neighborhoods, when

current equivalent districts allow up to a maximum of one or two units per lot. In all of the residential districts, maximum density requirements will be removed, and residential density will be regulated by the number of units that can be reasonably be constructed under the maximum height limit, lot coverage and landscaping standards in the district as regulated by building type. All districts will include density minimums to ensure efficient use of land.

Mixed Use and Regional Activity Centers will retain similar allowances of uses, while increasing maximum heights. Relatively little changes are proposed for industrial districts.

District	Base Density	Height
Parks Districts (TBD)	N/A	N/A
Low Scale Neighborhood	8 units per acre minimum	No minimum Three stories/45 feet maximum
Med Scale Neighborhood	16 units per acre minimum	Two stories/25 feet minimum Five stories/60 feet maximum
Mixed Use Neighborhood	32 units per acre minimum	Three stories/40 feet minimum Eight stories/90 feet maximum
Regional Activity Center	64 units per acre minimum	Three stories/40 feet minimum No height maximum
Institutional / Campus	No minimum	1 story/25 feet minimum 12 stories/150 feet maximum
Industrial / Employment	N/A	1 story/20 feet minimum 12 stories/150 feet maximum
Heavy Industrial	N/A	No minimum No maximum

Table 2: Draft proposed base density and minimum and maximum height requirements for new zoning districts.

Proposed Structure for New Code

The new regulatory approach will focus on the following key components:

- **Base Districts** – Base districts contain minimum density requirements, minimum and maximum height requirements, permitted building types and permitted uses per district. Every parcel within the city will have a base district designation.

- **Building Types** – The new framework will specify building types that will be allowed within each base zone district given the intensity and scale of development appropriate for that area. Each building type will include regulations for lot coverage, frontage requirements, building length and placement and parking placement, ensuring that structures are positioned to enhance the public realm. These placement requirements will include build-to lines that define how close buildings must be to the street, promoting a strong street presence, as well as guidelines for the location of parking to ensure it is placed behind or to the side of buildings to minimize visual impact along key pedestrian routes. Pedestrian and vehicle access will also be regulated to ensure safe, convenient, and accessible routes to and from the site. These standards will ensure that buildings are appropriately scaled for their context.

- **Use Requirements –** Permitted uses will be associated with each district. Similar to the existing framework, uses are classified as permitted (p), conditional (c) or not allowed (x). Within each base district, uses will be categorized as primary uses, accessory uses or temporary uses. A primary use refers to the principal activity or purpose carried out within the main building or lot, an accessory use is subordinate to the primary use and a temporary use is one that is not permitted outright but is allowed due to temporary, seasonal or the transient nature of the use.

- **Overlay Districts** – Overlay districts recognize that some areas are more important than others for meeting the City's policy goals and add additional development requirements in order to align with these. Some standards that could potentially live in overlay districts include mixing and ground floor activation requirements, place specific design requirements, modifications to parking requirements, and modifications to development standards along enhanced transit corridors and within station areas. The project team is currently evaluating the appropriate location for this type of variation within the code framework, with the goal of ensuring land use appropriately responds to current and future transit investments and the integration of employment and commercial services within residential areas.

- **Parking -** Currently, parking is regulated under VMC section 20.945.070. Parking requirements are designated based on use type, and not regulated by zoning district. Table 20.945.070-2 specifies the use types and minimum standards associated with each use. Little documentation exists on how existing off-street parking minimums were developed, and how they proportionately relate to the number of vehicle trips generated from any particular development project. It is well documented that instituting off-street parking requirements tends to drive up the cost of development overall, particularly housing costs. The project team is developing a recommendation related to parking, including eliminating minimums and instituting maximums in some areas, that will be brought to the Planning Commission at a later date. We are also exploring potential options for calibrating parking, including individual parking studies, the development of a residential TDM program for developments over a certain threshold, and updated shared parking strategies.

Since the Planning Commission's last workshop on the proposed new code framework on Oct. 22, 2024, draft minimum and maximum densities have been developed for each zoning district and more complete use and building type tables have been developed (as outlined in Tables 1 and 2 above and in the attachment to this memo). Based on feedback from developers and builders, some height requirements have been changed, including:

- Increase maximum height to 42 ft. in Low Scale Neighborhood
- Increase maximum height to 60 ft. in Medium Scale Neighborhood
- Reduction from minimum of two (2) to minimum of one (1) floor in the Industrial/Employment zone

Previous Planning Commission Review

- November 14, 2023, Planning Commission Workshop: Comprehensive Plan Goals Framework
- February 13, 2024, Planning Commission Workshop: Comprehensive Plan, Land Use Possibilities Methods and Assumptions Pt. 1
- May 14, 2024, Planning Commission Workshop: Comprehensive Plan, Land Use Possibilities Methods and Assumptions Pt. 2
- June 25, 2024, Planning Commission Workshop: Comprehensive Plan, Equitable Development Plan & Economic Development Strategy
- July 23, 2024, Planning Commission Workshop: Land Use Possibilities Pt. 1
- September 10, 2024, Planning Commission Workshop: Land Use Possibilities Pt. 2
- October 22, 2024, Planning Commission Workshop: Updated Code Framework Pt. 1. See video of past workshop here, starting at 3:50.

Next Steps

- Feb. 24, 2025: City Council workshop on updated code framework- this is the second workshop with the Council on this topic.
- March 2025: Workshops with the City Council and Planning Commission on draft Plan goals and policies.
- April 2025: Workshop review with both the City Council and Planning Commission on preliminary Draft Environmental Impact Statement (DEIS) findings on the land use possibilities.
- May 2025: Continued City Council and Planning Commission review of DEIS findings and public comments received, and initial discussion on a potential preferred land use possibility.
- June 2025: Refinement of preferred possibility based on DEIS findings and public comment, endorsement of preferred land use possibility, and continued review and refinement of plan goals and policies.
- July 2025: Public comment draft of Plan, Preferred land use possibility map, and Title 20 development code, and review of these with relevant Boards and Commissions and City Council.
- Continued community engagement with project partners and working groups, and the broad community.

- August- October: continued refinement of Plan goals and policies, Title 20 development code, and additional implementation steps. Late October- December: adoption process with Planning Commission and City Council, supported by Final Environmental Impact Statement (FEIS) findings.

Attachment

- Draft Sections 2.0, 3.0 and 4.0 of updated Title 20 Development Code

Staff Contact

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- Rebecca Kennedy(she/her), Deputy Director, Community Development Rebecca.Kennedy@cityofvancouver.us

CITY OF
Vancouver
WASHINGTON

MEMORANDUM

DATE: February 11, 2025

TO: Planning Commission

FROM: Chad Eiken, Director
Community Development Department

RE: **Response to HP Comment Letter dated February 7, 2025**

CC: Rebecca Kennedy, Deputy Director, CDD
Chim Chune Ko, Real Estate Project Manager, EP&H

Staff has had an opportunity to review the comment letter from HP's attorney dated February 7, 2025 regarding the proposed code changes to VMC 20.690, Section 30, and would like to respond at least generally to HP's comments in this memo.

First, it is important to acknowledge that HP is a highly valued employer with a long-standing presence in the City of Vancouver, which has led to significant contributions to the community over many years. When HP announced it was looking for a new location, City staff, with the support of City Council, actively assisted HP in finding a suitable site for its new campus in the City of Vancouver, and was pleased when they selected Section 30. The investment that HP has committed to making in Section 30 in terms of infrastructure and buildings, and the long-term positive impact they will have on the area as they plan for employment growth cannot be overstated. Vancouver is fortunate that HP chose to stay and grow their operation here.

HP is understandably interested in protecting their investment in Section 30 from incompatible development of nearby properties. City staff, in proposing the current set of amendments, also are seeking land use outcomes that are more compatible with HP and in alignment with the vision for Section 30 as an employment district with supporting higher density residential and commercial uses, over what might be developed under existing development agreements.

The property owners currently have vested development rights under their PADAs to build out over 220 acres for large warehouses, single family detached subdivisions, mini-storage, asphalt batch plants and a number of other uses that would neither promote high-density employment nor high-density residential uses. Because their development agreements expire in June of 2027, they have indicated that they feel pressured to propose developments on their property for uses that are allowed under their agreements before they expire, when the full range of development standards in VMC 20.690 will apply. Already, 60+ acres of PADA property has been

proposed to be developed for a 456,000 square foot warehouse and a 300-lot detached single family subdivision.

Because of these existing agreements, City staff reached out to the two largest PADA property owners to find out what, if anything, might lead them to abandon their rights to certain uses. In this case, City staff actually *negotiated* the proposed set of development code changes with the two largest PADA property owners in Section 30. The current approach is not how the City would typically propose new land use regulations, but staff feel that such an approach is warranted to avoid worse land use outcomes.

The "grand bargain" which is reflected in the proposed code amendments is simple: in return for: a) the ability to build greater residential density, b) modest flexibility in development standards, and c) a more streamlined review process, the two PADA holders would agree to abandon their rights to develop their properties for a number of uses which are deemed to be inconsistent with the vision for Section 30. Such an outcome would not be possible using a more traditional process where the City develops and enacts such regulations unilaterally.

Staff Responses to HP's comments (see 2/7/25 letter from Tomasi Bragar DuBay for further detail in their comments):

I. *The proposed method of detailing allowed uses does not holistically consider Section 30 as an urban employment center.*

Staff Response: HP writes that the PADA Amendments appear to favor housing over all other uses which is not accurate. Section 30 currently contemplates housing as a key supporting use to lands used for employment, up to 100 acres of housing and commercial retail uses are allowed in up to two Urban Neighborhood Overlays (or UNOs), with a maximum area of 50 acres each, which any property owner can designate on their property. The amendments would allow more higher-density multi-family housing in Section 30 than was originally contemplated, through two modifications: 1) More than two UNOs areas would be allowed in Section 30 and 2) any UNOs may be larger than 50 acres. To increase residential density in furtherance of city goals, any more than two UNO areas or any UNOs land larger than 50 acres must be developed at a density of 22 units per net acre (vs. 18 units per net acre). A commercial mixed-use center with a focal point is still required under the proposed code changes, and other employment uses including offices or research development would continue to be allowed. The proposed changes are intended to promote a wide range of uses that would be complementary to HP's campus.

Throughout the comment letter, HP's representative notes that a primary concern with the proposed "alternative PADA path" is that the City would exempt properties from having to comply with the Section 30 Design Guidelines. While it is true that PADA holders who opt in to this alternative path would not be subject the separate design guidelines, because of their vested status, any project that is proposed under their PADA would not be required to meet the Section 30 Design Guidelines. However, this is not to say that all design or development standards are waived under this alternative path. There would still be still minimum setback, landscaping, parking, sidewalk, and building frontage standards, minimum open space, limitation on blank walls, maximum

block length, rain protection features, minimum lot sizes, etc. that would apply to such projects as code *standards*, not merely guidelines. In the Urban Mixed-Use Center, which at least one of the property owners intends to build, design standards are proposed to ensure the center has a focal point (such as a plaza, park or public art), is walkable, minimizes blank walls, ground floors of buildings have a tall ceiling height, and the location of parking is tucked behind buildings, among other such standards.

The draft code lists the vested uses allowed by the PADAs that the owners would be required to abandon their rights to if they follow the Alternative PADA Path, such as warehouses, mini-storage, single-family detached residential, asphalt batch plants, car washes, etc. HP requests that the code amendments include additional prohibited uses such as: drive-throughs, marijuana growing/processing/retail operations, smoking only establishments, adult entertainment, incarceration, post incarceration facilities, cemeteries, animal slaughtering, tobacco manufacturing, leather and hide tanning, and explosive manufacturing and tire manufacturing. Staff does not believe any of the PADAs provide vested rights for any of these additional uses, nor are they allowed by the ECX Employment Center Mixed Use District (which is the zoning for Section 30), therefore it would be unnecessary to include these uses in the code as 'to be abandoned' by PADA holders.

II. *Lack of master planning means the City needs to step up and guarantee coordination between developments.*

Staff response: The PADA property owners are already coordinating with each other on finished grades, street design and construction, and utilities including a sewer pump station to serve the area, and the City has been involved in these discussions and providing direction. The location and cross-section of arterial streets through Section 30 have already been determined by the City's Transportation and the property owners have agreed to their design and alignment. The City will continue to provide direction and ensure that infrastructure is well-coordinated in Section 30.

Project-specific impacts such as from increased traffic will be evaluated on a project-by-project basis by City staff and mitigated by the developer as appropriate, as is the case for every development project in the City.

As discussed earlier in this memo, the proposed development code changes are a result of extensive negotiations with the PADA property owners, and one of the PADA holders' core 'non-negotiable' deal points was that developments under the alternative PADA path be allowed to be reviewed and approved under a Type II site plan review (approval by city staff), as opposed to a Type IV master plan review (approval by Planning Commission and City Council) in order to improve certainty, reduce permitting costs, and streamline the process. Requiring a master plan through this alternative process would defeat the City's primary objective of getting PADA holders to abandon rights to certain land uses.

HP requests that PADA holders be required to provide a wider notice provision for any when a land use application is submitted to the City, beyond the current 500-foot radius but does not suggest a new distance. Section 30 is nearly a square mile in size, and so

HP raises a potentially valid concern with the City's notice provisions because Section 30 is so large. It might make sense, however, to increase the distance for sending notices of pending land use applications to *all* properties in Section 30, rather than limiting it to just the properties developing under the alternative PADA path, as these PADA properties are just as likely to be impacted by other developments in Section 30.

III. *Abandoning the Design Guidelines does not make sense.*

Staff response: The proposed code amendments would make it clear that Design Guidelines in Section 30 would not apply to developments that take the alternative PADA path. The PADAs expressly vest properties to land uses and development standards that were in effect at the time the agreement was approved, which is the essential meaning of the term 'vested rights.' The Design Guidelines were adopted by the City several years after the PADAs were approved, and therefore the City cannot legally apply these to projects that are applied for under a PADA. So, while HP suggests that the City is giving up significant design review control over projects that take the alternative PADA path, in actuality there never has been any design review control over PADA projects via the Design Guidelines.

HP highlights several specific code sections where compliance with the Design Guidelines is specifically required which they indicate creates internal inconsistency. Staff acknowledges that there could be some confusion where a specific note was not added that says 'such guidelines do not apply under the alternative PADA path,' however the blanket provision at VMC 20.690.030 C, 4, d is intended to apply throughout the chapter and it is unambiguous: *"The Section 30 Design Guidelines shall not apply to those properties which utilize the Alternative PADA Path."*

HP requests that the proposed Type II review process should require projects that follow the alternative PADA path to incorporate a review of how the project meets the (Section 30) Subarea Plan policies to ensure the quality of development. Subarea plan policies are set forth in order to inform regulations, and many of the subarea plan policies, if made approval criteria, would contradict much of the flexibility in development standards that has been built into the alternative PADA path. As noted previously, the proposed code changes are based on months of negotiations with PADA property owners to increase flexibility and encourage more desirable land uses. Adding a requirement to demonstrate consistency with subarea plan policies to the approval criteria for a Type II site plan approval – amounting to making findings for 24 separate land use policies, 6 master planning policies, 17 urban design policies, 5 grading and elevation policies, 28 transportation policies, 18 open space policies, and 24 public utility policies – would be almost certainly reduce the likelihood that any PADA holder would consider taking the alternative PADA path. For these reasons staff is not in favor of this request.

IV. *The proposed PADA Amendments do not meet the goals of the City's Comprehensive Plan.*

Staff response: HP states that the proposed amendments reduce options for mixed use, remove aesthetic and design guideline treatment, and end master planning. On the contrary, PADA holders would be able to develop their properties for any use that is allowed in the rest of Section 30 including offices and research and development, plus would be able to develop significantly more multi-family housing than is currently allowed. Staff finds that the alternative PADA path would increase - not decrease - the possible mix of uses over what is currently allowed in Section 30. As noted previously, the design guidelines do not apply to the PADA properties currently, and the proposed alternative PADA path would introduce design standards in the UNO areas that current PADA holders do not need to meet. As a result, staff finds that the proposal would increase design control over what is currently in place for PADA properties. Lastly, the master planning and coordination of infrastructure and uses between PADA properties is already occurring with City direction, just not under a formal master plan land use process.

The proposal is consistent with additional City's Comprehensive Plan policies, as follows:

CD-5 Mixed-use development. *Facilitate development that combines multiple uses in single buildings or integrated sites.*

Staff response: Mixed use buildings are allowed under the proposed set of development code changes. In the Urban Mixed-Use Center, buildings that front on the main street and plazas would be required to provide non-residential uses on the ground floor, with residential uses above.

CD-7 Human scale, accessible development and interaction. *Facilitate development that is human scale and encourages pedestrian use and human interaction.*

Staff response: The UNOs development standards including the Urban Mixed Use Center standards that would apply to PADA properties would result in human scale, accessible developments via a number of different development standards regarding sidewalk width, pedestrian lighting, traffic calming measures, pathways through developments, maximum setbacks, and provision of a neighborhood center with an identified focal point.

CD-9 Compatible uses. *Facilitate development that minimizes adverse impacts to adjacent areas, particularly neighborhoods.*

Staff response: Under the PADAs, property owners would be able to build very large warehouse and distribution centers and asphalt batch plants which would likely create adverse impacts to adjacent areas such as the residential neighborhood to the west. The proposal would introduce flexibility in certain standards to encourage PADA holders to abandon their development rights to develop these more impactful uses.

CD-10 Complementary uses. *Locate complementary land uses near one another to maximize opportunities for people.*

Staff response: The proposal has the potential to result in more multi-family housing near high employment facilities such as HP, which are considered compatible uses. PADA holders that use the proposed alternative PADA path would be required to give up their rights to build single-family detached residential subdivisions, large warehouses, mini-storage and other uses that would not be as complementary to neighboring uses.

EC-5 No net loss of employment capacity. *Restrict zone changes or legislative land use approvals that would lessen long-term capacity for high-wage employment unless accompanies by other changes within the same review cycle that would compensate for the lost capacity or unless the proposed change would promote the long-term economic health of the city.*

Staff response: The proposed alternative PADA path has the potential for PADA holders to abandon their rights to develop low-employment density uses such as large warehouses, mini-storage, asphalt batch plants, etc. in favor of higher density employment uses including offices, manufacturing, research and development or at their discretion, multi-family residential and supporting commercial uses.

EC-6 Efficient use of employment land. *Maximize utilization of land designated for employment through more intensive new building construction and redevelopment and intensification of existing sites.*

Staff response: Section 30 is intended to be a mixed-use center for both employment and residential uses, along with supporting commercial uses. The proposed alternative PADA path will provide an attractive option for PADA holders to abandon rights to build low-intensity industrial uses such as mini-storage, large warehouses, asphalt batch plants, etc. which do not deliver any significant employment. Offices, manufacturing, and clean industrial uses allowed in Section 30 would not be modified by the proposal and PADA properties could be developed entirely for higher density employment uses.

H-5 Housing placement near services and centers. *Facilitate siting of higher density housing near public transportation facilities and in designated centers and corridors.*

Staff response: Section 30 is largely undeveloped and currently has no street infrastructure that would support transit service. There is no significant employment use that exists and no significant source of housing, either of which would be necessary before a transit route is established. As Section 30 develops, there is a high potential for a transit route to be added to serve this new community.

V. *The SEPA review is inadequate.*

Staff response: Staff disagrees that the SEPA review was inadequate and believes that the only appropriate SEPA determination is a DNS (Determination of Non-Significance).

HP asserts that the DNS is inappropriate because the full extent of environmental impacts from the PADA code amendments have not been addressed. The proposal is a non-project action which does not require project-specific impacts to be assessed. Several of the specific sections that HP references as being insufficiently addressed are in the "project" section of the checklist, which does not need to be filled out for proposals such as code text amendments. Nonetheless, Section D of the SEPA checklist describes in a fair amount of detail the relative impacts of the proposed code changes, to the extent that they can be assessed given there is a wide range of uses and developments would be allowed under the proposed regulations. Project-specific impacts, which HP appears to be interested in, will be addressed with each project when a specific land use application is submitted.

HP takes issue with staff's statement that properties in Section 30 are vulnerable to undesirable industrial uses without supporting data or information to support the assertion. Staff's assertion is well-founded, however. One property with an existing PADA has proposed a 465,000 square foot warehouse and distribution center, another received approval for a 300-lot single family subdivision, and the PADA holders have talked about possibly developing their properties for uses that would be considered undesirable, including mini-storage units and an asphalt batch plant which was looking for a site to relocate to. While the warehouse market may have softened recently, other uses that are allowed under the PADA could absolutely result in negative impacts to the future mix of uses in Section 30.

HP correctly notes that there was a discrepancy between the SEPA notice and staff report regarding the date when SEPA comments are due. While the SEPA checklist and DNS were prepared and sent to the paper on January 10, 2025, it was not published until January 13 and therefore the staff report is correct in saying that the deadline for SEPA comments would be February 13, 2025 (note, this falls after the Planning Commission hearing). While staff would have preferred to have the comment period end prior to the PC hearing, there is no requirement that such comment period end before the hearing. The SEPA comment period must however end in time to allow for a 14-day SEPA procedural appeal period before the City Council hearing. Staff does not object to extending the SEPA comment period as requested by HP and in fact has sent a notice of an extension of the comment period to the Columbian and HP out to February 28, 2025. Comments will be accepted until 5:00 pm on February 28 and will be considered by the City Council.

Conclusion

HP is understandably concerned about what uses might locate near their new campus and how they will be designed. The City is also very interested in how Section 30 builds out, as evidenced by the high level of detail in the Section 30 subarea plan, plan district/code regulations, design guidelines and master planning process. The proposed code

amendments are intended to provide an attractive alternative for PADA holders to abandon rights to certain uses which are clearly inconsistent with the vision for Section 30, in favor of a mix of uses and ability to build more multi-family residential housing. Specific areas of flexibility in some development standards and approval process that would be made available to participating PADA holders have been carefully negotiated by staff over the past year and are the minimum changes needed for PADA holders to be comfortable in giving up some of their development rights. The City will continue to be highly engaged in ensuring coordination between properties as they develop in regard to public infrastructure, grades, and uses.

Staff would be glad to respond to any other specific comments from HP's letter at the public hearing if requested by the Planning Commission.

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February 7, 2025

BY EMAIL planningcommission@cityofvancouver.us and chad.eiken@cityofvancouver.us

City of Vancouver Planning Commission
c/o Chad Eiken
P.O. Box 1995
Vancouver, WA 98668-1995

Re: HP Inc.'s Initial Comments on Draft Section 30 Code Amendments to address Property Owners with Pre-Annexation Development Agreement ("PADA Amendments") and SEPA Comments

Dear Chair Adigweme and Commissioners:

This office represents HP Inc. ("HP"), the owner of property located at 18208 SE 1st Street, Vancouver, WA. HP is the only property owner to date that has master planned as intended by the Section 30 Urban Employment Center Subarea Plan ("Subarea Plan") and Section 30 Urban Employment Design Guidelines ("Design Guidelines"). Please include this letter in the record for the PADA Amendments.

HP undertook a nationwide search in 2018 and 2019 to determine where to invest in a new development and determined that Vancouver provides its employees with a livable community where they can live, work and play. A significant part of the calculus for investment was based on available land that would suit HP's needs, and the planning documentation that informed the way surrounding development would occur. Based on this analysis and the well-conceived Subarea Plan and Design Guidelines that would govern surrounding development, HP negotiated the purchase of its property and a development agreement.

The City of Vancouver ("City") and HP entered the HP-City of Vancouver Development Agreement (the "Development Agreement") in December 2019. Since that time, HP has worked diligently to master plan its Section 30 property in compliance with the standards vested under the Development Agreement to govern development of the HP property over the next 10-15 years and beyond. In addition, HP has moved forward with development of a portion of Phase 1 of its development and is under construction on its first building.

HP's efforts to-date are a catalyst for development in Section 30. HP's master planning and implementation have involved careful coordination with property owners throughout Section 30 and with the City to bring needed infrastructure improvements to the neighborhood. These infrastructure improvements include, but are not limited to support for the City's 1st Street project,

and extension of stormwater, sewer, and recreational trail construction for the extension of NE 184th Avenue from 1st Street to the north.

After all of this concerted effort, HP is concerned that the PADA Amendments will erode the intended plan for Section 30 by trying to accommodate a few property owners who are subject to development agreements that are nearly 20 years old and no longer fit those property owner's desires.[1] Yet, under the PADA Amendments those same property owners will be able to take advantage of the benefit that HP brings to the neighborhood as a desirable employment center, without undertaking the planning that HP expected to ensure quality, urban development in Section 30. As a result, the proposed PADA Amendments are a hasty reaction to those property owners but do not accommodate HP's anticipations for surrounding development.

HP is aware of the PADAs held by property owners, and also understood the type of development that could occur under those agreements by the timelines set forth. While such development may not be the desired outcome for the City, many of the uses that would likely occur over the next few years are more easily redeveloped than the type of suburban development being promoted in the PADA Amendments that would turn an anticipated employment center into medium density housing and shopping centers. Such result would contrast with the urban employment center anticipated under the Subarea Plan and Design Guidelines.

HP requests that the City slow down the PADA Amendment process and instead of excising all master planning and Design Guideline requirements, consider a detailed written code that may require less than a full master plan but retains the integrity of the design and coordination needed for a successful Section 30 employment center neighborhood. As the proposed PADA Amendments stand, they have not been drafted in a way that looks at all of the interconnection with the character of development and the type of standards that would lead to fully thought-out outcomes. HP sees no need to rush the drafting, and recommends that the City slow the process down and give holistic thought to outcomes that will satisfy all parties' expectations for future development, including HP's interests as more fully set forth below.

I. <u>The proposed method for detailing allowed uses does not holistically consider Section 30 as an urban employment center.</u>

The PADA Amendments appear to favor housing over all other uses. The proposed amendments do not establish any goals or mention any ratio for land that will be reserved for mixed uses, or commercial and employment uses. The mixed use goals of the Subarea Plan were one mechanism to ensure an urban employment neighborhood and should not be abandoned wholesale for land with existing PADAs. The blanket removal in the proposed code of most guiderails in the form of appropriate polices and design guidelines that would otherwise apply to the anticipated mixed use development means that the amendments create significant loopholes that could result in no urban center, focal point or main street to ever be built.

[1]To clarify the City's record regarding the applicability of the proposed PADA Amendments, the 30-acre portion of HP's property currently under review for the HP East Master Plan application is currently subject to the Pacific Rock Development Agreement, a PADA. Consistent with the Development Agreement, HP could take advantage of the PADA Code Amendments until the HP East Master Plan is approved.

Further, the draft amendments include prohibited uses, but do not appear to be comprehensive enough to ensure the anticipated development types considered in the Subarea Plan. The City should consider incorporating other prohibited uses in VMC 20.690.030.C.4.a. Such prohibited uses should include drive through establishments, marijuana growing, processing and retail operations, smoking only establishments, adult entertainment, incarceration, post-incarceration facilities, cemeteries, animal slaughtering, tobacco manufacturing, leather and hide tanning, and explosive manufacturing and tire manufacturing. This list helps protect Section 30 from intense uses with greater traffic impacts than anticipated in the urban employment neighborhood, as well as better align with preferred ECX and residential uses.

II. Lack of master planning means the City needs to step up and guarantee coordination between developments.

One of the best aspects of the Subarea Plan, Design Guidelines, and existing VMC is the master planning requirements for coordination by property owners for needed infrastructure and ensuring the compatibility of development between neighboring properties. Under the current Code provisions, the responsibility for coordinating grades, infrastructure and utility capacity is is placed on the party who is master planning. In contrast, the proposed PADA Amendments remove the master planning requirement and leave a void. The City should expressly be required under the Code to coordinate these aspects of development for PADA property owners through specific language in the amended Code.

As currently drafted, the PADA Amendments do not require any coordination and the City has not taken a role to demand that grade coordination, infrastructure coordination, including new and different traffic, stormwater, parking, utility, and other development impacts are assessed against existing or planned capacity. The PADA Amendments are too vague and include no mechanism to ensure that PADA property owners' traffic impacts are appropriately mitigated or that vested traffic trips are addressed; or that reserved utility capacities are maintained.

As the above changes are considered, the PADA Amendments should also incorporate a broader notice provision for any PADA property owner who submits a land use application. In the development of a new neighborhood like Section 30, the notice provision should apply to all property owners in Section 30 (or their designated representatives), instead of a narrow 500 foot radius notice provision. The impacts of potential development on infrastructure and activities in the new neighborhood is too important to limit notice.

III. Abandoning the Design Guidelines does not make sense.

Under the PADA Amendments, VMC 20.690.030.C.4.d proposes to eliminate the applicability of the Design Guidelines to PADA property owners. However, this failure to implement the Design Guidelines jeopardizes architectural and design integrity across new development in Section 30 and is a complete departure from the City's original vision for the new neighborhood. The PADA Amendments do not propose any alternative Design Guidelines. Instead of throwing the baby out with the bath water, the City should do a careful assessment of

the existing Design Guidelines and ensure that the most important guidelines apply to all property owners, even those exercising the option to go down the "Alternative PADA Path."

Further, the proposed language under this provision creates internal inconsistency in the Code as later references still appear to require compliance with some Design Guidelines. For example, VMC 20.690.040.D.4, VMC 20.690.070.E.4, and VMC 20.690.040.G.6 require meeting the Design Guidelines and/or intent of the guidelines, which are proposed to be waived under the alternative path. This conflict creates ambiguity and potential loopholes for enforceability of intended standards, and there is no reason to sacrifice street design and landscape for PADA property owners.

In addition, HP believes that to ensure quality development the City should adopt clearly written standards for landscape, screening and buffer requirements. These requirement are especially important for all referenced setbacks and parking areas.

Some of HP's specific concerns are captured in the following table:

#	PADA Amendment Provision	Text	HP Concern
1	20.690.040.A	Development within the Plan District shall be subject to the development standards contained in VMC 20.440.040 and 20.440.050 except as modified herein. Urban Neighborhood Overlay development is subject to the development standards contained in VMC 20.690.070, Section 30 Urban Neighborhood Overlay. [Alternative PADA Path: Development shall be subject to the development standards in VMC 20.690.070, Section 30 Urban Neighborhood Overlay.]	1. Unclear whether the intent of this change is that VMC 20.440.050 would not apply under the alternative path. If so, the impacts from storage areas could adversely affect the overall quality of development in Section 30. See e.g. VMC 20.440.050(A)(1)(a). 2. VMC 20.690.070.C states "The urban neighborhood includes both a mixed use center and adjacent residential area that is master planned as a cohesive whole." The draft code has no mechanism to achieve this goal if no master planning is required. 3. Under the Alternative PADA Path, the City should specify the required ratio of land used for mixed use vs. residential and explain the way in which the ratio will be enforced. VMC 20.690.070.C.4 states no more than 50% of the total square footage

			envisioned by the Master Plan for any one major use type (commercial, office or residential) can be granted site plan approval until site plan approval is provided for at least 25% of the total square footage of all remaining use types envisioned in the Master Plan.
2	20.690.040C	Drive-through uses shall be limited to within parking structures or building.	As stated above, drive through uses are traffic inducing and were not originally contemplated throughout Section 30 except in the limited context stated in the middle column. This provision should be amended to prohibit drive through establishments for the Alternative PADA Path.
3	20.690.040.E	E. Parking spaces provided for individual uses shall be no less than 80 percent of the minimum required indicated in Table 20.945.070-2, and no more than 115 percent to the amount provided in Table 20.945.070-2. The planning official may approve parking beyond the maximum or a parking reduction from the required minimum based on a parking study that justifies the change. Structural parking is permitted subject to the design standards contained in VMC 20.945.060. Structural parking shall count toward the minimum but not the maximum number of parking stalls. [Alternative PADA Path: Parking spaces for individual uses shall be no less than 50% of the minimum required as	1. The requirements of VMC 20.690.070.D.10 and VMC 20.690.070.E.10 should apply to the Alternative PADA Path except for minimum required parking. The applicability of these standards should not only apply to the Urban Neighborhood Overlays ("UNOs"). 2. The Alternative PADA Path should require a parking study to confirm sufficient parking and/or public transit with each phase of development. 3. Similar to HP's comments above about the Design Guidelines, VMC 20.690.070.D.10.f requires compliance with the Design Guidelines and such requirement should be maintained, or alternative standards should be adopted. 4. The staff report suggests that the parking lot development standards of VMC 90.945 would apply, but the Code language cross-references VMC 20.690.070.D.10 and E.10

		indicated in Table 20.945.070-2. Parking for Urban Neighborhood Overlays shall be subject to VMC 20.690.070.D.10 & 20.690.070.E.10.]	which do require compliance with the Section 30 Design Guidelines.
4	20.690.040.G.5	5. The maximum block ~~face~~ length within the Plan District shall be 600 feet generally, and 300 feet in the Urban Neighborhood Overlay areas. [Alternative PADA Path: Multi-use paths of at least 12' in width that allow access from the public way into the development may be used to meet maximum block spacing of 600 feet generally in the Plan District and 300 feet generally in the Urban Neighborhood Overlay areas. Such pathways shall provide pedestrian scale lighting. If found to be infeasible due to severe topographic constraints, this overall requirement may be modified by the Planning Official.]	Emergency vehicular circulation and access with larger blocks are not addressed with minimum paths of 12 feet under the Alternative PADA Path.
5	20.690.070 (title)	20.690.070 Section 30 Urban Neighborhood Overlay (Optional)	The phrase "(Optional)" should be removed from the title as any property owner exercising the Alternative PADA Path should be required to comply with this section of the Code.
6	20.690.070.B	B. *Applicability*. No more than two urban neighborhoods may be proposed and located within the Section 30 Plan District boundary, Figure 20.690-1. The general	1. This drafting is unclear as to whether the Alternative PADA Path allow lower density in some UNOs. For example, if there were four UNOs, would two require a 22 units/acre minimum and the other two could have less units/acre?

		locations of the overlays depicted in the Section 30 Employment Center Plan document are conceptual. The Urban Neighborhood Overlay is applicable to the entire area shown on Figure 20.690-1. [Alternative PADA Path: The number of UNOs may exceed two if the minimum residential density is 22 units per net acre for any residential or mixed use project in more than two UNOs areas].	2. The PADA Amendments do not address how allowing more than two UNOs changes the original vision and goals for Section 30, including, but not limited to impacts to future employment uses, sense of place/community, walkability. 3. As drafted, the Alternative PADA Path does not ensure land is reserved for future mixed uses.
7	20.690.070.C.1	1. *Urban Neighborhood Mixed Use Center.* This area is the organizing element and activity center for the urban neighborhood. The mixed use center is built around a focal point, whether it is a main street, or an amenity such as a plaza, a park or a lake. Multi-story mixed use buildings with commercial or office uses on the ground floor and housing above reinforce the center's character. A minimum of 15 percent of the total urban neighborhood housing units shall be located in the mixed use center. [Alternative PADA Path: Residential uses in the Urban Neighborhood Mixed Use Center shall be allowed on the ground floor of multi-family and mixed use buildings unless fronting on a main	1. The draft code is unclear about whether the Alternative PADA Path requires the minimum 15% of housing units must be included in the first Mixed Use Center approved. 2. The draft code is unclear about whether the Alternative PADA Path requires the Mixed Use Center to be built prior to approval of Residential only areas.

		commercial street within a designated urban mixed use center. Additionally, if at least one Urban Neighborhood Mixed Use Center is approved, other UNOs areas may be proposed as Urban Neighborhood Residential Areas without a mixed use center and the minimum 15 percent requirement shall not apply.]	
8	20.690.070.C.2	2. *Urban Neighborhood Residential Area.* This area is organized around the neighborhood mixed use center and includes a mix of housing and densities achieving an average minimum net density of 18 units an acre. A maximum of 85 percent of all housing units shall be substantially clustered within one-quarter mile of the urban neighborhood mixed use center. The one-quarter mile shall be measured in a straight line from the outer boundaries of the neighborhood to the nearest boundary of the mixed use center. [Alternative PADA Path: A minimum of 50% of residential units shall be substantially clustered within 1/2 mile of the urban mixed use center.]	The City should specify a minimum required land area, by square footage of buildings or percentage of land to be used for the mixed use center and main commercial street frontage.
9	20.690.070.D	D. *Development Standards – Urban Neighborhood Mixed Use Center(s).*	Development standards should be drafted to apply to UNOs without a mixed use center.

		[Alternative PADA Path: This section shall not apply to an UNO that is permitted without a mixed use center per VMC 20.690.070.C.1.]	
10	20.690.070.D.1.a	1. *Urban Center Focal Point.* a. Urban Neighborhood Mixed Use Centers shall be organized around a focal point, which could include a main street, town square, plaza, park, or water feature consistent with the Section 30 Urban Employment Center Plan.	The intent of the Design Guidelines is for the non-main street focal point to be a minimum of 10,000 square feet with no dimension less than 80 feet. The main street or focal point requirements need to be specified for the Alternative PADA Path.
11	20.690.070.D.3.c	c. Maximum building heights shall not be restricted provided architectural methods are applied to reduce the building scale and mass of at least the first three floors (including ground floor). [Alternative PADA Path: The architectural methods shall not apply.]	The Alternative PADA Path does not ensure architectural integrity and interest be achieved. This waiver would appear to allow flat roofs and walls with no articulation, contrary to the pedestrian experience and neighborhood character anticipated under the Subarea Plan.
12	20.690.070.D.7.a-b	a. Blank walls in excess of 15 lineal feet along sidewalks or other pedestrian areas are not permitted. [Alternative PADA Path: Section 20.690.070 D, 7, a. shall only apply to walls facing the Urban Center Focal Point.] b. Transparent windows/doors shall be provided along at least 75 percent of the ground floor	In order to promote architectural interest/integrity and pedestrian experience, the City should consider modifying instead of eliminating these requirements (including the elimination to everywhere but facing Urban Center Focal Point in subsection (a)).

		façades and the base of the windows shall be between one and three vertical feet above the ground or sidewalk. [Alternative PADA Path: Section 20.690.070 D, 7, b. The blank wall standards regarding windows shall not apply.]	
13	20.690.070.D.8.a	a. All setback areas shall be landscaped consistent with the Section 30 Design Guidelines or developed as hardscape plazas. [Alternative PADA Path: All setback areas shall be landscaped or developed as hardscape plazas.]	The City should consider design guidelines to ensure proper screening between properties and overall landscape design integrity.
14	20.690.070.D.9	9. *Streets and Access.*	The Alternative PADA Path does not appear to have bicycle lane requirements.
15	20.690.070.D.9.c.1	c. Access i. Vehicular access to off-street parking behind or within buildings, and to loading docks and service areas shall be through public or private alleys. If structural parking is provided access may be located on the street frontage. [Alternative PADA Path: Vehicular access to off-street parking behind or within buildings may also be via a driveway.] ii. Direct driveway access to the surrounding arterials,	1. The intent of these changes are unclear. This code language appears to diverge completely from the behind building/alley parking compatible with an urban employment neighborhood in favor of suburban residential development with front facing driveways on streets. The Alternative PADA Path should not allow access driveways along street frontages, especially in the absence of a main street in order to preserve development expectations in this urban employment neighborhood. 2. Direct driveway access on NE 184th Avenue and NE 179th Avenue (as NE 184th Avenue is renamed NE 179th Avenue north of NE 9th Street as it

		SE 1st Street, NE 192nd Avenue, NE 18th Street, and NE 172nd Avenue shall be prohibited.	enters Grayrock's property) should also be prohibited.
16	20.690.070.D.10.a	10. *Parking.* a. Parking spaces provided for individual uses shall be no less than 60 percent of the minimum required indicated in Table 20.945.070-2, and no more than 115 percent to the amount provided in Table 20.945.070-2. The planning official may approve parking beyond the maximum or a parking reduction from the required minimum based on a parking study that justifies the need. [Alternative PADA Path: Section 20.690.070 D, 10, a. Parking spaces for individual uses may be no less than 50 percent of the minimum required indicated in Table 20.945.070-2.]	The Alternative PADA Path should require a parking study to reduce parking spaces to a minimum of 50%. There has been no analysis that transit will be increased to Section 30 or that there is adequate parking within Section 30, especially given the limited street parking available or anticipated in the new neighborhood that otherwise appears to be assumed in the drafted amendments.
17	20.690.070.D.10.c	c. Structural parking shall count toward minimum but not the maximum number of parking stalls. [Alternative PADA Path: Tuck-under parking is considered structural parking.]	The intent of this code change is unclear. This code language appears to diverge completely from the behind building/alley parking compatible with an urban employment neighborhood in favor of suburban residential development with tuck under parking facing streets. The Alternative PADA Path should not allow access tuck under parking along street frontages, especially in the absence of a main street in order to preserve development expectations in this urban employment neighborhood.

18	20.690.070.D.10.e	e. Off-street parking shall be located to the rear of buildings. [Alternative PADA Path: Off-street parking is generally prohibited between buildings and the main commercial street frontages.]	The Alternative PADA Path should include a screening requirement for off-street parking not screened by buildings.
19	20.690.070.D.10.f	f. Parking shall meet the Section 30 Design Guidelines. [Alternative PADA Path: Section 20.690.070 D, 10, f. Section 30 Design Guidelines shall not apply to parking.]	As previously stated, specific design guidelines should be applied to parking, and guidelines in general should be adopted and applied to the Alternative PADA Path.
20	20.690.070.E.3	3. *Building Height.* Maximum building heights shall not be restricted provided architectural methods are applied to reduce the building scale and mass of at least the first three floors (including ground floor). [Alternative PADA Path: The above architectural methods shall not apply.]	The Alternative PADA Path does not ensure architectural integrity and interest will be achieved. This waiver would appear to allow flat roofs and walls with no articulation, contrary to the pedestrian experience and neighborhood character anticipated under the Subarea Plan.
21	20.690.070.E.4.a	4. *Building Setbacks.* a. Urban Neighborhood Residential area boundary abutting the ECX zoned area outside of the overlay boundary shall provide a minimum 20-foot landscaped setback that meets the intent of the Design Guidelines.	Setback between ECX and residential uses should be larger than the 10 feet specified in the Alternative PADA Path to help buffer noise, traffic, lighting, etc. Further, the staff report seems to contradict the code language saying that a 20-foot landscaped setback would still be required.

		[Alternative PADA Path: Does not apply when abutting existing or planned parks and/or residential uses that are compatible with the Urban Neighborhood Residential Area; in other cases may be a 10-foot landscaped setback area but without having to meet the intent of the Design Guidelines.]	
22	20.690.070.E.6-7	6. *Building Form and Appearance.* Building form and appearance shall be consistent with Section 30 Design Guidelines. [Alternative PADA Path: This section shall not apply.] 7. *Landscaping and Fencing.* [Alternative PADA Path: This section shall not apply.]	As previously stated, specific design guidelines should be applied to parking, and guidelines in general should be adopted and applied to the Alternative PADA Path.

Finally, the PADA Amendments do not clearly state whether the Subarea Plan policies apply under the Alternative PADA Path. As with the Design Guidelines, HP believes that the City should review the Subarea Plan policies and specifically incorporate those policies in the Alternative PADA Path review that will ensure the quality of development anticipated in this new urban employment neighborhood. The Type II review process, could accommodate such a narrative addressing the applicable plan policies.

IV. The proposed PADA Amendments do not meet the goals of the City's Comprehensive Plan.

The approval criteria require a finding of consistency with the Comprehensive Plan and the and that the proposal is necessary to further the public interest based on present needs. The staff report proposes findings on pages 7-8 that summarily state that the proposed changes are consistent with a list of goals from the City's Comprehensive Plan. But, from HP's perspective, the only goal that is met is expanding the potential for housing protection. The other goals listed CD-1, CD-4, CD-5, CD-7, CD9, CD-10, and EC are all being abrogated for the reasons set forth in Sections I-III of this letter. Namely, the proposed PADA Amendments reduce options for mixed use, remove aesthetic and design guideline treatment that would govern compatibility of uses and the human

scale of development, and end master planning. Further, favoring housing development over preservation of employment land is in direct contrast to the EC goal listed in the report. As has been stated, no assessment of public transit has been provided to claim that goal H-6 is met. For all of these reasons it is too premature to claim that the City's Comprehensive Plan policies and goals are being met.

Notwithstanding the foregoing, the staff report does not address the Subarea Plan, which was adopted by ordinance in in 2009, where the plan was expressly added to the City's Comprehensive Plan. See Ordinance M-3930. The staff report does not address any of the goals or policies of the Subarea Plan. As the PADA Amendments are currently written, and without the assessment of economic impacts (discussed further below) and all the other concerns raised throughout this letter, HP is unaware how the goals and policies of the Subarea Plan could be met.

Finally, the interest to avoid harmful development in favor of tradeoffs with current PADA holders can still be accomplished, but on a slower timeframe. The City should draft better Code amendments that take into account these comments, and would still lessen the likelihood of disfavored development. Given current market conditions, there is time to slow down and consider an economic study of the impact from moving away from an employment neighborhood towards a more heavily residential neighborhood to ensure that the PADA Amendments are not being implemented without full information as to their long term impact. Such economic study would inform the best methods to offer some flexibility under the Code, but preserve the land for the correct mix of uses to meet the City's needs now and in the future, and meet the City's Comprehensive Plan goals and policies. The staff report already describes the intent to extend the PADAs further to account for current market conditions, and doing so would also give the City staff time to re-think these Code amendments in light of the comments in this letter.

V. <u>The SEPA review is inadequate.</u>

Many of the foregoing comments make it clear that HP has concerns about potential environmental impacts that could occur if the PADA Amendments are adopted as written. HP did not receive notice of the SEPA prepared for the PADA Amendments, despite its consultant's verbal request to be added to the notice list associated with the PADA Amendments. HP has not had adequate time to review the SEPA documents which were first found by HP on February 4, 2025 when its consultants observed the meeting packet published to the City's website.

Nonetheless, HP objects to the SEPA process and has the following initial comments. The materials in the Planning Commission hearing packet are inconsistent as to when the SEPA comments are due. A copy of the SEPA notice suggests that the due date for comments is February 9, 2025, which falls on a Sunday and means the next business day is the deadline – February 10, 2025. However, the staff report says the comment period expires on February 13, 2025, which implies that notice may not have been published until some date after January 10, 2025 (the date the City says it submitted the SEPA Checklist). In all events, HP requests the SEPA be re-noticed or the deadline for comments be extended for at least fourteen (14) days from the February 11, 2025 hearing date, or more if Code revisions will be made in response to HP's substantive

comments above. If the 30-day extension is granted, the comments would be due February 25, 2025.

In the event the City chooses not to extend the deadline and resolve this procedural objection, then HP offers the following comments. A DNS, or at a minimum, the currently issued DNS is inappropriate because the full extent of environmental impacts from the PADA Amendments have not been addressed. The checklist basically determines there are no impacts to the environment because the proposal calls for only non-project Code amendments, but the checklist ignores the actual changes that will impact the environment compared to the status quo version of the Code. Since master planning and coordination of infrastructure is being abandoned wholesale for at least over 40% of the remaining privately held land in Section 30, the impacts to air, stormwater, energy resources and utilities to serve future development are all unaddressed in the checklist. In addition, the design guidelines related to landscaping are being completely changed, as is the reduction in open space for certain private developers which impacts the landscape related questions, as well as the landscape's purpose to buffer residential uses from other uses in Section 30.

By stating that how many people would work or reside in Section 30 does not apply, the checklist ignores the planned employment on HP's property. However, this is exactly HP's point, its employees do matter and the impacts of these PADA Amendments on this employment population needs to be assessed. Similarly, the checklist falls short on describing with any accuracy how many housing units are to be provided. The staff reports merely reaches a conclusion and states that the required minimum 850 housing units to be provides in the UNOs would not apply and that minimum number of housing units would be driven by acreage. But, the reality is that the City should have goals about housing unity targets and again how those densities would be served by infrastructure needs, including all the infrastructure discussed above, and public transportation and bicycle infrastructure. Further, such a wholesale change in housing density should be assessed against City-wide availability of land for housing as compared to land available for employment. As the City is well-aware, Section 30 is some of the only large swaths of vacant land within the city's boundary and approximations and hopeful outcomes are not enough to assess environmental impacts here. The trade-off between transforming an urban employment neighborhood envisioned by the Subarea Plan to a suburban residential development is completely ignored in the checklist and as a matter of overall land supply in the City limits.

HP incorporates by reference its specific comments under Sections I-III of this letter as raising significant concerns about the aesthetic impacts of the PADA Amendments if there is no master planning, no design guidelines, and no Subarea Plan policies applied to the Alternative PADA Path. Once more, the City's conclusion that the aesthetics section of the SEPA checklist is inapplicable is not correct.

Additionally, several section of the checklist such as section 8.a, 8.a, 11.c, and 15 are left without adequate information based on the changes proposed. Current use of properties in Section 30 should be inserted; housing density and related questions should be answered; changes to limits of floor footprints from 12,000 square feet should be assessed as to impacts to light or glare; and

impacts to demand for public services, including but not limited to, school, fire and police services should be addressed.

Finally, the SEPA Checklist Section D seems to assert that properties in Section 30 are vulnerable to undesirable industrial uses without supporting data or information to support this assertion. From HP's perspective, the current market does not support undesirable industrial uses, and with HP's investment in Section 30, higher and better uses will be sought in the new Section 30 neighborhood. More time should be taken to adequately assess potential environmental impacts. Additionally, the record does not appear to include an economic assessment or analysis of the economic impact of the proposed Code changes. As of today, the record here does not support a DNS.

CONCLUSION

Based on the detail and length of these comments, it is apparent to HP that this drafting process to adopt an Alternative PADA Path is not complete or fully thought through in terms of adverse impacts of making the contemplated changes. HP asks the Planning Commission to send the draft amendments back to City staff to undertake additional review and drafting in light of these comments, to continue the public hearing, and consider additional workshops prior to such continued hearing. Thank you for the opportunity to participate and your attention to these important matters.

Sincerely,

Jennifer M. Bragar

cc: (all by email)
client
Mark Person
Patrick Quinton

From: James Wu
To: Planning Commission
Subject: Comment for Planning Commission Meeting Agenda
Date: Tuesday, February 11, 2025 10:15:23 AM

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James Wu
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Comments:

Thank you for your time and attention. This is based upon the agenda packet released prior to the meeting.
Parking maximums are a step in the right direction. Parking minimums were promoting unnecessary sprawl and it made things more inconvenient for everyone, as well as caused parking lots to take up space that would otherwise be used for better purposes, such as additional retail or housing. Parking maximums will limit the amount of car spaces that can be built, which in a way is a good attempt at reversing the damage that minimum parking laws have enacted.
Mixing use are also steps in the correct direction, as giving more destinations to residents nearby will make things more convenient for them as well as reduce car use.
Focusing on density minimums are also a good step in the right direction for many of the same reasons.
Allowing mixed use in neighborhoods will improve walkability and help to spread out cars so that traffic does not become too congested in certain areas.
However, a better approach would be to eliminate most zoning altogether and allow the residents and businesses to decide what would be beneficial to build in their area. Density minimums may artificially force building when there is no demand, causing cost to that city that is unnecessary, just like density maximums artificially kept more housing and businesses from opening where there was demand in lower-density areas.
If industrial building is a concern to residents, then it may be better to restrict those types of buildings to certain zones, but the other types of buildings should be OK in any zone.
Also if zoning is allowed as is, then there should be methods to re-assess zones so that they change the type in the future, if the community so demands it.

--
James Wu, IT Consultant
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From: ssilvey643@aol.com
To: Planning Commission
Subject: Comments for 11 FEB meeting
Date: Monday, February 10, 2025 10:20:19 PM

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Planning commission,

10 Feb. 2025

In reviewing some of the data for the meeting on 11 Feb 2025 I have but a few general comments.

<!--[if !supportLists]-->1- <!--[endif]-->In the Staff Report dated 11 FEB 2025, Section 30 Proposed Development Code Changes, I find it interesting that again parking can be reduce 50%, and that streets may be cut down on size. By interesting what is meant is that is no one driving around in the evening and looking at existing areas where parking is at a premium. That overflow parking tends to go into established neighborhoods. This has been a continuous problem and was brought up well over 20 years ago to no avail in my neighborhood as it was pointed out and confirmed by the engineering company that their report was not accurate. Though in that case the city transportation person when questioned by the judge stated it did not matter.

<!--[if !supportLists]-->2- <!--[endif]-->I have never noticed yet that in any of these projects with limited to no parking that a code or change to legal requirements about owning a car is made, or put forth to owners or tenants who shall buy or rent said units. Also there is never anything about only having a vehicle of 14 feet in length or less due to shortness of driveways and or garages which are occupied with water heaters, furnaces which now impact length of car that might fit. Is the city putting forth a code or law that no one can own a car?

<!--[if !supportLists]-->3- <!--[endif]-->In the review of the Comprehensive Plan Update Planning Commission Workshop Title 20 Update Part II February 11, 2025,

> <!--[if !supportLists]-->a. <!--[endif]-->Page 4: view... while it describes a dream, where are the definitions, as recent changes to 4th Plain have lead to longer wait times, many avoidance of other cars and long term higher maintenance cost for all, (think of recent budget issues)

In general a concern is what has been done about past issues, building department issues, lack of notifications of communities, not comprehending blue prints and how to compare and read. Hopefully they have all been addressed. Finally are the employees that work and recommend these changes actual residents of our city? While I know they do not need to be to work for, when in fact data, plans are put forth,

have they really visualized things as story poles are not a requirement from all that I have seen but a great visual aid, as most folks cannot tell distances let alone heights. If they do not put up with issue resident's face than how can they plan, and for the better with common sense, as to be honest when I have had discussions with folks, they know of things but do not implement, allow things to just go on.

When in fact the very high density housing, but the feeder roads and transportation are not there what then? Does that not create issues, long term costs, is the area 30 going to have a hub for busses so that one could catch a simple bus on west side of Vancouver and get to area 30 in a reasonable time without changing 4 times and taking an hour? You wish the walkable areas, but are stores really going to survive, are deliveries possible with trucks.

As in recent builds, in some cases, changes have been made so that finished project looks nothing like has been submitted and approved, which is understandable, but morally wrong to those who view the proposed site and building in planning phase but now due to good ole switch did not have a say, which is to state that something is amiss.

A character of a city, community is built by the people, over time. It is not a design, though that has an influence, and it should not be by political inflection or will. While change is inevitable if one does not learn from the past, and history, then one is doomed to repeat, good and bad.

TA

S Silvey

Vancouver, WA

HP EAST MASTER PLAN

SEPTEMBER 5, 2024

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01

01 / INTRODUCTION

1.1 A COMMUNITY PARTNER

HP Inc. (HP) has been an active member of the Vancouver (City) community for over 40 years. Over the course of HP's tenure, thousands of people have been employed, raised their families, and become deeply invested in Vancouver community activities. HP's culture has fostered this deep involvement because the company understands its responsibility as a positive influence on communities where HP employees live, work, and play. HP's employees have contributed their time and energy to City of Vancouver committees and task forces and held positions with local non-profits and community organizations.

Community service is a value so deeply ingrained at HP that employees are offered paid volunteer hours and encouraged to apply for the Time-off Community Support Grant, which sponsors employees to volunteer full-time for a week. In addition, HP recently introduced 'We Day', a day for HP employees to volunteer together to maximize impact. In 2024, HP Vancouver sent out 300 volunteers on We Day to various service projects in the community, completing over 800 volunteer hours in one morning.

HP also offers donation matching for employees, grants for non-profit organizations, and sponsorship in their communities. Through HP Vancouver's Community Outreach team, our employees regularly engage in support of a range of nonprofits, including Clark County Food Bank, Columbia Springs, Humane Society of Southwest Washington, Fort Vancouver Regional Library, Vancouver Watershed Alliance, Firstenburg, Boys and Girls Club, Washington Trails Association, Evergreen Habitat for Humanity, Share Vancouver, Friends of the Children, Janus Youth, YWCA, and Global Watershed Shoreline.

HP protects the City of Vancouver's natural and social environment through its Site Council. The Site Council funds a minimum of $20,000 annually for HP's Community Outreach team to organize and complete community improvement projects, along with sponsorships and donations to local events such as providing holiday giving trees, Pride parades, and more.

Furthermore, HP supports the next generation of diverse technology experts. Each fall, HP Vancouver employees vote for local nonprofit organizations to receive the HP Imagine Grant, supporting programs that align with the foundation's mission by focusing on education and technology related learning experiences for underrepresented and/or underserved communities. Additionally, HP mentors and trains the next generation of innovators through its annual intern program, HP LIFE program, WSU Vancouver Capstone Project, iUrbanTeen, Girls in STEM, Free Geek, and other programs.

FIGURE 1.A - A COMMUNITY PARTNER

HP is a corporate leader in environmental stewardship and has always focused on incorporating environmental sustainability in everything it does, including constructing sustainable buildings for HP sites in regions where HP operates.

HP's Corporate Real Estate and Workplace Solutions (CREWS) team is highly focused on reinventing the workplace as an environment that advances the wellbeing of its people and the planet. HP's industry-leading sustainability standards will be incorporated as a baseline along with additional focus on specific goals maximizing renewable resources and emission reduction. (SP UD-6).

For example, HP is on track toward achieving its goals of 100% renewable electricity, 65% greenhouse gas reduction, 35% increase in water efficiency and Zero Waste (90+% of waste diverted from landfills) by 2025.

As the HP Vancouver site development is a multi-year project, and HP will continue to consider the various ways to achieve a technologically smart and green development over time while minimizing its environmental impact.

1.2
BACKGROUND

In 2018, HP reviewed its options for planned growth over the next 15-20 years for office, research and development, and other uses consistent with the Development Agreement, and determined the City of Vancouver an excellent location to expand its footprint. HP's deep community connection, developed over nearly four decades, gave the company confidence to continue to grow with the City of Vancouver as it moves forward to develop the last large swath of vacant land currently within the City's urban growth boundary in Section 30. (SP LU-1).

In 2009, the City of Vancouver set forth a vision to transform 553 acres of land historically used for aggregate extraction and processing into a new employment center / mixed-use neighborhood in the Section 30 Urban Employment Center Subarea Plan. Approximately 140 acres of Section 30 property is publicly owned by Clark County, the City of Vancouver, and the Bonneville Power Association. The HP East Master Plan represents one of the recent development proposals within the Section 30 area. HP currently owns approximately 98 acres of property in Section 30. The HP East Master Plan extent is comprised of approximately 30 acres of HP's 98 acres north of NE 3rd Street, near the intersection of NE 184th Avenue and SE 1st Street, as depicted in Figure 1.B. (SP LU-10).

This Master Plan will govern development of the HP property, over the next 10-15 years and beyond. The Master Plan sets forth HP's vision of a multi-building development, which in combination across HP's property, may be comprised of up to 1.5 million gross square feet (GSF) consistent with the Development Agreement. Proposed uses will be similar to existing uses in HP's other Vancouver work spaces, including office, research and development, and other uses consistent with the Development Agreement, as well as the potential for occupant-supported small-scale retail, restaurant and accessory uses. (SP LU-13).

The HP East Master Plan extent is zoned Employment Center Mixed Use (ECX). It is bordered on the west by HP Greenfield Master Plan area, to the south and east by the CTC Section 30 LLC property, CRP/PG Harmony Industrial Owner LLC and Clark County, and to the north by Grayrock Resources LLC. In order to prepare the Master Plan, HP incorporated input from neighboring Section 30 property owners to anticipate appropriate development to the north and east. Those assumptions are used to assess longer-term development of the entire plan area. (SP UD-1-2).

FIGURE 1.B - HP EAST MASTER PLAN AND SECTION 30 EXTENT

1.3
A CATALYST FOR DEVELOPMENT IN EAST VANCOUVER

The HP East Master Plan and the development anticipated to occur over the next 10-15 years as a result of the plan's adoption will be a catalyst for investment and employment growth within the City. The HP East property will be developed in phases to create a comprehensive new office and research development.

Section 30's status as a mostly undeveloped former aggregate extraction and processing area means that a new vision for infrastructure is required at the outset to ensure that development of the area can be served by necessary public services from utilities to a new multi-modal street grid. This new vision is being implemented with HP's first building in the HP Greenfield Master Plan area. In this visioning process, HP has worked with project neighbors to identify Section 30 infrastructure needs. In addition, the Master Plan incorporates landscape design guidance, and other design elements to support plan approval. (SP LU-5).

HP and the City have initiated coordination of infrastructure planning for this portion of Section 30. On December 16, 2019, HP and the City entered into a Development Agreement related to HP's property to encourage development throughout Section 30. A copy of the Development Agreement is included as Appendix B to this Master Plan.

The City recognized the need to build Section 30 infrastructure to include a sanitary sewer pump station ("Section 30 South Wastewater Pump Station"), a public stormwater collection facility benefiting from the native gravels along the planned extension of 9th Street, looped water service, and a new road network. The City agreed to reinvest up to $10,000,000 of City Reinvestment Funds towards Core Public Improvements. Examples of Core Public Improvements include collector and arterial streets, inclusive of all frontage improvements: sidewalks, roundabouts, landscaping, street lighting and water mains. Also included are public recreational trails, public transportation facilities, public stormwater collection facilities, public water facilities, and public sanitary sewer facilities and infrastructure related to each. (DA § 7(b)).

The City agreed that Core Public Improvements include the extension of NE 184th Avenue from HP's first phase to NE 9th Street, construction of NE 9th Street between NE 172nd Avenue and NE 184th Avenue, payment of System Development Charge fees (including the One Pacific Agreement related to sewer fees), any developer-dedicated public recreational trail, and construction of the Section 30 South Wastewater Pump Station (formerly known as the Area 2 Pump Station) and related infrastructure as contemplated in the Subarea Plan. In addition, the City agreed to make Section 30 public infrastructure a top priority in the City's grant writing program and other public funding plans. (DA §§ 4(f), 7) (SP LU-6, UD-8).

FIGURE 1.C - CONCEPTUAL AERIAL VIEW OF SECTION 30 PROPERTIES

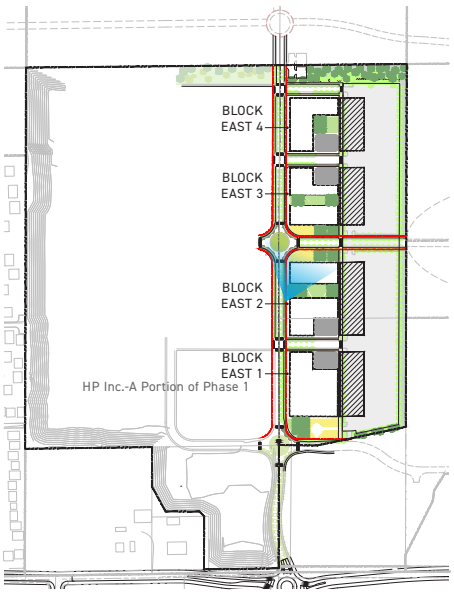
An aerial view of the Section 30 properties and their surroundings are shown looking northeast with the 30-acre HP East development illustrated in concept, along with the illustration of the HP Inc. – A Portion of Phase 1 development to the west of the 30-acre HP Master Plan East extent. Roundabouts on NE 184th Avenue are shown, with the principal entry to the property from SE 1st Street shown bottom right and additional roundabouts at NE 3rd, NE 6th and NE 9th Streets.

1.4
MASTER PLAN PURPOSE

The HP East Master Plan is intended to set forth clear objectives for development of HP's 30 acres of property. The plan incorporates the City's visions, goals, and policies that are set forth in several Section 30 planning documents described in greater detail below under Section 1.5 Regulatory Context. In addition, this Master Plan discusses phased development of the HP East property and phased infrastructure plans to serve HP's uses and, where applicable, other surrounding Section 30 properties. Further, the plan takes into consideration surrounding uses, and long-term development of the entire plan area to analyze street and pedestrian connectivity, transitional grades between surrounding development sites, stormwater management, open space connectivity, utility service, and traffic impacts. (SP TR-10, MS-2-5).

HP's future development will be subject to site plan approvals that are consistent with this Master Plan and the Development Agreement. Since the Master Plan governs the development of the HP East property over the long-term, the City's processes allow for refinement and the potential for modifications of the plan document. Graphic illustrations in this Master Plan are conceptual in nature. If refinement is necessary, HP will undertake the requisite review for such changes. Further, as identified in the Development Agreement, HP may purchase other property within Section 30 and in the company's discretion may, with the City's consent, annex such later-purchased property into this Master Plan through future amendment. (DA §§ 4(c), 8(j)).

FIGURE 1.D - CONCEPTUAL VIEW OF BLOCK EAST 2 LOOKING NORTHEAST FROM NE 184TH AVENUE



KEY PLAN

1.5
REGULATORY CONTEXT

The following documents provide specific direction for master planning in Section 30:

- Section 30 Urban Employment Center Subarea Plan, 2009, presenting the vision and policies related to the future development of properties within the Section;
- Section 30 Urban Employment Center Design Guidelines, 2009 ("Design Guidelines"), implementing the Subarea Plan vision;
- Vancouver Municipal Code ("VMC"), particularly portions of Chapter 20.690, that govern the Master Plan requirements. (DA § 4(d)(vii)).

In addition, HP and the City of Vancouver entered into a Development Agreement on December 16, 2019 to vest HP to certain site-specific development standards, recorded in the City's Development Standards binder. Within this regulatory context, HP provides this Master Plan to bring high quality development to East Vancouver marrying planning and design to create an attractive office, research and development (and other uses consistent with the Development Agreement), as a central economic development use within Section 30. (DA §§ 4(d), 26).

As observed in the Development Agreement, the above set of regulations anticipated development to occur on a parcel-by-parcel basis, instead of a coordinated effort led by HP's catalyzing development involving a significant portion of Section 30's privately owned land. However, the Subarea Plan did anticipate flexibility in its application and is referred to as a framework that envisioned a joint effort for development between the City and property owners, and between HP and its neighbors. This Master Plan is a further step to turn the framework into a reality and transform Section 30 into the neighborhood envisioned in the Subarea Plan.

The content of this Master Plan is arranged to respond directly to topics as addressed in the Design Guidelines. Each section also refers to relevant portions of the Development Agreement, and other documents listed above, and in the Appendices. A Regulatory Compliance Matrix has been prepared (included in the listed reference documents) that correlate specific sections of City Planning Documents, City Code, and the City of Vancouver-HP Inc. Development Agreement to associated sections within this Master Plan. The HP East Master Plan will establish a site-specific path for development in Section 30 that creates a high quality built and landscaped environment that is both respectful to preexisting neighboring communities, and supportive of the new mixed-use community that will grow to the north and east of the HP property. HP uses parenthetical notations within this document to show where particular portions of the Master Plan address Subarea Plan Policies (referred to as SP), Design Guidelines (referred to as DG), the City code (referred to as VMC), and Development Agreement (referred to as DA).

FIGURE 1.E - EXISTING CONDITIONS WITHIN SECTION 30

Existing conditions within Section 30 including HP property under development (top), Harmony Sports Complex (bottom left) and vision for a public park from Section 30 Subarea plan (bottom right).

02

02/ AREA PLANNING

2.1 VISION FOR THE HP PROPERTY

HP proposes a mix of office, research and development, and other uses consistent with the Development Agreement, as well as the potential for occupant-supported small-scale retail, restaurant and accessory space, and related parking and associated onsite improvements. These uses are consistent with ECX zoning of the site.

Development of HP's property has begun with a portion of Phase 1 at an improved entry point from SE 1st Street where NE 184th Avenue will extend north to the future alignment of NE 4th Street. Future phased development consistent with the Development Agreement will occur across the HP property. (DA § 4(b)).

Circulation, infrastructure and landscape improvements will be expanded as necessary with each phase of development. The Subarea Plan contains a concept for a public recreational trail along the western boundary of the HP property. The recreational trail location in the Subarea Plan is conceptual and allows for deviation to be determined through the master plan process. To meet the goals of the Subarea Plan, the recreational trail must be open to the public and must connect north to a location near NE 9th Street and west towards NE 172nd Avenue along or near the northern boundary of the HP property. To satisfy this Subarea Plan goal, a shared use recreational trail on the west and east side of NE 184th will be constructed as part of Phase 1 and will connect north to a location near NE 9th Street in subsequent phases. (SP LU-3, OS-1, OS-2, OS-9, OS-11) (DG A.6.1.c) (DA § 8(d), Ex. 6, p. 3).

Banks at HP's east boundary will be stabilized and landscaped, providing a natural buffer between site development and existing neighboring properties. The Full Site Utilization Plan (FSUP) shows the long-term configuration of the developed site. Development contemplated in this Master Plan is expected to take 10-15 years and possibly longer as HP explores opportunities to fully buildout the 98 acre HP property, depending on market conditions and industry demands. Therefore, the FSUP, consistent with VMC 20.690.060.C, proposes potential sizes, locations, configurations and uses associated with buildout of the HP East Master Plan property (consistent with the Development Agreement which allows 1.5 million GSF across the entire HP property, which full development is referred to herein as "up to 1.5 million GSF"). (OS-14) (DA § 4(a)).

Other Uses: The ECX zoning provides for a mix of permitted, limited, and conditional uses that HP can develop on its property, and HP reserves the right to update the Master Plan in the future should other uses be desired. Notwithstanding the range of ECX allowed uses, the HP property shall not be developed with Group Living, Community Recreation, Park & Ride Facilities: Structure, Vehicle Fuel Sales, Rail Lines/Utility Corridors, or Uses listed under RCW 36.70B.170(3)(e). In addition, the VMC contemplates urban neighborhood overlays in Section 30. HP neither seeks application of an Urban Neighborhood Overlay, nor to include a residential component at this time. As a result, this Master Plan does not address residential use specific Subarea Plan policies and Design Guidelines.

FIGURE 2.A - A VISION FOR THE HP PROPERTY

This plan illustrates the general locations dedicated to buildings, open space and parking. Note the zone running north-south along the eastern half of the HP East extent may include either buildings or parking uses depending on HP's future space and area requirements.

LEGEND

- POTENTIAL BUILDING
- PARKING AREA
- POTENTIAL BUILDING OR PARKING
- * SECTION 30 SOUTH WASTEWATER PUMP STATION

2.2
SITE GRADING AND ELEVATIONS

EXISTING GRADES

The HP East Master Plan takes advantage of post-reclamation elevations to use the valley features of Section 30 to create a sense of place and community through a well-connected street system with utilities and services and an environment conducive to bicycling and walking. HP has coordinated with its neighbors to ensure that grade transitions between development sites will create an interesting and cohesive development, while maximizing the developable area of HP and neighboring properties. Finished elevations are indicated on the Vicinity Plan, Sheet L1.0. The remainder of Section 30 provides ample opportunities to accomplish transitional grades as development extends east and north. (SP GE-1-5).

The HP East property is currently a quarry with variable floor elevations ranging from 230 to 250 feet. Surrounding elevations include the CTC Section 30 LLC property to the south and east ranging from 230 to 270 feet, and property to the north ranging from 240 to 270 feet. Grades at the perimeter of the HP property will be adjusted to provide smooth transitions with the surrounding berms. NE 184th Avenue is currently being constructed from SE 1st Street north to NE 4th Street and will abut the westerly edge of the HP East Master Plan extent. This includes a roundabout at NE 3rd Street with grades around 250 feet going north to NE 4th Street around 244 feet in elevation. NE 6th Street as proposed will slope within an accessible range to meet the proposed grades at NE 184th and the terminus at the HP property line.

HP intends to develop the site to prepare for finished grades between 2% and 4% across the HP East property. The southernmost portion of the 30-acres has been filled and compacted to an approximate elevation of 247 feet, with gentle slopes to the east. These grades are set based upon the development of NE 184th Avenue to the west and NE 3rd Street to the south.

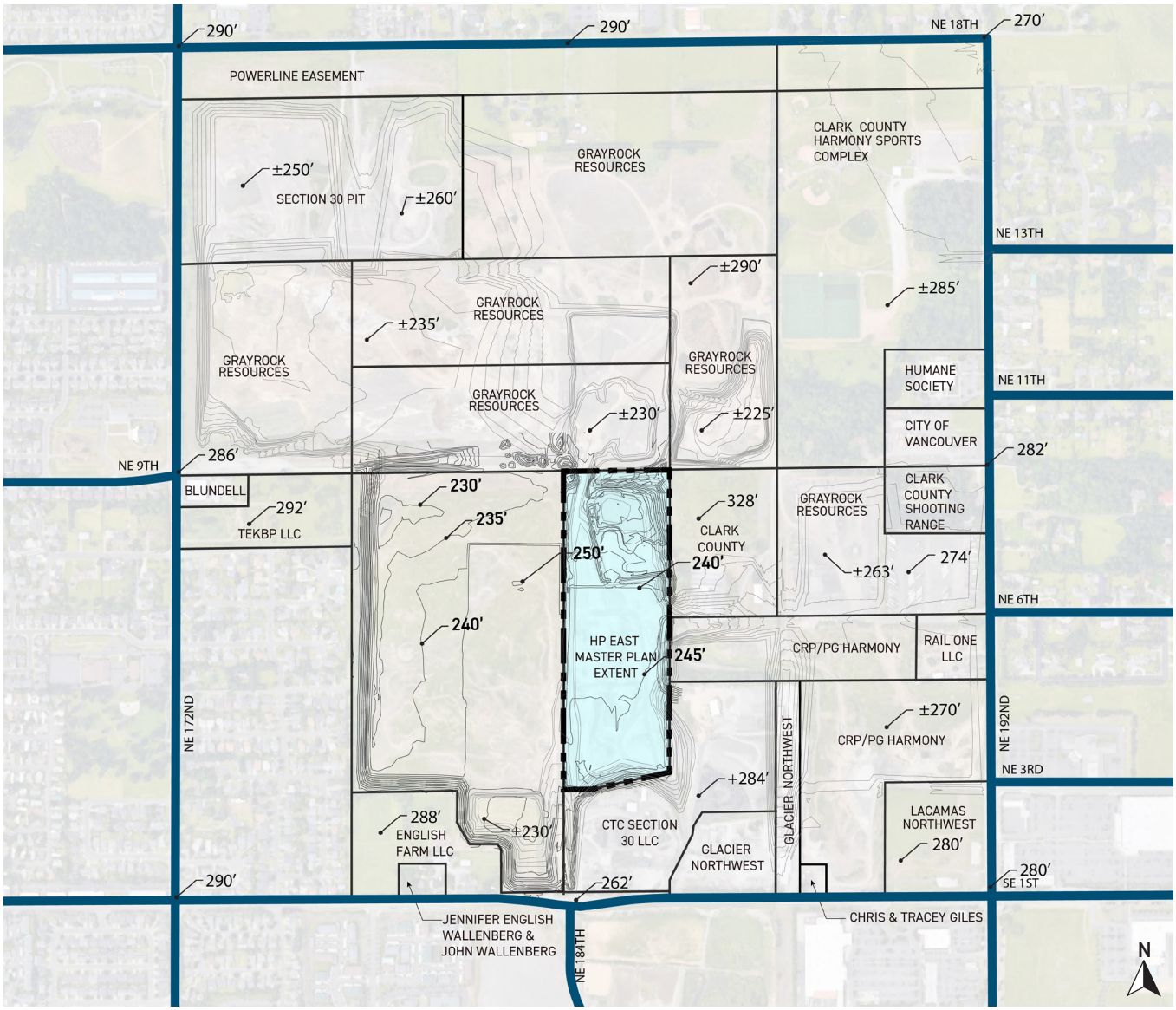


FIGURE 2.B - EXISTING GRADES

The HP East property is 40 to 50 feet below the existing neighborhood to the west and current grade of SE 1st Street.

LEGEND

- EXISTING STREETS
- HP EAST MASTER PLAN EXTENTS

FUTURE GRADES

Extension of a portion of NE 184th Avenue north of SE 1st Street to NE 4th Street is currently underway to provide transportation access to the HP property. The extension of NE 184th Avenue is being constructed as a Core Public Improvement. The extension will serve the HP property and the CTC Section 30 LLC property to the south and east of the HP property. Consistent with the Development Agreement, construction is being coordinated with the City's improvements on SE 1st Street. The northward extension of NE 184th Avenue will slope down approximately 20 feet to access the HP property as it extends north to NE 9th Street. NE 3rd Street will extend east to link the southern portion of the HP East property and CTC Section 30 LLC property to NE 184th Avenue.

The floor of the HP East property is of variable elevation and will be leveled and compacted to a uniform elevation with appropriate grading for storm water drainage. Soils supercharging will precede each phase of development. The proposed elevations and graded perimeter banks to the east will minimize the use of retaining walls, and provide landscaped slopes between building pads, pedestrian paths and streets. (SP TR-10).

Stormwater will be filtered through a bioretention facility or mechanical treatment systems as approved by the City of Vancouver prior to discharging into local or regional infiltration facilities, including, but not limited to, towards the regional stormwater filtration area along the northern property line of the HP property, and included in the design of street improvements, sidewalks, and the recreational trail along NE 184th Avenue. The edge of former quarrying operations will be graded as 2:1 earthen banks along the south, east, and north sides of the HP East extent. These will be landscaped for stabilization and appearance. The size of the HP property facilitates balancing of cut and fill materials across the site. (SP GE-1-5, OS-4, OS-5, OS-7) (DG A.1.1.a, b, d, e, A.1.2).

HP's property is separated from properties to the east by a drop of 10 to 20 feet and by earthen banks that will be stabilized and landscaped. Both distance and the elevation difference, together with shade trees planted in the parking lots will attenuate noise and take into consideration the views for neighbors across the property. The final grades along the northern, eastern, and southern edges of the HP East extent will be coordinated with the neighboring property owners as development occurs. (OS-16).

The intersection of SE 1st Street and NE 184th Avenue will be the principal entrance to Section 30 from the southwest. Development of the HP East Master Plan will begin at the intersection of NE 3rd Street and NE 184th Avenue. Subsequent HP development phases will continue along NE 184th Avenue sloping gently north to NE 9th Street. (DG A.3.1.a-c) (SP TR-5, TR-6).

Finished grades will slope down approximately 10 feet from the HP East property to the intersection of NE 184th with NE 9th Street. This gentle slope will aid in directing stormwater towards ground recharge areas near NE 9th Street. The finished grades will also accommodate future extensions of NE 3rd and NE 6th Streets to the east, and development of property fronting NE 184th Avenue. Pedestrian and bicycle access to all parts of the developed Section 30 community are taken into consideration in these proposed finished elevations. Therefore, NE 3rd and NE 6th Streets, together with the multi-use recreational trail along NE 184th Avenue between SE 1st and NE 9th Street are being designed with usable slopes for multi-modal accessibility. (SP TR-10) (DA § 8(d), Ex. 6, p. 3).

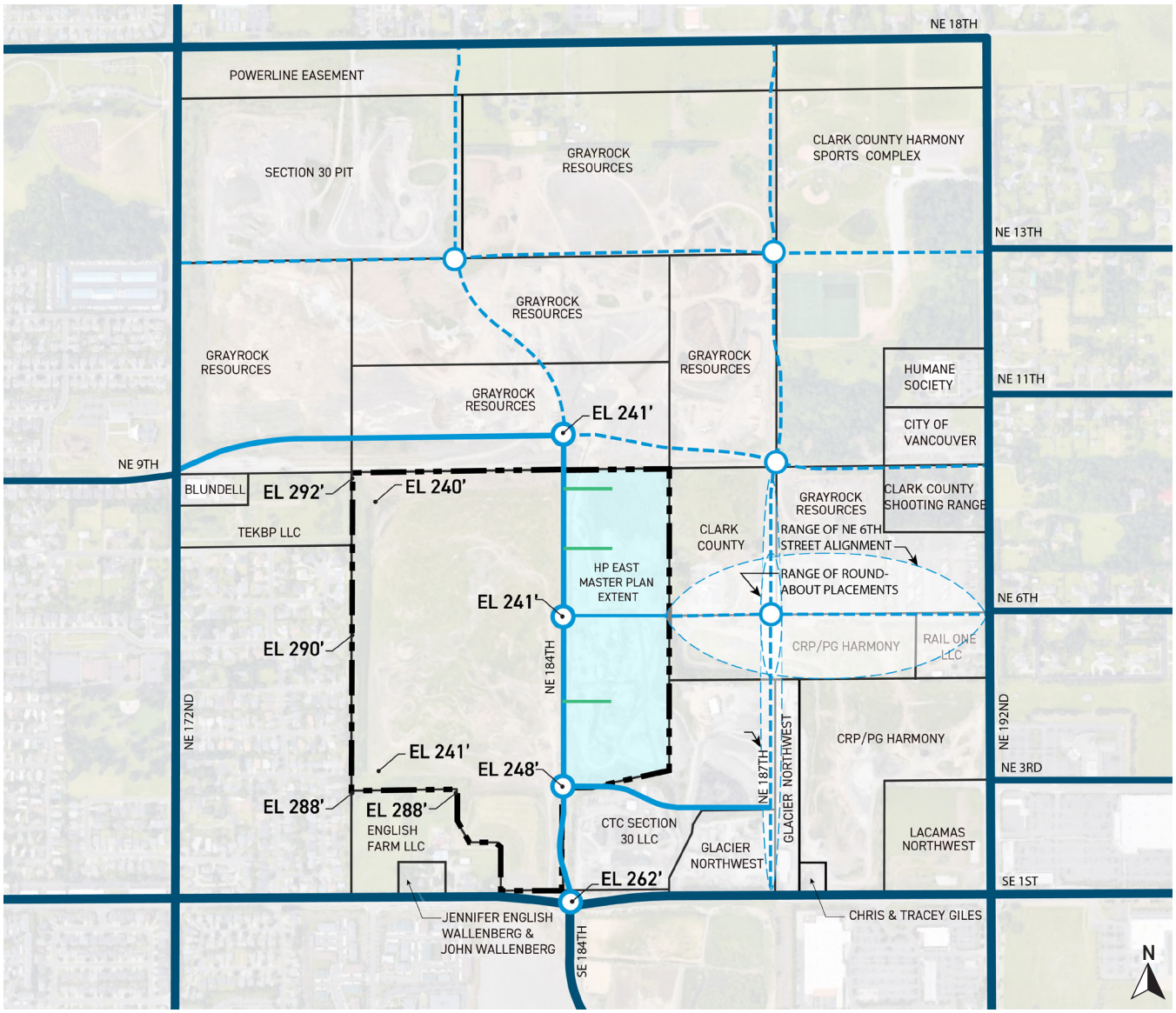


FIGURE 2.C - FUTURE GRADES

LEGEND

- EXISTING STREETS
- PROPOSED STREETS
- PROPOSED PRIVATE STREETS
- POTENTIAL FUTURE STREETS
- HP PROPERTY LINE
- PROPERTY LINES

2.3
BUILDING LOCATION AND ORIENTATION

As visitors enter NE 184th Avenue a tree-lined street will open before them with a 12-foot wide recreational multi-use trail. HP's buildings along the east side of NE 184th Avenue will be set back 20 feet from the recreational trail. Access east from NE 184th between groups of buildings will be on public and/or private streets connecting to a tree-lined north-south parking access lane approximately parallel to NE 184th Avenue providing access to building entrances and to parking lots shaded with trees bordering parking aisles and walkways, (see Master Landscape Plan, Sheet L2.0). (DG A.2.1).

The Full Site Utilization Plan summarizes how up to 1.5 million GSF of development will be constructed in phases. As HP plans each phase of development, a mix of uses will be determined to meet the company's employment space needs. The FSUP demonstrates a realistic assessment of future building types and footprint sizes, as well as parking space demand and accommodation of potential future increased density. (SP UD-4).

Section 30 has neither height limits nor floor area ratio (FAR) limits. However, HP recognizes the City's goal of achieving a distinctly urban form of development and compatibility with neighboring uses. Buildings will vary in height, providing for active and pedestrian scale street fronts through façade articulation and the inviting appearance of the new buildings. These building heights will take into consideration mountain views for residential neighbors to the west. Anticipated FAR at full buildout is 0.5 to 1.0. Boundary treatments will be compatible with surrounding uses and employ architecturally appropriate landscaping and fencing. (DG A.2.2, E.2.1) (SP UD-1-3, UD-9) (VMC 20.690.040.B).

Building footprints depicted on the FSUP indicate the anticipated range of office, research and development, and other uses consistent with the Development Agreement, as well as the potential for occupant-supported small-scale retail, restaurant and accessory space. Larger building footprints will accommodate research and development with limited office, while smaller building footprints will provide options for a mix of the other uses mentioned. (SP LU-4).

The Design Guidelines and VMC 20.690.040(D)(2) define maximum building setbacks from streets other than collectors and arterials, of 10 feet from the back of the sidewalk, with an exception allowed up to 20 feet. This will enable appropriate accommodation of pedestrian facilities and landscape. Consistent with the Development Agreement, this 10 foot minimum landscaped setback is measured from the back of the sidewalk, with the option to exceed the minimum to ensure architecturally sound design of landscaped setbacks taking into account factors including, but not limited to, pedestrian interface, vehicular circulation, and building design. Back of sidewalk also refers to back of a public recreational trail that may be co-located on a public right of way or private street. (DA Ex. 4, p. 2) (VMC 20.690.040(D)(4)).

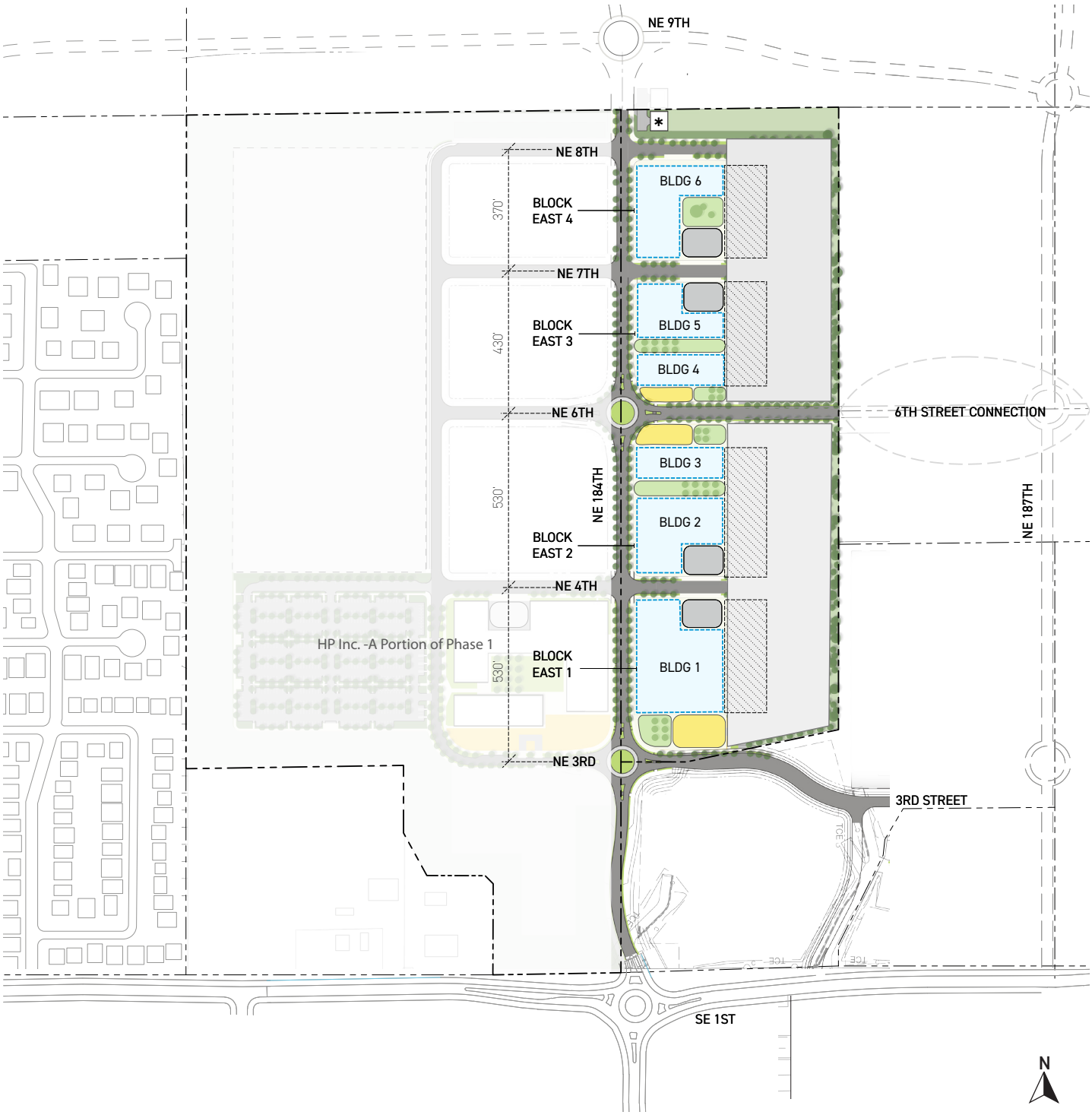


FIGURE 2.D - BUILDING LOCATION AND ORIENTATION

LEGEND

- POTENTIAL BUILDING
- POTENTIAL BUILDING OR PARKING
- PARKING AREA
- * SECTION 30 SOUTH WASTEWATER PUMP STATION

BUILDING LOCATION AND ORIENTATION CONTINUED

Buildings will be arranged around open gardens and plazas, providing a secure environment for circulation, visitor access, employee rest and respite. Pathways will connect these spaces to sidewalks in surrounding streets as shown on the FSUP. A south-north footpath will provide access to gardens and plazas and will connect facilities in all phases of development. (DG A.2.1.b, A.4.1, A.4.2) (SP LU-1, LU-10).

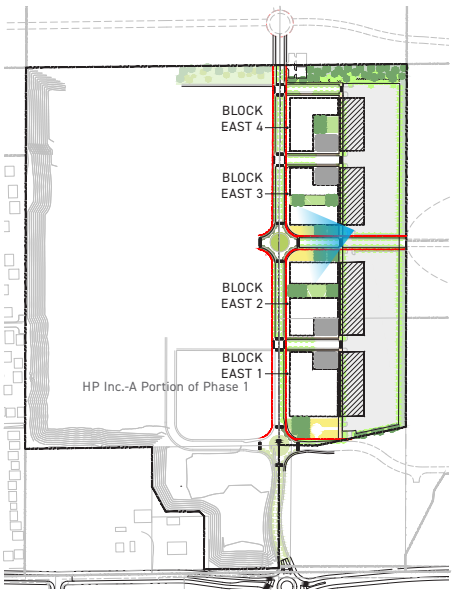
Streets encircle each phase of development, creating a series of city blocks. These blocks will vary in dimension based on the number and type of buildings and internal open spaces. Each block will have a distinctive character. Materials and design details will differ between buildings, although a "family resemblance" will present a unified appearance. The overall impression will be one of compact urban buildings interspersed with plazas and gardens bordered by tree lined streets. (DG D.1.1, D.1.2, D.1.3, D.1.4) (SP UD-13, UD-16).

Parking lots east of the buildings will be partly screened by street trees, and partly by lines of shade trees that create separate parking areas. Occupants of taller buildings will look across tree canopies towards the landscaped banks at the eastern boundary. Trees will screen parked cars from most viewpoints (see Master Landscape Plan, Sheet L2.0). Services and utilities will be expanded as necessary to serve each new phase or block of development. (SP UD-12).

The Master Plan's proposed street alignments are based on the conceptual street layouts depicted in the Subarea Plan, and are also informed by HP's communication with surrounding property owners. Two roundabouts will be included between SE 1st Street and NE 9th Street, the first located on an extension of NE 3rd Street and the second aligned to a potential extension of NE 6th Street. SE 1st Street and NE 9th Street will become primary connections to neighborhoods to the west. Connections to the eastern properties in Section 30 will be via NE 3rd, NE 6th, and NE 9th Streets. Roundabouts calm traffic by maintaining slow and constant travel speeds, while minimizing the need for acceleration and breaking. Roundabouts will help make the streets safe for all modes of travel. Other traffic calming tools will be considered to maintain traffic flow and safety as design proceeds. (SP TR-2, 25, 26) (DG B.2.3.c) (DA Ex.6, p. 5) (VMC 20.690.040(E)).

FIGURE 2.E - CONCEPTUAL VIEW OF BLOCK EAST 2 AND BLOCK EAST 3 LOOKING SOUTHWEST FROM NE 6TH STREET

This illustration represents an anticipated relationship between built areas and open space and the connection from buildings onto the east-west roadways.



KEY PLAN

2.4
SCALE AND BUILDING MASSING

Buildings will be designed to be compatible with one another in scale, orientation and massing, but will be expressive of different uses in their outward appearance. Variations in architectural details, materials and colors will be modulated to convey a "family resemblance" between buildings in each group or phase, but differences in appearance and grouping will create a distinctive identity for each phased block within the larger development and will use a mix of details from the Design Guideline's details toolbox. The proposed scale and design will aid direction finding and will avoid the monotony that could otherwise dominate the 30-acre site. Details of the design will be directed principally by functional requirements and the wellbeing of building occupants – both inside and around the buildings. A footpath will provide access to the open spaces in each block connecting all buildings in all phases. (DG D.4.1.a-i).

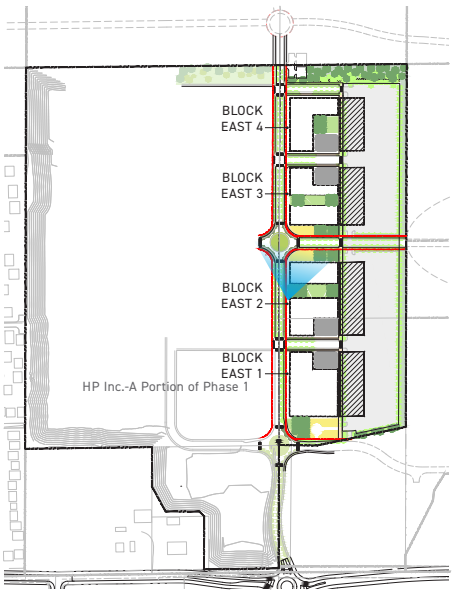
Buildings will typically be urban in character thereby consistent with the recommendations of the Section 30 Design Guidelines. Buildings may be single or multi-story and configured to be compatible with the pedestrian-scaled spaces around them. Buildings will predominantly be a minimum of 24 feet in height. The design of buildings and open spaces will be coordinated to clearly define building entries, connecting pathways and other features. (DG A.2.2, D.2.1.a).

Any façade longer than 120 feet facing a public street will be interrupted with a setback, projection or other device at least 30 feet long and 20 feet deep for the full height of the building. Roof design will vary with building function but will be compatible between neighboring buildings. Rooflines visible from public streets longer than 100 feet will feature changes in profile or other features consistent with articulation of the façade. Blank walls will generally be avoided in locations visible from public streets and pedestrian routes. In cases where such walls are unavoidable, architectural features or landscape devices will be used to soften their appearance and harmonize with adjacent building details and open space features. (DG D.2.2, D.2.3, D.2.6, D.3.1).

Sustainability and longevity will influence the selection of architectural materials and finishes consistent with HP's sustainability goals. Architectural and landscape details will emphasize human scale, especially at building entries and around pedestrian walkways and seating areas. Signage, walls, fences and other landscape features will be compatible in scale and appearance with the architecture. Colors will be coordinated. Masonry or other durable materials will be used below ground floor windowsill levels. (DG D.5.1, D.5.2) (SP UD-6).

FIGURE 2.F - CONCEPTUAL VIEW OF BLOCK EAST 2 LOOKING NORTHEAST FROM NE 184TH AVENUE

This illustration shows the potential relationship between buildings and internal open space with NE 184th Avenue and the recreational trail running along the east side of the road. Buildings are anticipated to be scaled and massed such that they are able to frame open space and create a strong frontage along NE 184th Avenue while also preserving a human scale and pedestrian orientation.



KEY PLAN

CREATE A CONSISTENT STREET WALL ALONG NE 184TH

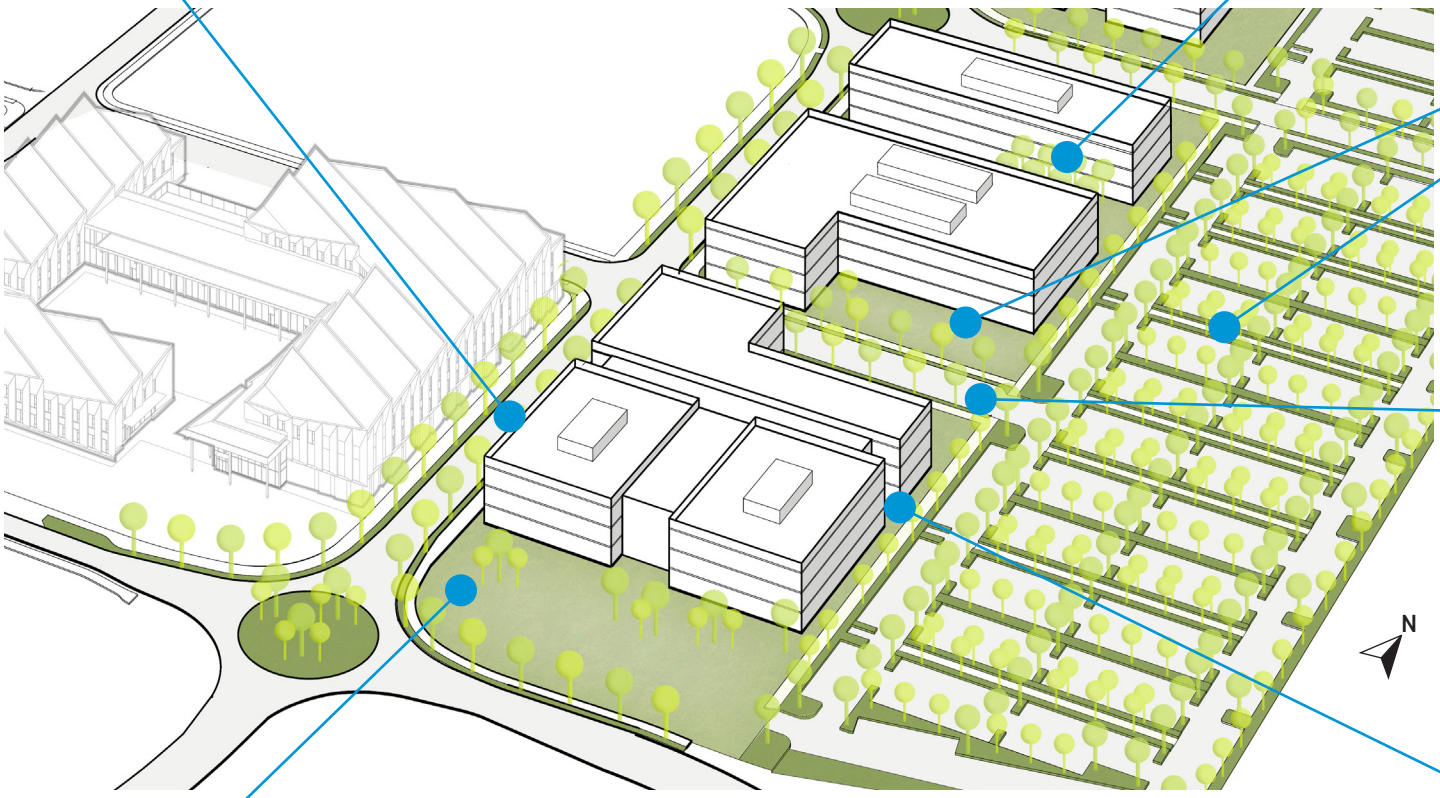


FIGURE 2.G - BUILDING MASSING CONCEPTS

UTILIZE OPPORTUNITY FOR OPEN SPACE AT ROUNDABOUTS

PROVIDE USABLE OPEN SPACE BETWEEN BUILDINGS

SERVICE AND PARKING AREAS ARE SEPARATED

LOCAL CONNECTIONS ALONG PRIVATE ROADWAYS

DESIGN WITH PEDESTRIAN SCALE IN MIND

2.5
OPEN SPACE AND PLAZAS

Buildings will be interspersed with open spaces and plazas providing occupants with various outdoor opportunities for rest and recreation. Seating areas and informal gathering spaces will be designed to address building occupant needs for open space amenities and to provide welcoming entrances to buildings. Plazas will be designed for solar access and may include raised planters. The plazas and site open space will connect to the sidewalk network, private streets and the multi-modal recreational trail along NE 184th Avenue. (DG A.4.1, A.4.2).

Former quarry slopes between the site and properties to the east are or will be graded to an incline up to a maximum of 2:1 and will be planted to provide a green backdrop to the HP development. These slopes will offer a visually pleasing buffer to neighboring properties. The banks will only be accessed for periodic maintenance. None of these slopes qualify as western slopes in Section 30 under the Design Guidelines. (DG A.6.1).

Trees will line NE 184th Avenue and the streets to the east. Shade trees will line walkways throughout the parking areas and will also be used to separate parking aisles as shown on the Master Landscape Plan, Sheet L2.0. These plantings will help to reduce heat island effects and improve air quality, as well as add to the City's tree canopy cover. (DG E.1.4).

The multi-use recreational trail on the west and east side of NE 184th Avenue, and symmetrical sidewalks on the east side of NE 184th Avenue will connect the HP development to the network of neighborhoods, parks and other features planned for Section 30 development as the HP property extends north over the planning horizon. (DG B.5.2) (DA § 6(e)).

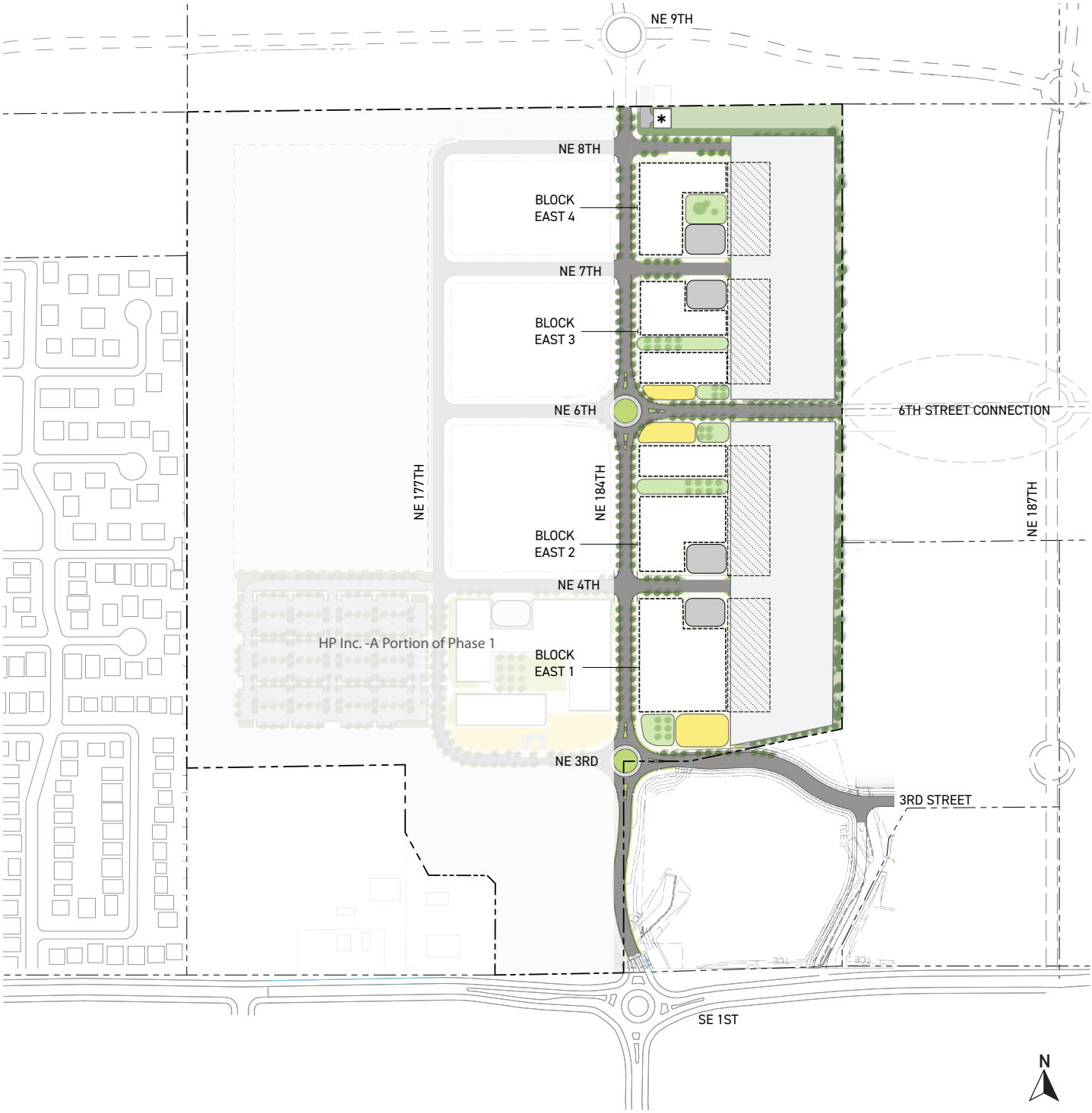


FIGURE 2.H - OPEN SPACE AND PLAZAS

LEGEND

- LANDSCAPE BUFFER
- PLAZA
- OPEN SPACE
- * SECTION 30 SOUTH WASTEWATER PUMP STATION

2.6
GATEWAY STREETS

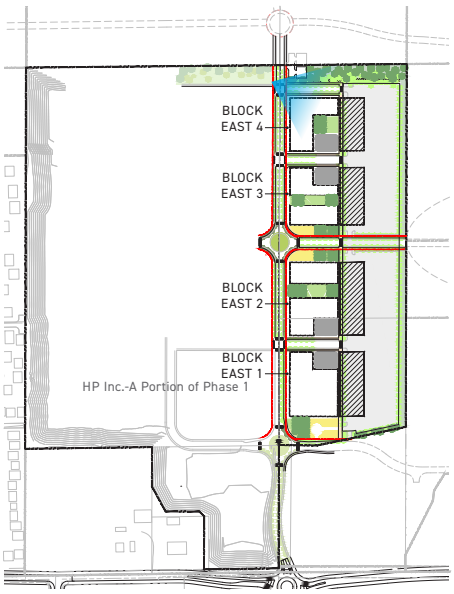
The HP East extent is not located at the gateway or corner of Section 30 as described in the Design Guidelines and as a result of the alignment of NE 9th Street developed by project neighbors. Nonetheless, the entry to the HP property near the intersection of NE 184th Avenue and NE 9th Street will contain a signature gateway identified by HP monument signs. HP has the option of locating such signature gateway sign on either or both sides of NE 184th Avenue. (DG A.3.1.a-c).

The approach to the HP property from the north will present a different gateway experience, since grade changes will be minimal, and views will be open. The formality of the straight, tree-lined street with a 12-foot wide recreational multi-use trail along NE 184th Avenue will be evident, its east edge contained by the frontages of urban scaled buildings. A monument sign will identify HP at the northern end of its property, where landscaping will favor predominantly native and drought resistant plant materials to establish continuity between phases of development. (DG A.2.2).

Directional signage and lighting along NE 184th Avenue will be coordinated to the needs of those on foot or bicycle as well as drivers, and in coordination with C-Tran to meet public transit requirements. (DA Ex. 6, p. 5).

FIGURE 2.I - CONCEPTUAL VIEW OF NORTHERN GATEWAY LOOKING SOUTH FROM NE 184TH AVENUE

Northern entry with a potential for topographic landscaping and/or signage.



KEY PLAN

2.7

SERVICE ELEMENTS IN THE CONTEXT OF SECTION 30 AND SURROUNDING ZONES

Service traffic and parking access will be via streets east of NE 184th Avenue. The service elements on the HP property will be connected through roundabouts at NE 3rd and NE 6th Streets, and at three intermediate right-in/right-out junctions; two located between the NE 6th and NE 9th Street roundabouts and one between the NE 3rd Street and NE 6th Street roundabouts.

The roundabouts will be designed to accommodate large freight vehicles and will include pedestrian crossings. Service areas are located on the north, south, and east side of building groups to screen them from NE 184th Avenue and maintain the pedestrian scale development along this collector street. All service areas, including garbage and recycling areas, will be screened from view by a 6 foot high wall or fence, have self-closing doors, and will be accessible to large vehicles. Service areas will be consistent in design with the architecture of the buildings served, using similar materials, colors and detailing. Three foot wide planting strips will be used around service enclosures and may help separate sidewalks and/or surrounding buildings. Roof mounted equipment will be screened from public view by designing such equipment structures as part of the building architecture and designed and placed to reduce intrusive noise. Utility boxes and meters will be accessible from the streets or other portions of the HP property. (DG A.7.2.a-c, A.7.3, A.7.4, A.7.5) (SP UD-15).

The Master Plan recognizes commercial and light industrial land-uses adjacent to the project, and care will be taken to consider the impact of the Master Plan on the views to Mt. Hood from homes along the quarry slope on the western edge of Section 30. (DG A.6.1.a).

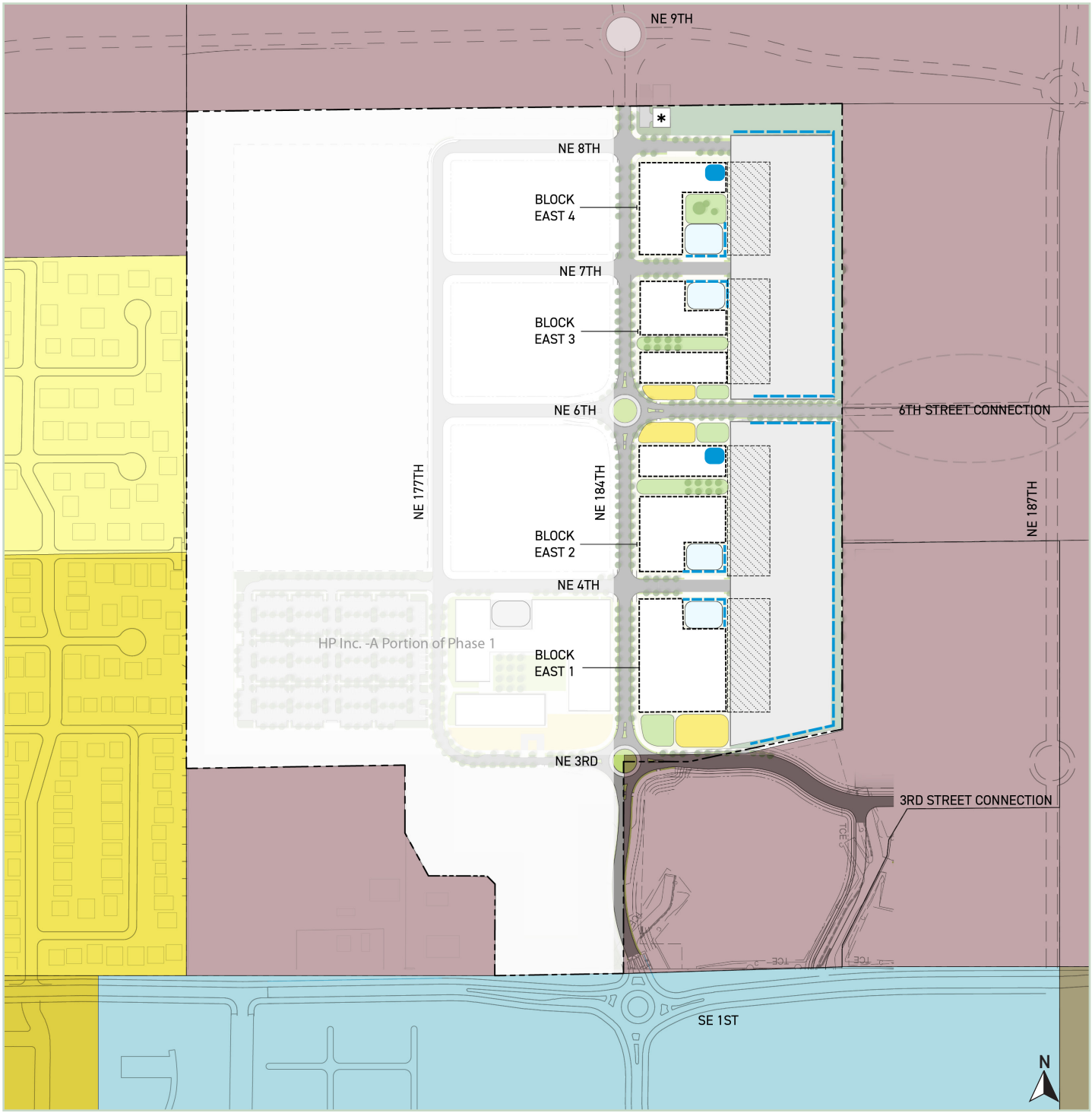


FIGURE 2.J - SERVICE ELEMENTS AND SURROUNDING ZONES

Service yards will be accessed from roadways within the development, but not NE 184th Avenue, and will be screened, as will service meters and other utility equipment.

LEGEND

- SERVICE YARDS
- INTERNAL SERVICE
- SCREENING
- * SECTION 30 SOUTH WASTEWATER PUMP STATION
- EMPLOYMENT CENTER MIXED-USE (ECX)
- SINGLE FAMILY RESIDENTIAL (R1-10)
- SINGLE FAMILY RESIDENTIAL (R1-6)
- LOW DENSITY RESIDENTIAL (R-9)
- LIGHT INDUSTRIAL (IL)
- MIXED USE (MX)

03

03/ ACCESS, CIRCULATION, AND PARKING

3.1 STREET PATTERN AND LAYOUT

The location and alignment of streets on and adjacent to the HP property are based on the conceptual locations in the Subarea Plan and discussions with impacted landowners within Section 30. The street connections provide the framework for the planned pedestrian oriented employment center, linking employees to commercial and residential neighborhoods elsewhere in Section 30. Frequent points of access from HP buildings to NE 184th Avenue will encourage walking and bicycling rather than automobile use for local trips. Bicycle racks and associated facilities will be located within each group of HP buildings. (DG B.3, B.5.1.c-d).

Access to the HP property will be located at the intersection of the arterial, SE 1st Street and NE 184th Avenue. A roundabout aligned with NE 3rd Street provides access to the street network south of the HP property. Roundabouts at NE 6th Street and NE 9th Street along NE 184th Avenue will connect the HP property to the local street network to the east.

These will be the first elements of a district-wide system of streets, recreational trails and pathways favoring multi-modal transportation, inclusive of connectivity to public transit options. HP is not required to locate a transit facility on HP property. Nonetheless, the Master Plan will accommodate transit stops on or near arterial streets or local streets in coordination with C-Tran. NE 184th Avenue between SE 1st Street and NE 3rd Street is located on HP and CTC Section 30 LLC properties, as is NE 3rd Street as it extends east from NE 184th Avenue. The northern portion of NE 184th, the NE 184th/9th St roundabout, and NE 9th Street from NE 184th to NE 172nd resides on Grayrock property. CTC Section 30 LLC and Grayrock agree to the roadway alignments in this Master Plan and will coordinate grading plans to accommodate the streets and utilities. NE 6th Street as it leaves the HP property will ultimately cross other Section 30 properties as it extends east to NE 192nd Avenue. HP has coordinated with CRP/PG Harmony Industrial Owner LLC and Clark County on the grading plan for the connection of NE 6th Street as it exits the eastern boundary of the HP property (SP TR-2, TR-3, TR-27, TR-28, PU-6) (DG A.1.1.c, B.4.2) (DA § 8(b)).

Truck routes off of NE 172nd Avenue from NE 9th Street to NE 184th Avenue and 1st Street to 184th Avenue will allow deliveries to the HP property. Today most of HP's deliveries use City-trucks, although other operations that may be located on the HP property may require travel truck deliveries. The design of SE 1st Street, NE 9th Street, and NE 184th Avenue will accommodate a variety of truck sizes. (SP TR-23) (DA Ex. 6, p. 4).

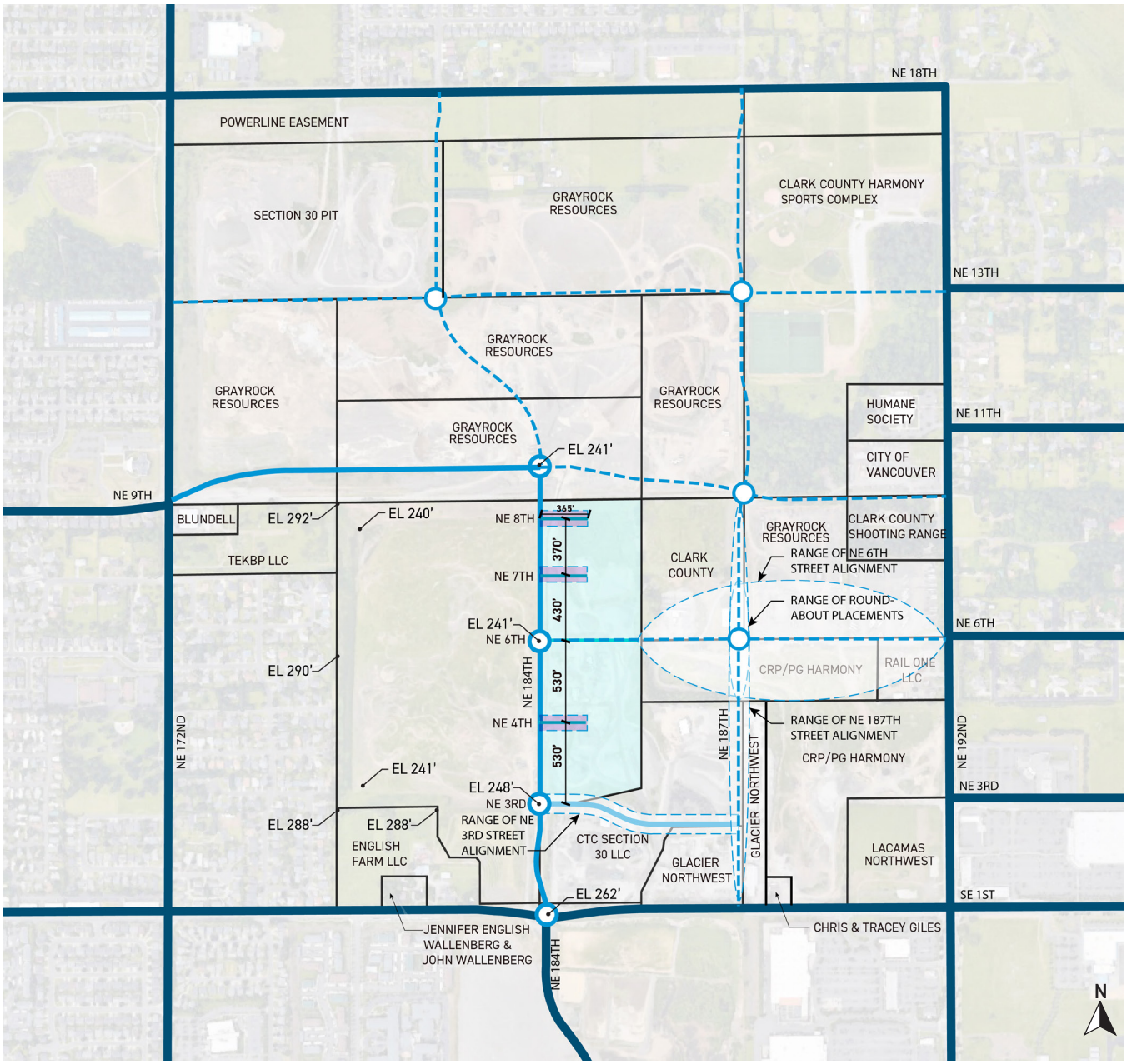


FIGURE 3.A - STREET PATTERN AND LAYOUT

The illustration shows anticipated street layout and hierarchy of roadways. Note potential variation in roadway alignment indicated by filled areas within the HP property for NE 3rd Street, NE 4th Street, NE 7th Street, and NE 8th Street. In addition, there are a range of alignments anticipated for NE 3rd Street, and NE 6th Street as they are extended outside of HP property.

LEGEND

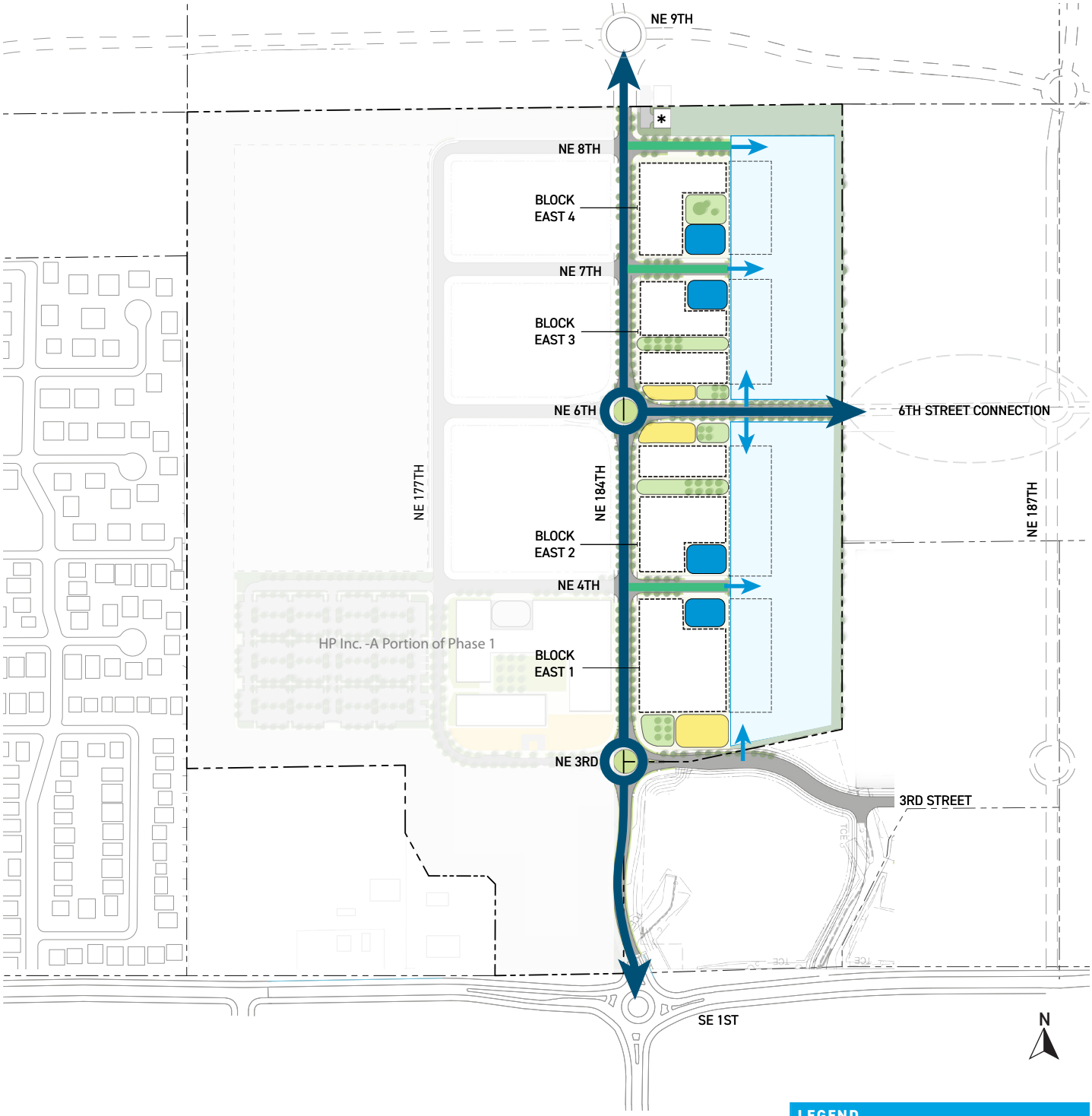
- EXISTING STREETS
- PROPOSED STREETS
- PROPOSED PRIVATE STREETS
- POTENTIAL FUTURE STREETS
- POTENTIAL PRIVATE STREET AREAS
- PROPERTY LINES

SITE CIRCULATION

In anticipation of future Section 30 development east of 184th Avenue, roundabouts will be constructed at alignments approved for NE 3rd and NE 6th Streets. These roundabouts will lead to public access streets between HP's phased development and to parking and other facilities serving the buildings. The block lengths along the north-south streets vary between 370 feet and 530 feet, HP reserves the right to reduce minimum separation consistent with the Development Agreement to 200 feet; any deviation in the range between 200 and 600 feet is subject to a City of Vancouver exception. (DG B.1.1.a-c, B.2.1.a, B.4.1) (SP TR-7-8, 20, UD-11) (DA Ex. 4, p. 4).

Consistent with the Development Agreement, maximum block face length shall be 600 feet generally, with the exception to allow maximum block lengths up to 700 feet; while the Master Plan does not currently intend for any block to exceed a 600 foot block length, any potential lengths exceeding 600 feet will be reviewed as part of the site plan review. (DA Ex. 4, p. 4).

As the main collector street through the HP property, NE 184th Avenue will accommodate one vehicular travel lane in each direction, as well as a recreational multi-use trail on the west and east side of the street. Each of these pathways will be separated from the roadway by a landscape strip planted with street trees that will not require irrigation once they are established. In addition to aesthetic appeal, the trees will reduce thermal stresses on the roadway and will improve air quality. On-street parking will not be permitted on NE 184th Avenue between SE 1st Street and NE 9th Street to maintain pedestrian safety and ensure safe and efficient use of the road by vehicles. Pedestrian facilities will include crosswalks installed at the roundabouts, and if necessary to serve connectivity, mid-block pedestrian crossings may be considered as NE 184th Avenue extends north to NE 9th Street. (DG B.2.1, B.2.3.a -c) (SP TR-11-13, 17) (DA Ex. 6, p. 3) (VMC 20.690.040(H)).



LEGEND

- PRIMARY STREET
- PRIVATE STREET
- PARKING ACCESS
- SERVICE YARDS
- SURFACE PARKING
- POTENTIAL BUILDING
- * SECTION 30 SOUTH WASTEWATER PUMP STATION

FIGURE 3.B -VEHICULAR NETWORK

Illustration of conceptual vehicle routes and road hierarchy as well as parking and service yard locations.

SITE CIRCULATION CONTINUED

The gradients on NE 184th Avenue will conform with ADA standards, as well as meet other relevant requirements. NE 9th Street will be constructed to connect NE 172nd Avenue to NE 184th Avenue at an elevation close to that of the HP property. This design will result in no significant grade change on NE 184th Avenue between HP's property and the roundabout intersection with NE 9th Street to be constructed in the future. (SP TR-3).

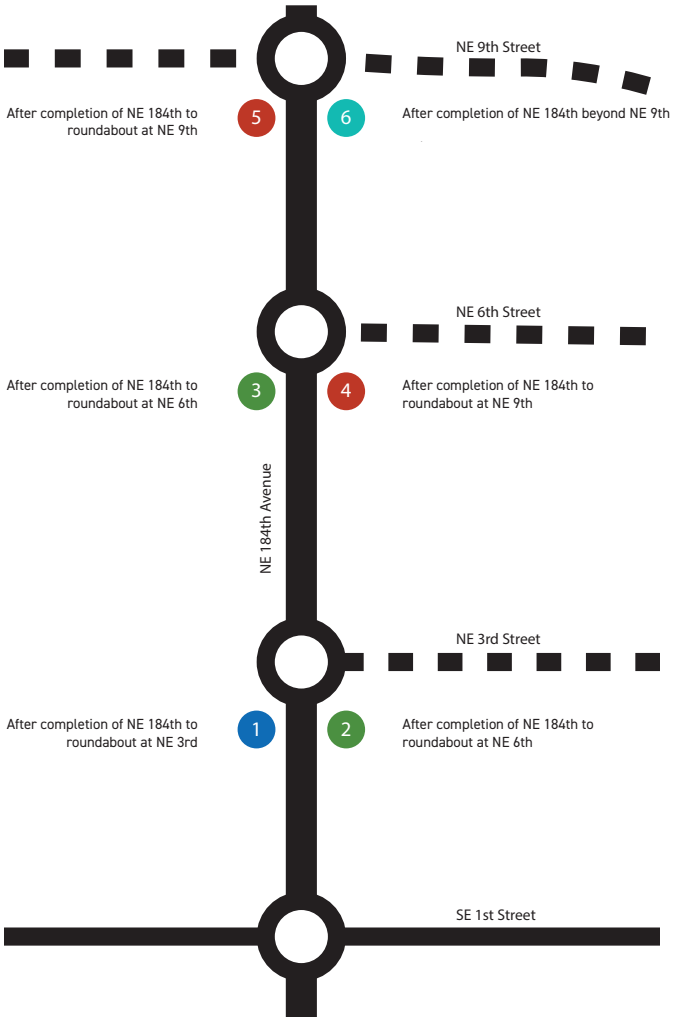


FIGURE 3.C - CONCEPTUAL BUS STOP PHASING

A conceptual bus stop phasing graphic has been provided by C-Tran depicting potential locations and a development-based timeline for implementation. Potential stop locations include the south side of roundabouts at NE 3rd, NE 6th, and NE 9th. South side bus stop placement may enable C-Tran to leverage the development schedule by using the roundabouts to turn service while subsequent phases are built out. C-Tran bus stops can be accommodated along NE 184th by modifying the existing right-of-way planter area for the transit platforms. Transit usage will dictate the size and character of each bus stop location.

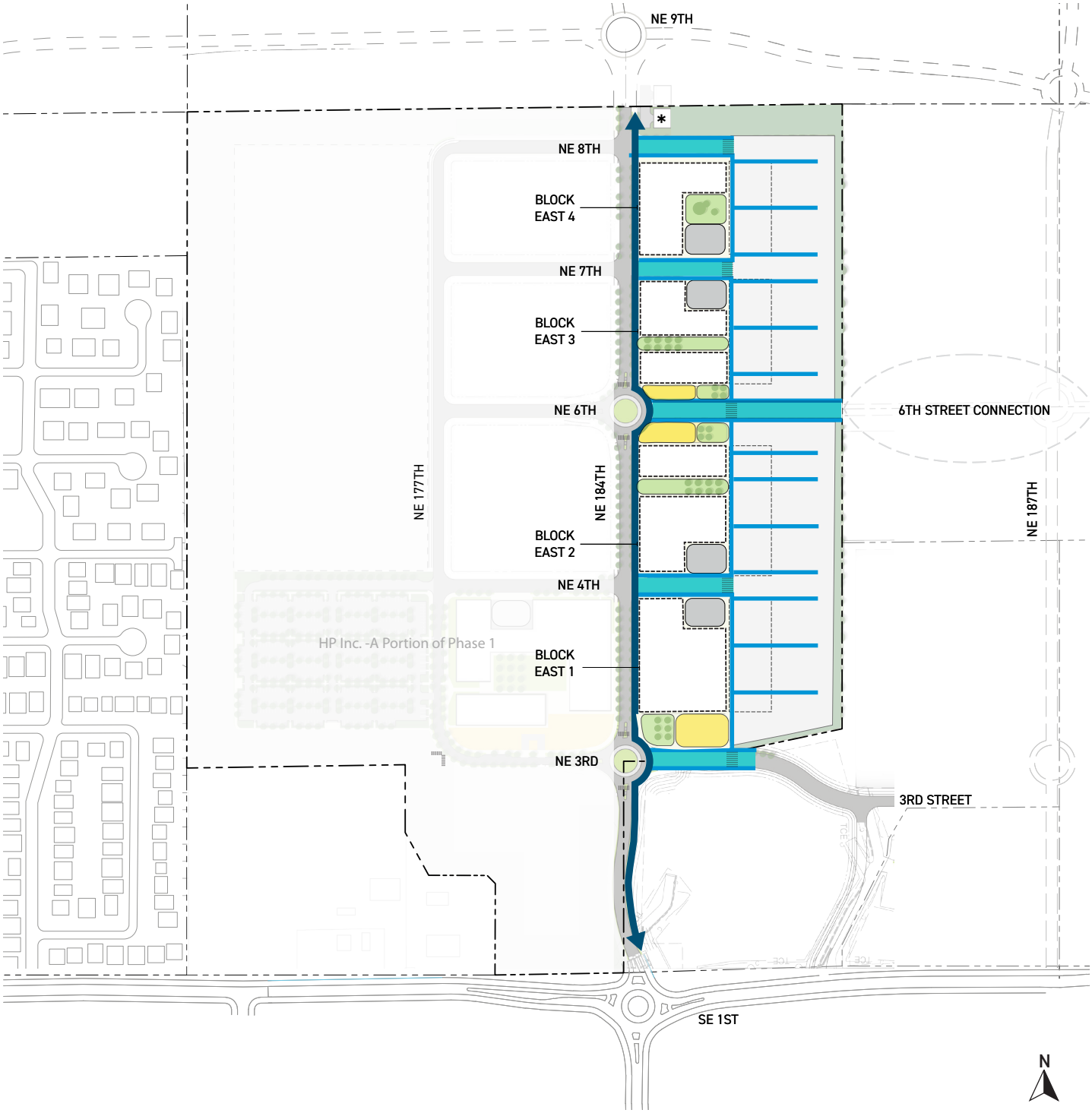


FIGURE 3.D - PEDESTRIAN AND BIKE NETWORK

Note that within the HP property, primary pedestrian circulation will be via sidewalks. Secondary pedestrian routes will link buildings across open space both in the north-south and east-west directions, however, primary access will be from the sidewalk.

LEGEND

- SECTION 30 RECREATIONAL TRAIL
- PEDESTRIAN SIDEWALK
- BIKE-FRIENDLY STREET
- * SECTION 30 SOUTH WASTEWATER PUMP STATION

3.2
STREET DESIGN

NE 184TH AVENUE

Public access to and through the HP property will be provided by NE 184th Avenue. The 70 foot wide right-of-way allows for a 34 foot wide roadway bordered on each side by a six foot wide planting strip and a 12 foot wide multi-modal recreational trail on the west and east side of NE 184th Avenue for pedestrian, bicycles and other non-vehicular traffic. Utilities for HP and other Section 30 property owners will be extended as needed through the NE 184th Avenue right-of-way (SP PU-6) (DG B.4.2).

Vehicular turns onto NE 184th Avenue from the HP property will be right-in, right-out only, as well at the roundabouts located at the intersections of NE 3rd Street and NE 6th Street. While the roundabout designs for NE 3rd and NE 6th Streets are currently planned to be compatible with the roundabout at the intersection of SE 1st Street and NE 184th Avenue, consistent with the Development Agreement, HP has provided a different configuration for NE 3rd Street based on measured traffic flow and the City's review and approval. The roundabout at NE 6th Street will be similar to the NE 3rd Street design. (SP TR-9) (DA Ex. 6, p. 2).

Consistent with the Development Agreement, HP may provide 200 feet minimum separation between intersections of local collector streets that still meet the Subarea Plan policies, TR-7, TR-9, and TR-21, governing intersection spacing. Since the intent of these guidelines is met with the proposed layout, the right-in, right-out access at these locations will allow for safe, efficient access, and will provide necessary emergency access to future buildings and parking areas between roundabouts. (SP TR-7, 9, 21) (DA § 4(d)(vi)) (VMC 20.690.040(G)).

Consistent with the Development Agreement, this permission for right-in, right-out access is not construed as any exemption to the City's Street and Development Standards (VMC Chapter 11.80). Further, the City has agreed it will review in good faith any standards modification requests (i.e. road modification requests) under VMC 11.80.160 that are deemed necessary to achieve sufficient access to 184th Avenue to effectively implement the Master Plan vision for the HP property.

NE 3RD STREET

NE 3rd Street will be extended east from NE 184th Avenue to the CTC Section 30 LLC property.

NE 6TH STREET

NE 6th Street will be constructed as a public road as it travels east from the proposed roundabout at NE 184th Avenue. The street type will be the T10-12 standard from the City of Vancouver with a 70 foot wide right-of-way that accommodates two-way traffic with a center turn lane and bicycle lanes along each curb edge. Within the 70 foot tree lined right-of-way will be a sidewalk and planter strip on each side of the public street.

This street will continue to the eastern edge of the HP property under this Master Plan, which will allow future connectivity to NE 192nd Avenue as contemplated in the Section 30 Subarea Plan.

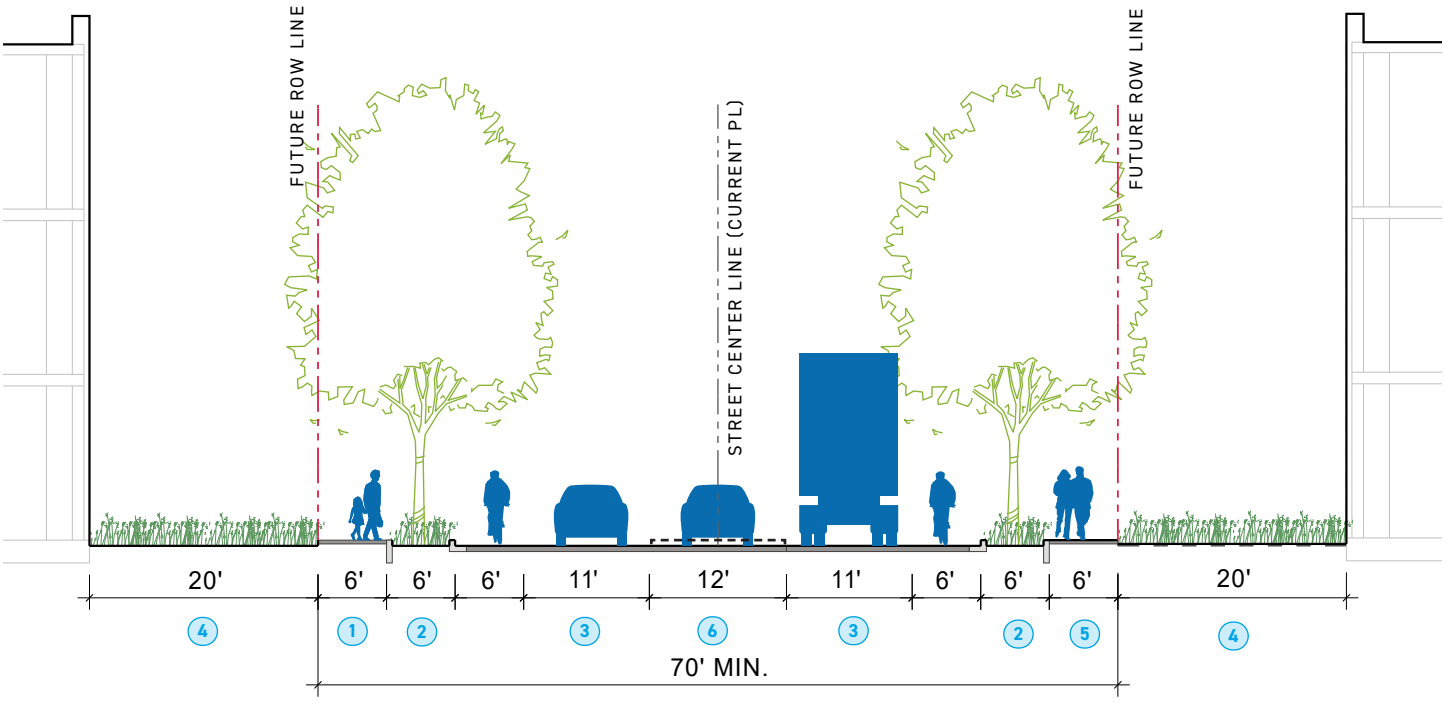


FIGURE 3.E - NE 6TH AVENUE STREET SECTION

KEY

1. SECTION 30 RECREATIONAL TRAIL
2. STORMWATER PLANTER
3. TRAVEL LANE
4. SETBACK
5. SHARED USE PATH
6. MEDIAN/TURN LANE

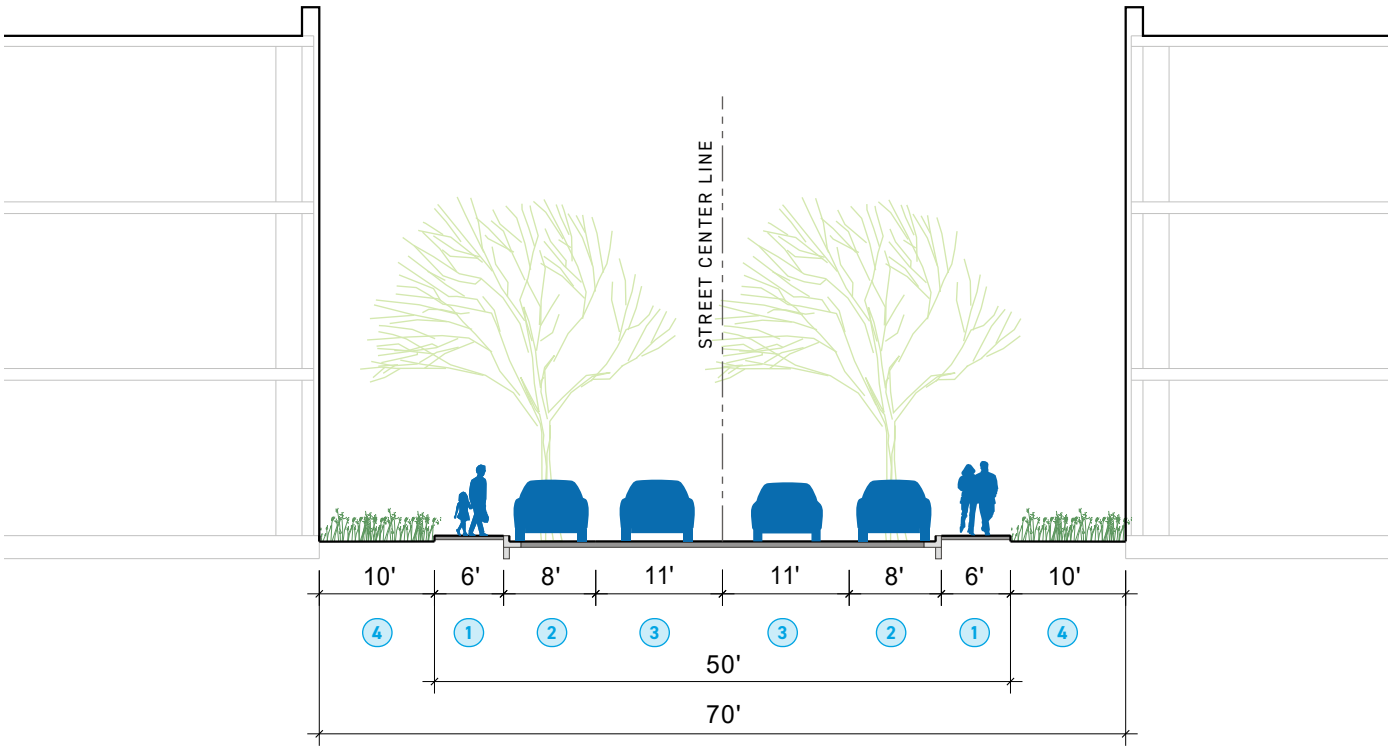
PRIVATE STREETS

Three private streets across the HP property, designed to local standards, will connect NE 184th Avenue to parking and service areas to the east of the buildings. Low speeds on these private streets will allow bicyclists to share the road to access private bicycle racks and facilities within buildings or near service areas. Consistent with the Development Agreement local private streets for ingress and egress to parking areas for each building are included in the design.

Each block of buildings and open spaces will be separated from adjacent blocks by a 22 foot wide private street with a landscaped 10 foot setback to buildings to the north and south. The landscaped setback will include continuous and connected sidewalks. HP includes a planned exception for the road north of Block East 4 because it will have fully connected sidewalks, but no buildings on the north side. To the extent that these private streets provide access to multiple phases of HP's development, joint access goals of the Subarea Plan are met. (DG B.5.1.a) (SP TR-19, 22) (DA Ex. 6, pp. 2, 4).

The three private east-west streets will connect to a private north-south access lane that may run parallel to NE 184th Avenue or may curve to the east or west in order to accommodate building or parking locations. This 22-foot wide roadway will accommodate two-way traffic and will be bordered by sidewalks, landscape, stormwater planters and street trees. These streets will provide access to service areas in each of the four blocks of development, as well as provide internal bicycle access to buildings along the west side of the developed area, and parking access to the surface parking lots that extend to the toe of the east boundary bank. On-street parking will not be located along NE 184th Avenue. Some on-street parking may be accommodated on these private streets and will be designed in a way that does not dominate the site. (DG B5.2, B.6.1.a).

If necessary, structured parking may be added during later phases of construction as indicated on the FSUP (see Section 5.2 below). Street frontages for structured parking will not exceed 100 feet in length and entry design will be respectful of pedestrian circulation routes, will meet landscape and other design requirements, and design guidelines. HP's parking design will include sidewalks developed consistent with typical cross sections for collector and local access streets, and east-west pathways will be used and designed with a minimum 6' width. Sidewalks and pathways will be bordered by shade trees and raingardens to provide safe and pleasant pedestrian access between parking areas and buildings. (SP LU-7, TR-3, 4, 11, 12, 14, 15, 16, 20, PU-21) (DG B.5.2, B.6.3.a, B.6.3.b, and E.1.5) (DA Ex. 6, p. 3).



KEY PLAN

FIGURE 3.F - PRIVATE STREET (W-E) STREET SECTION

KEY

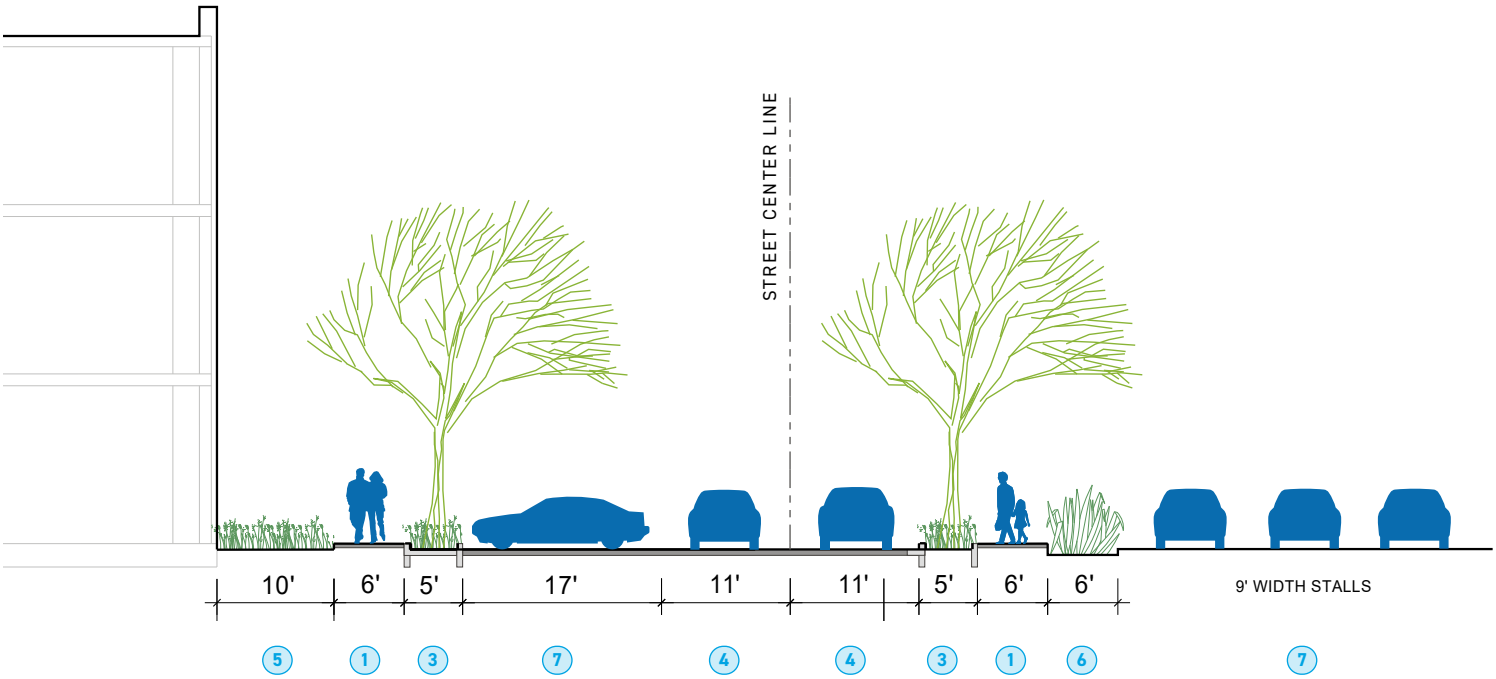
1. SHARED USE PATH
2. STORMWATER PLANTERS / DROP OFF
3. TRAVEL LANE
4. SETBACK

PRIVATE STREET ACCESS

Consistent with the Development Agreement, HP will continue to have the option to improve streets in a different configuration based on measured traffic flow subject to City review and approval. In addition, HP may seek approval to incorporate same-side ingress/egress for HP's research and development buildings at the northern most boundaries of the HP property for truck deliveries and low density (by head count) facility parking.

HP's proposed street design also accommodates large truck turns for service and delivery trucks. The roundabouts on NE 184th Avenue, and private streets are designed to accommodate truck access to service yards and loading bays.

HP will accumulate TIF credits for any qualifying road projects it constructs unless the City contributes City Reinvestment Funds to cover the full cost of a qualifying road project. HP shall be entitled to TIF credits for the portion it funds, and these will not be deducted from the City's Reinvestment Funds. (DA §§ 6(c), 7, Ex. 6, p. 8).



KEY PLAN

FIGURE 3.G - PRIVATE STREET (N-S) STREET SECTION

KEY

1. SIDEWALK
2. STORMWATER PLANTER / DROP OFF
3. STORMWATER PLANTER
4. TRAVEL LANE
5. SETBACK
6. PARKING SCREENING
7. PARKING STALL

3.3
PARKING

The overall parking plan in the FSUP is conceptual and shows that there is adequate room for parking to serve full build out of the HP property, and for access between parking lots to occur without having to access public streets, except for potential crossing of NE 6th Street as it extends east. In the later phases, HP may propose deck or structured parking over the existing parking areas as shown on Figure 3.H. Any parking structure will include landscape screening to soften the appearance of the structure. Charging stations for electric vehicles will be provided, and will be designed and located to comply with the ADA and code requirements. HP is permitted, but not required to provide joint parking facilities. (SP TR-18, 19) (DG B.6.3.b) (DA Ex. 6, p. 4).

The HP East Master Plan includes parking space allocation that is consistent with the Development Agreement. The parking space description in the VMC Table 20.945.070-2 lists the minimum number of parking spaces associated with a particular use. The City may interpret VMC 20.690.040(E) to suggest that a maximum parking space limit applies to Section 30 development, subject to exceeding the maximum if a parking study is submitted. In order to allow flexible, successful, and efficient development of the HP property, the City agrees that HP, consistent with the Development Agreement, will undertake a parking study after Phase 1 development is operational to verify the sufficiency, accessibility and safety of the lots. The parking study could provide different use scenarios for different buildings and how parking will be brought into compliance with the code as the HP property develops. The overall parking plan analyzed in the parking study could be conceptual with the understanding that it may change as the HP property develops. Notwithstanding the foregoing, the HP property has adequate room for parking, including through contemplated parking structures as discussed in this Master Plan, should they be needed in the future. Parking lots and spaces will be consistent with the Design Guidelines. (DG B.6.1, B.6.2, B.6.3.a, B.6.3.b, B.6.3.c, B.6.3.d, B.6.4) (DA Ex. 4, p. 3). (VMC 20.690.040.E).

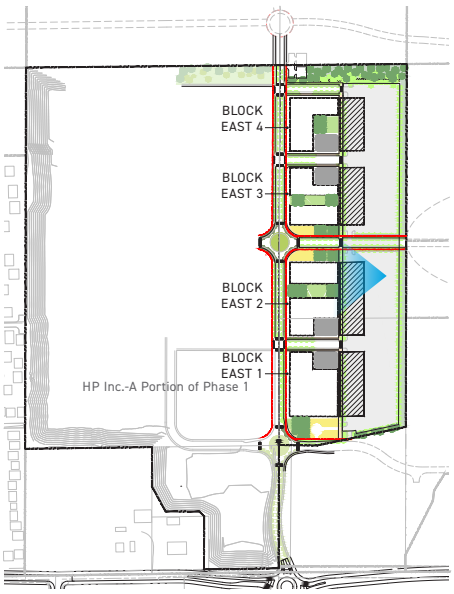
Consistent with the Development Agreement, parking spaces shall be provided for in the following ratios:

- Office uses: 2.5 to 5 spaces per 1000 square feet.
- Research and Development: 1.25 to 3 spaces per 1000 square feet.
- Light industrial uses: 1.25 to 3 spaces per 1000 square feet.
- Occupant-supported retail: 1 space per 250 square feet, restaurant, and accessory uses.

Note that occupant-supported uses are primarily meant to be open to HP employees, therefore no additional parking demand will be generated. Other uses incidental to an office building will meet the parking ratios for office uses.

FIGURE 3.H - CONCEPTUAL VIEW OF BLOCK 2 LOOKING WEST FROM PARKING AREA

Parking spaces will be interspersed with rows of trees to screen and shade vehicles and users, and to reduce heat build-up in paving. As shown on the FSUP, west to east pathways that align with the private street configuration offer pedestrian access to the HP buildings. The walkways will be bordered by shade trees set in or near bioretention facilities or mechanical treatment systems prior to discharging into local or regional infiltration facilities. (DG B.5.1.b, B.6.1.a, B.6.1.c, B.6.1.d) (SP UD-12, OS-4, OS-5, PU-21) (DA Ex. 4,pp. 3-4) (VMC 20.690.040(E)).



KEY PLAN

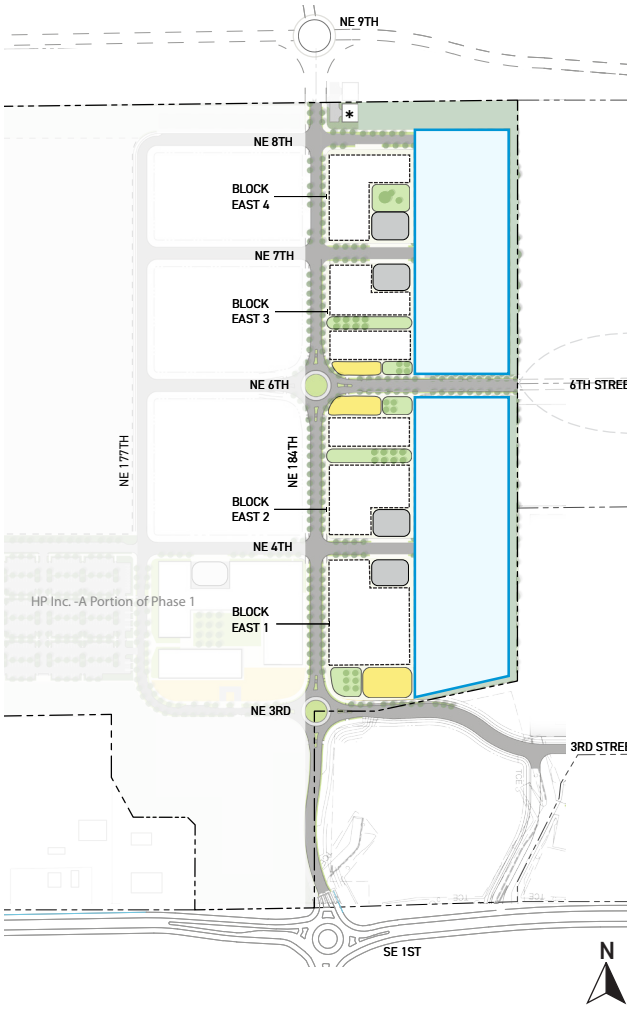
PARKING DIAGRAMS

The adjoining diagrams illustrate how the Master Plan can accommodate several types of parking on the eastern portion of the site. The ultimate parking design may incorporate some or all of these options as development of the HP property occurs over time.

The Option A diagram depicts the lowest density parking type with all surface parking on the eastern half of the site and local surface parking lots within the individual blocks. The all surface parking solution could be used with an ultimate build-out on the lower end of the density projected for the site.

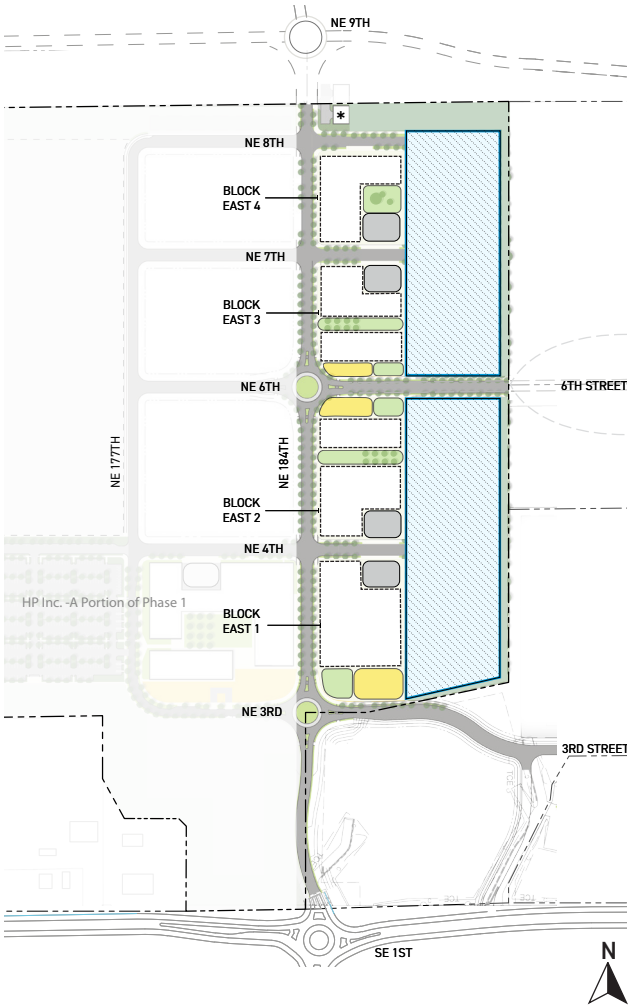
The Option B diagram shows the potential for inclusion of a single layer deck on top of surface parking. This option could be purpose built or retrofitted on top of an existing surface parking lot in the event that the density of development on the site exceeds the capacity of the surface parking areas.

The Option C diagram shows potential locations for multi-story structured parking. Structured parking could be used in conjunction with surface parking. (DG B.6.1.b).

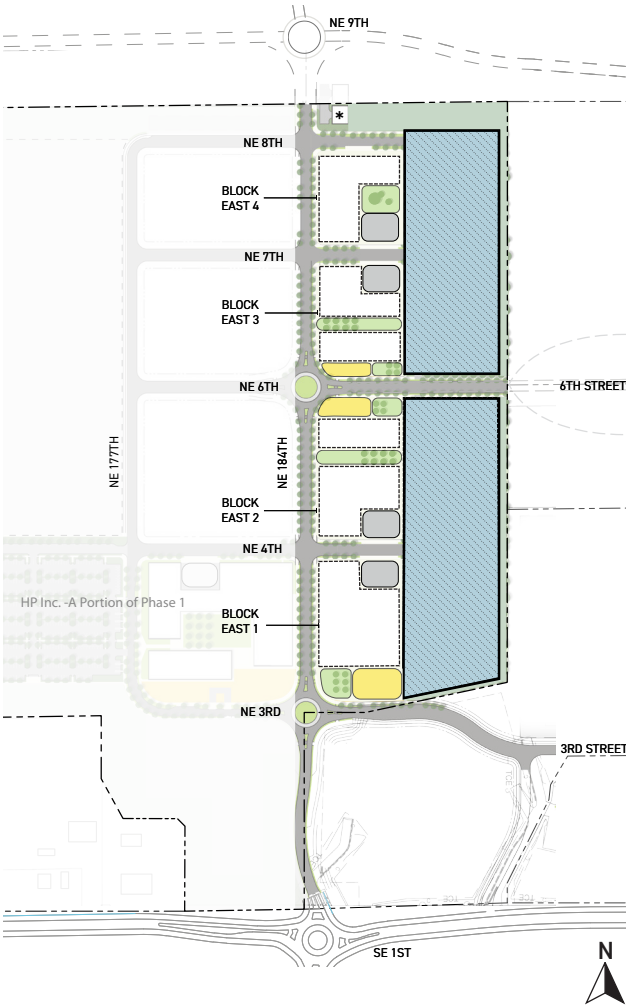


OPTION A
POTENTIAL SURFACE PARKING LOCATION

FIGURE 3.I - POTENTIAL PARKING OPTIONS

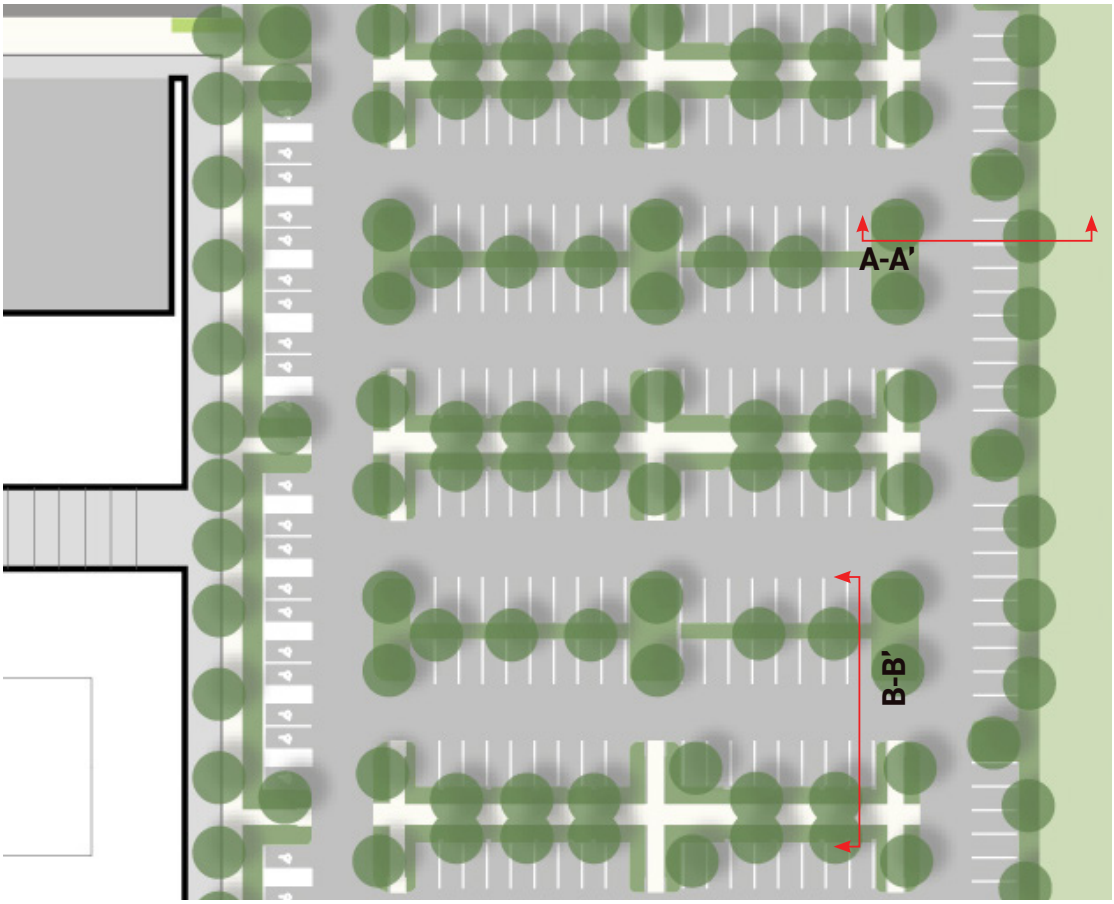


OPTION B
POTENTIAL DECK LOCATION

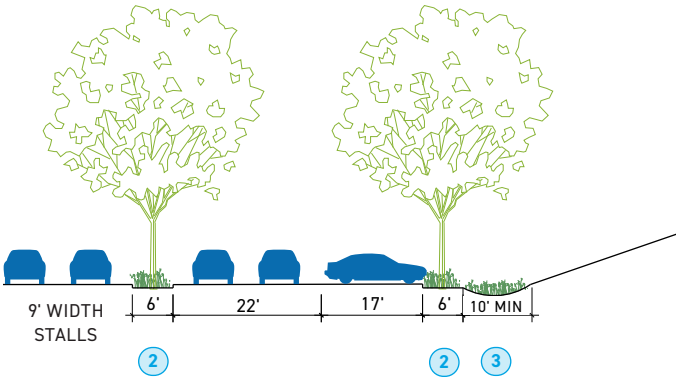


OPTION C
POTENTIAL LOCATIONS FOR STRUCTURED PARKING

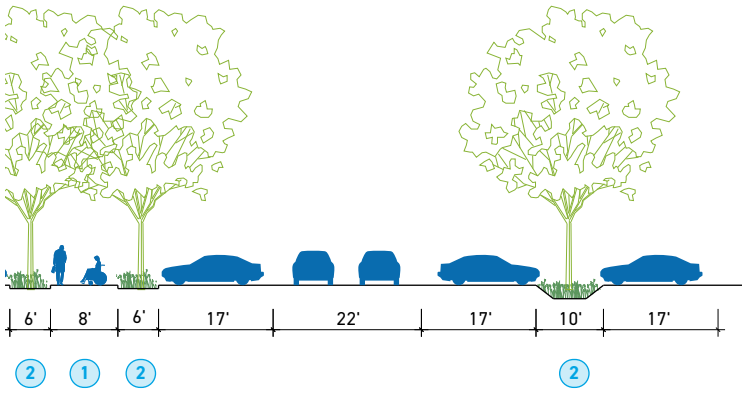
LEGEND
- SURFACE PARKING
- DECK PARKING
- STRUCTURED PARKING



TYPICAL SURFACE PARKING PLAN



SECTION A-A'



SECTION B-B'

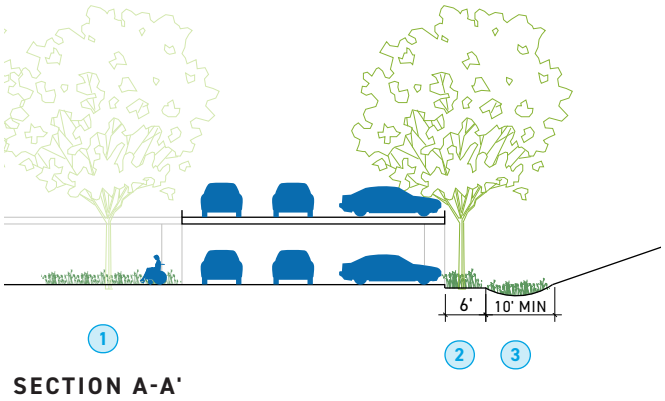
KEY

1. PATHWAY
2. STORMWATER PLANTER
3. BIORETENTION FACILITY

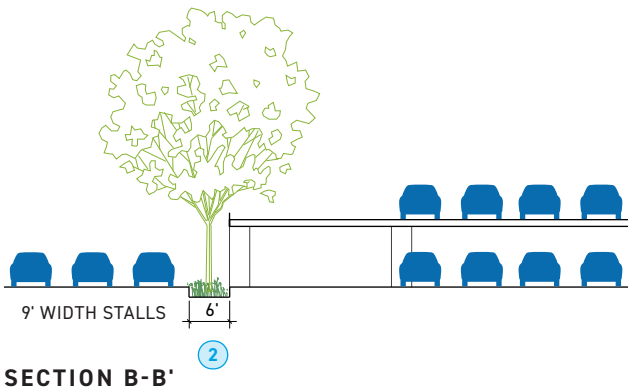
FIGURE 3.J - TYPICAL SURFACE PARKING

Surface lots will be screened from view for building occupants by the canopies of shade trees that will also reduce heat-island effects and shade parked cars.

TYPICAL DECK PARKING PLAN



SECTION A-A'



SECTION B-B'

FIGURE 3.K - TYPICAL DECK PARKING

3.4
TRAFFIC ANALYSIS

The transportation (trip) impacts of the HP East Master Plan site were previously accounted for in the City of Vancouver's September 2022 Section 30 Subarea Study. Future site plan application(s) for the HP East Master Plan will provide a Transportation Compliance Letter (TCL) that documents the trip generation associated with the then-current proposed building(s) relative to previously constructed or approved buildings within the HP property as a whole and the trip vesting associated with the Development Agreement. (DA § 4(g)).

The Development Agreement reserved 723 weekday PM peak hour trips for development of up to 700,000 GSF of development consistent with land use designation 714 in the Institute of Transportation Engineers Trip Generation Manual, 10th Edition. Consistent with the Development Agreement, any development exceeding 700,000 gross square feet of building on the HP property or not consistent with land use designation 714 in the Institute of Transportation Engineers Trip Generation Manual, 10th Edition will require further analysis. The further analysis will consist of preparation of a Trip Generation & Distribution Report that identifies the proposed development project trip generation as well as trip assignment. Once the vested 723 weekday PM peak hour trips have been fully allocated to HP site development, future site trip generation estimates presented in the Trip Generation & Distribution Report(s) will be based on the then-current version of the Institute of Transportation Engineers Trip Generation Manual adopted by the City or site-specific empirical trip data provided by the Developer and deemed acceptable by the City.

The trip assignment presented in the Trip Generation & Distribution Report(s) will be consistent with the City's September 2022 Section 30 Subarea Study trip distribution patterns. The trip assignment will be used to determine 1) proportionate share contributions of off-site intersection mitigations identified in the Section 30 Subarea Study and 2) proportionate share contributions to any other then-current proportional share intersections the City is collecting fees for that are impacted by one or more site-generated trips. (SP TR-1) (DA § 6(a)).

3.5
TRAFFIC DEMAND MANAGEMENT APPROACH

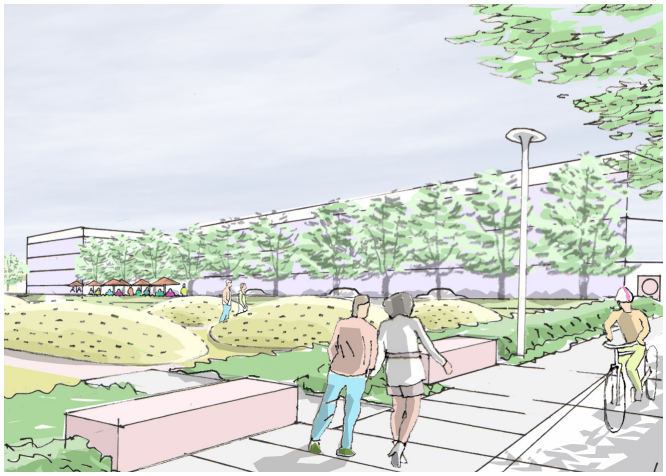
HP may employ the following strategies to reduce impact on off-site roadways resulting from development of up to the 1.5 million GSF consistent with the Development Agreement.

1. Allow commute trips to avoid peak transportation system demand
   a. Use staggered shift operations and schedule employee shift changes outside of the typical commuter peak time periods (7:00 to 9:00 AM and 4:00 to 6:00 PM)
   b. Offer telework options and/or flexible work hours that eliminate the need to commute to the HP property one or more days per week.
2. Provide employee kitchen and café/deli services on site that are available to HP employees within the HP development, reducing the need for employees to travel off site for meals and/or break periods.
3. Encourage bicycling and walking as viable commute options, including but not limited to, providing on the HP property:
   a. secure, covered bike parking in strategic locations on-campus
   b. self-service bike tune-up/repair areas
   c. sponsor monthly (or bi-monthly) bike mechanic to provide free tune-up services to cyclists
   d. employee lockers for storage of change clothing and personal items to provide more convenience to bicycle and walking commuters
   e. form an employee-led cycling group (self-selected by participants) to offer additional strategies to encourage cycling over time.
4. Encourage participation in commuter challenges by employees.
5. Provide and disseminate information for alternate transportation options including:
   a. address commuting options as part of the employee orientation program
   b. document information on the company/employer intranet about commute options
   c. disseminate C-Tran schedule and service information to employees
   d. encourage employee carpools through carpool matching services and provide preferential parking within parking lots.
6. Provide an on-site employee transportation coordinator (ETC) who can assist and be responsible for promoting, facilitating, and coordinating transit service and carpools for employees with similar shift patterns.
7. Promote C-Tran transit service as a commuting option, that may include:
   a. incorporate convenient C-Tran service stops with amenities at/near the HP property
   b. provide pre-tax transit passes and/or other financial incentives
   c. subsidize C-Tran passes at 50 percent
   d. provide enhanced connectivity to the Fisher's Landing Transit Center, the potential Columbia Tech Center Bus Rapid Transit Center, and/or the nearest MAX Light Rail station (in Oregon).
8. Provide emergency ride home services for employees who do not commute in a personal motor vehicle.
9. Partner with a shared vehicle provider such as ZipCar to have one or more vehicles on campus available for employee use.
10. Consider incentives encouraging employee participation in non-single occupant vehicle commutes.
11. Provide periodic monitoring and updates to the TDM program in partial fulfillment of Washington state's Commute Trip Reduction (CTR) law in response to surveys sent by WSDOT and Clark County. (VMC 20.690.050.B.5).

04

04/ PUBLIC FACILITIES AND SERVICES

HP has worked with the major property owners in Section 30, including CTC Section 30 LLC, and Grayrock to identify Section 30-wide utility planning to serve the major property owners. In addition, HP has coordinated extensively with City staff to encourage development of utility systems in a cost-efficient manner consistent with the City's existing plans, including, but not limited to, coordinating underground utilities as SE 1st Street is upgraded and NE 184th Avenue is extended north from SE 1st Street to NE 9th Street, and coordination of the Section 30 South Wasterwater Pump Station. This section of the HP East Master Plan provides details about the stormwater design, sanitary sewer, and other utilities that will be constructed as HP develops its property, as well as the anticipated dedications of public facilities in future phases. (SP PU-1) (DA § 6(e)).



4.1 STORMWATER FACILITIES AND GREEN DESIGN

Development of the HP property will be consistent with the City of Vancouver Stormwater Management standards. Each property owner in Section 30 is to manage stormwater quality on its own property prior to releasing it to a public stormwater regional facility. Native gravels provide the best infiltration sites, and the City will prioritize reservation of areas that still have native gravel for stormwater infiltration especially near NE 9th Street. If the City constructs a public stormwater facility or accepts dedication of a stormwater facility, then HP may connect to it provided that all applicable code provisions and payment of any connection charges are made. Should it prove that onsite capacity is insufficient, HP's connection to the City maintained public stormwater facility is allowed. In combination, onsite infiltration and offsite public facility with onsite management of water quality, will result in a stormwater facility design that does not affect other surrounding properties.

Consistent with the Development Agreement, Subarea Plan policies PU-23 and PU-24 will be addressed during site review when the HP East property connects to the public stormwater system. (SP PU-16, 17, 18, 19, 20, 22) (DG C.1.1.c) (DA §§ 4(d)(iii), 6(e), Ex. 6, pp. 7-8).

Finished grades across the HP property will slope down approximately 10 feet between NE 3rd Street and NE 9th Street. Stormwater will flow to bioretention or mechanical treatment facilities to filter stormwater prior to discharging to the regional stormwater facility on the north side of the HP property west of NE 184th Avenue. All treatment and infiltration facilities will be accessible for periodic maintenance. (SP PU-17, 21) (DG A.2.1.a, B.2.3.a, C.1.1.a, C.1.1.b).

FIGURE 4.A - STORMWATER MANAGEMENT

LEGEND

- PUBLIC TREATED STORMWATER CONVEYANCE
- PRIVATE TREATED STORMWATER CONVEYANCE
- STORMWATER TREATMENT AREA
- REGIONAL INFILTRATION FACILITY
- * SECTION 30 SOUTH WASTEWATER PUMP STATION

4.2
REGIONAL SANITARY SEWER FACILITIES

Consistent with the Development Agreement, the Section 30 South Wastewater Pump Station will be constructed as a Core Public Improvement, in the location depicted on the plans submitted with this Master Plan. HP will install all required sanitary sewer infrastructure in the NE 184th Avenue right-of-way extension constructed that will be necessary to ultimately connect to the Section 30 South Wastewater Pump Station. This infrastructure will include gravity lines that will carry sewer flows from the HP property to the sanitary sewer pump station and a force main to carry sewer flows from the sanitary sewer pump station to a gravity line in SE 1st Street. (SP PU-7, PU-8, PU-10) (DA Ex. 6, p. 6).

Upon completion of the Section 30 South Wastewater Pump Station all current and future HP buildings will connect to the Section 30 South Wastewater Pump Station (DA § 8(c)).

Consistent with the Development Agreement, HP has reserved 143,000 gallons per day of capacity in the Section 30 South Wastewater Pump Station and associated public infrastructure, equal to the anticipated sanitary sewer demand for the 1.5 million GSF of development associated with HP's development; provided, however, that the reserved capacity shall not be available unless (i) the Section 30 South Wastewater Pump Station is constructed; (ii) Developer provides the City with a minimum twenty-four (24) months advance written notice of its need to utilize the capacity, which was accomplished by HP's request for a pre-application meeting for the master planning process for the HP Greenfield Master Plan; and (iii) HP pays all applicable fees and charges required by the City to use the reserved capacity and that HP shall pay these amounts in proportionate share as the subsequent phases are developed and sewer capacity is used by HP. (DA § 4(d)(v)).

The land on which the Section 30 South Wastewater Pump Station is constructed will be dedicated to the City, and the City will construct, own, and operate the pump station and provide sanitary sewer service. Access may be provided through easements along the future NE 184th Avenue corridor until the permanent right-of-way is dedicated. Estimated capacity for the Section 30 South Wastewater Pump Station will be in the order of 400,000 GPD, which has been coordinated with the City and other Section 30 property owners that will utilize this pump station. (SP PU-3) (DA § 6(e)).

At this time HP does not have industrial wastewater planned as part of the Master Plan. The City shall review any proposed industrial wastewater improvements through the Master Plan modification process. (DA Ex. 6, p. 6) (SP PU-9).

FIGURE 4.B - SEWER FACILITIES

LEGEND

- FORCEMAIN SEWER
- CITY PLAN FORCEMAIN SEWER
- GRAVITY SEWER

4.3

WATER, ELECTRICITY, DATA, TELECOMMUNICATIONS ROUTING AND CONNECTIONS

WATER

The municipal water system will be extended into the site with appropriately sized mains as development progresses. Each building will have a water meter and fire hydrants sufficient to meet emergency needs. Irrigation water demand will be kept to a minimum through predominant use of native and drought resistant plant materials. However, some irrigation will be necessary until trees, shrubs and other plantings become established. (DA § 4(d)(iv)) (SP PU-4, PU-15)).

HP will make commercially reasonable efforts to design the development for sustainable water conservation, thereby pursuing the sustainable water use aspiration of the Subarea Plan. HP may choose to employ green roofs, and to decide at its sole discretion to use public water, rainwater collection, reclaimed greywater, or water from wells for non-potable purposes. (SP PU-11) (DG E.1.6) (DA Ex. 6, p. 6).

HP may not be required to use internal water line systems to maximize looping for its early development of the HP East property if there is no looping to maximize. However, HP will be required to provide system looping and design for sequential development for subsequent phases of development (SP PU-12-13) (DA Ex. 6, p. 7).

Domestic water and fire water mains along NE 184th are assumed to be 8" diameter pipes. The City has reviewed and approved HP's proposed water mains as part of the NE 184th Avenue construction to determine the size of water mains to be installed to meet the need for future expansion of development on the HP property and Section 30. All other water main size designs and plans to connect gaps in the existing system around the boundary of Section 30 shall be designed to provide adequate service through collaboration with adjacent landowners within Section 30. (DA Ex. 6, p. 7) (SP PU-14).

UTILITIES

Private utilities including telecommunications, power and natural gas will be extended from existing nearby service lines and supplemented as necessary to meet the needs of each successive phase of development. Consistent with the Development Agreement, fiber optic cables are part of "cabling needs" and Developer may install such cabling. (SP PU-5) (DG A.7.1) (DA Ex. 6, p. 5).

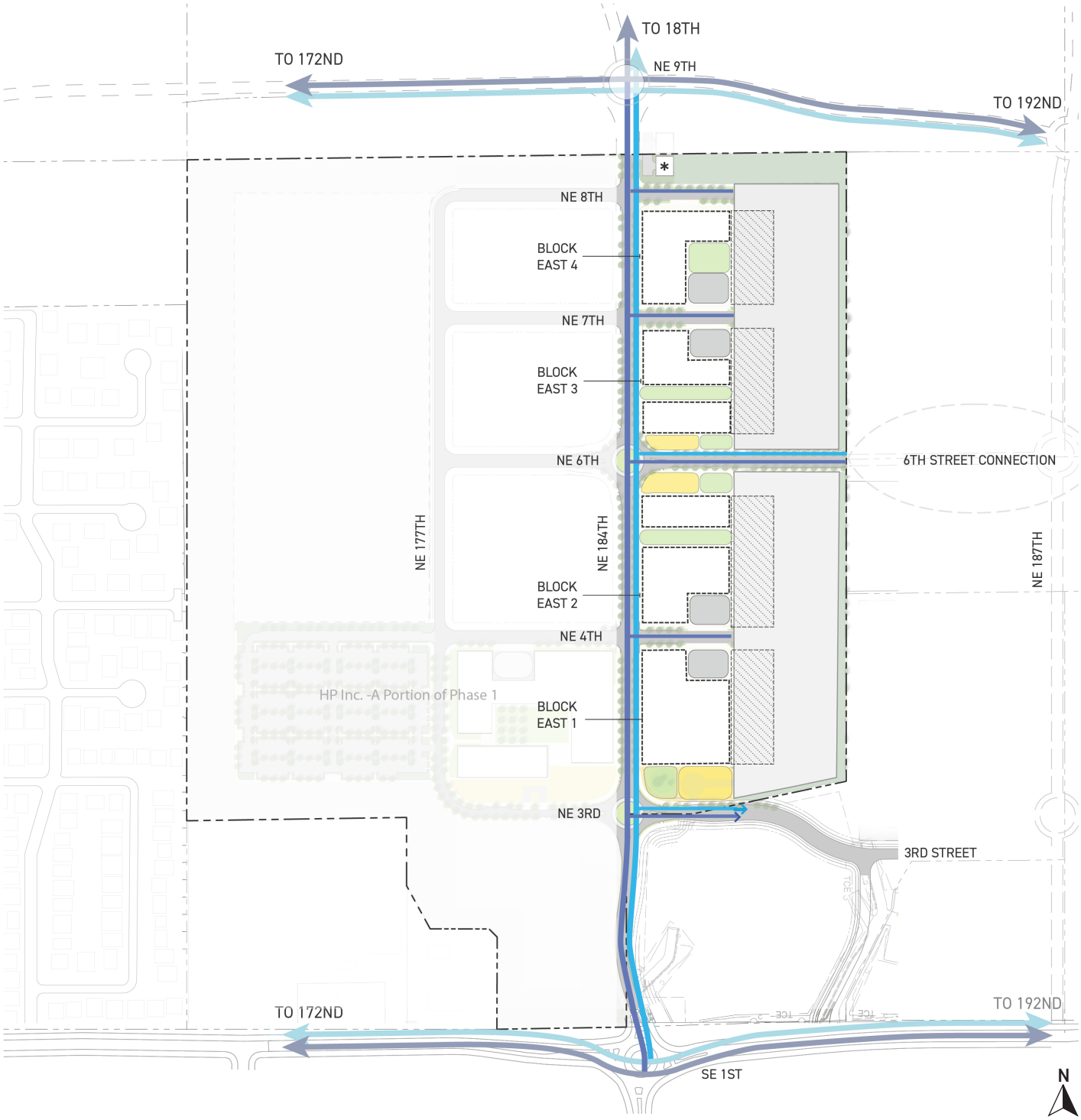


FIGURE 4.C - WATER, ELECTRICITY, DATA, TELECOMMUNICATIONS ROUTING AND CONNECTIONS

LEGEND

- DOMESTIC WATER
- CITY PLAN DOMESTIC WATER
- ELECTRICITY, DATA, TELECOMMUNICATIONS
- CITY PLAN ELECTRICITY, DATA, TELECOMMUNICATIONS
- * SECTION 30 SOUTH WASTEWATER PUMP STATION

05

05 / FULL SITE UTILIZATION PLAN AND PHASING

5.1 FULL SITE UTILIZATION PLAN

The function of the FSUP is to provide an overall impression of proposed development, and to show how the development plan can flexibly respond to changing circumstances over the life of the Master Plan. The FSUP is produced in full size in Sheet L1.1, included in Appendix E and reproduced in smaller scale here. Phasing is described in Section 5.2 below.

The FSUP indicates both the potential building and integral open space contemplated for HP East, as well as a plan for full buildout of up to 1.5 million GSF. If future buildings occupy part of the area designated for parking, then a parking structure may be necessary to accommodate displaced spaces. As shown on the FSUP, a separate building may be constructed in the designated parking area, but HP also retains the option to extend an existing building footprint from NE 184th Avenue to the extent of the potential building widths shown in the FSUP. Such a wide building would accommodate demand for state of the art research and development across the HP property. In such instance, pedestrian connectivity would continue to be designed along NE 184th Avenue, and internally with sidewalks around the perimeter of the building leading to the next eastern block to the north or south, as applicable. Zones where such changes might occur are shown on the plan.

Building footprints on the FSUP diagram show a possible configuration of buildings, parking and open space in each of four blocks of development (VMC 20.690.060).

LEGEND

- FUTURE ROW LINE
- POTENTIAL BUILDING
- POTENTIAL BUILDING OR PARKING
- PARKING AREA
- SERVICE YARD
- OPEN SPACE
- STORMWATER TREATMENT
- PLAZA
- PROPOSED FUTURE TREE

FIGURE 5.A - FULL SITE UTILIZATION PLAN

The Full Site Utilization Plan shows building footprints and the open spaces between them conceptually. If any buildings need to be sited in the eastern parking lots, they will be confined to the agreed upon setbacks in the Development Agreement. The size and configuration of each building will be determined before each phase is submitted to the City for building permits. Until then, the building footprints shown illustrate the mix of potential buildings.

5.2
PHASES OF DEVELOPMENT

Buildings and associated improvements have been planned for construction in multiple phases and four blocks. HP will make determinations about the building and use mix for each phase based on market conditions, internal employee demand and other factors that will inform HP's decision-making in the future. Consequently, the potential building footprints could vary in size and position. Phasing may occur block-by-block, or through individual site plan applications for a portion of a block. HP may change phases, provided the development is identified in the FSUP and this Master Plan.

As each successive phase is programmed, arrangements of buildings and open spaces can be refined and will be presented as part of the building permit process. However, the FSUP indicates the general principles of block dimensions and distribution of anticipated developed space. (VMC 20.690.060).

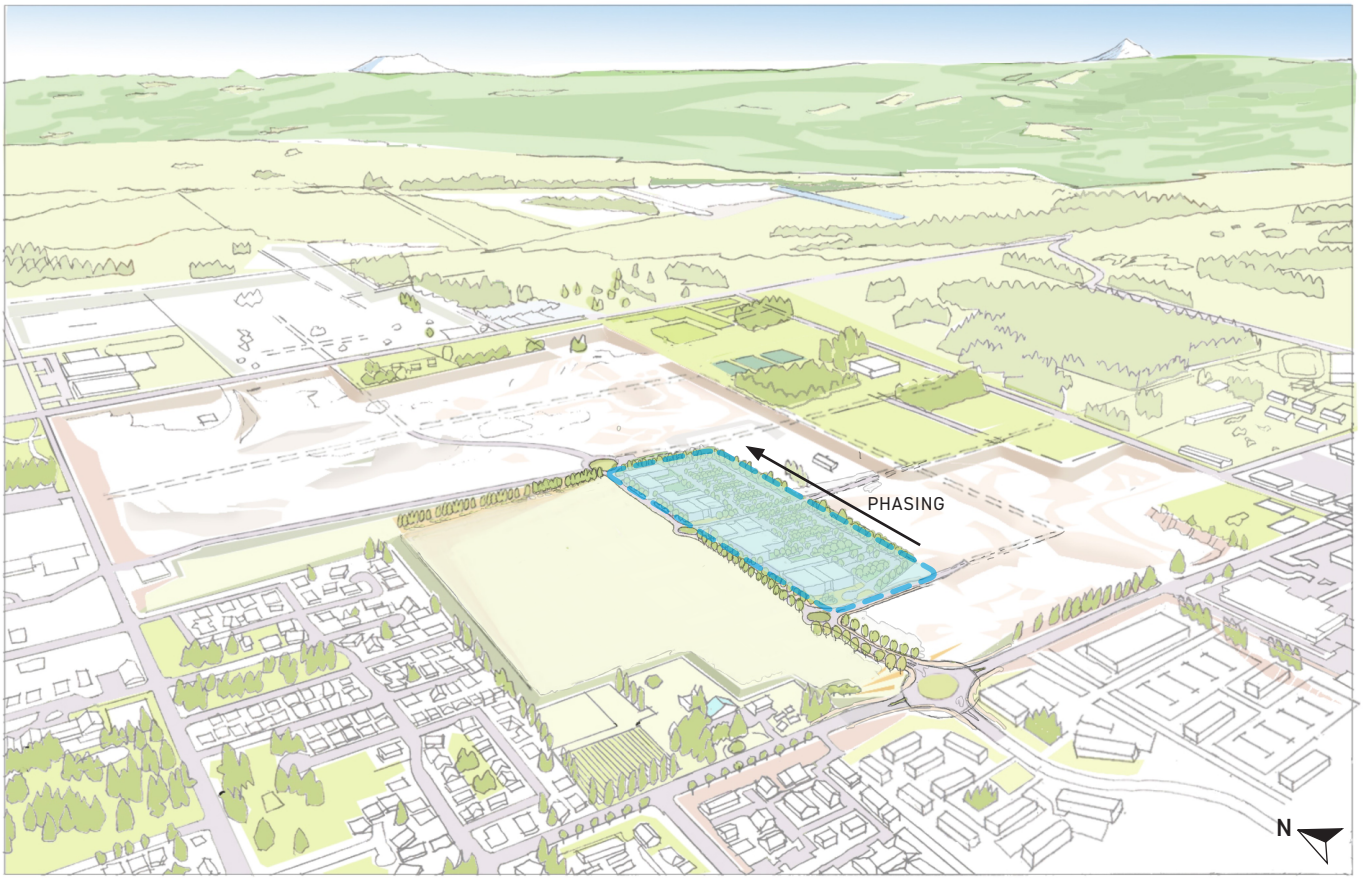


FIGURE 5.B - PHASES OF DEVELOPMENT

Phasing may occur block-by-block, or through individual site plan applications for a portion of a block, generally anticipated from South to North.

06

06 / LANDSCAPE PLANNING

6.1 LANDSCAPING

The intended character and identity of Section 30 portrayed in the Subarea Plan and Design Guidelines will be respected by landscape design of the HP site. Landscape design will favor drought-tolerant native plant materials and will create an environment that encourages walking. Generous use of trees on streets and parking lots will modify microclimates and define distinct outdoor spaces. In addition to providing shade, canopy trees will screen views of parked cars from within the buildings as well as from public streets. Bioretention facilities or mechanical treatment systems prior to discharging into local or regional infiltration facilities, and other landscaped areas will be designed in conjunction with the stormwater system, filtering runoff and directing cleaned water to designated groundwater infiltration areas. All non-paved areas not occupied by buildings will be treated with planted landscaping or hardscape. If security walls or fences are found to be necessary, their design will be closely integrated with that of adjacent architecture and landscaping. (SP UD-14) (DG B.2.3.a, E.1.3, E.2.1).

Retaining walls taller than 6 feet are not anticipated to be required, as perimeter grade transitions are managed with planted sloped terrain. Landscape design will address plant and vegetation criteria for building setbacks as defined in the Design Guidelines. (DG E.1.1, E.2.2).

Building setbacks will be planted with a variety of largely native groundcovers, shrubs, and trees, using higher maintenance annuals and perennials only at places of special emphasis such as building entrances. Drought tolerant plants will be preferred in order to minimize water use and maintenance, once they have become established. Raingardens and recharge zones for cleaned stormwater will generally be inaccessible except for periodic maintenance.

FIGURE 6.A - MASTER LANDSCAPE PLAN

The landscape on the HP property will establish a distinctive sense of place. Street trees will act as screens across the extent of development. The tree canopy will mature to cover much of the property, provide shade, give some weather protection, improve microclimates and 'clothe' the streets, buildings and parking lots. Landscaping will also integrate the stormwater management system.

LEGEND

- FUTURE ROW LINE
- OPEN SPACE
- STORMWATER TREATMENT
- PLAZA
- PROPOSED FUTURE TREE
- * SECTION 30 SOUTH WASTEWATER PUMP STATION

TREES

The northeast area of the HP property has some evergreen trees and a steep embankment. The steep embankment will continue as a natural screen for the properties east of the development. Ample trees are planted across the site as identified in the Master Landscape Plan to achieve the City's canopy goals. The eastern slopes will be planted with an adaptive native grass seed mix to provide a green seasonal variety buffer and provide erosion control to the slope. (SP UD-2, UD-7).

Landscape at street corners will be a mix of large and medium canopy trees. Shrubs and groundcovers will surround the entry features and the surrounding landscape areas will utilize a mix of drought tolerant low maintenance grasses. The entries will provide gateways to the property utilizing the natural topography and man-made forms to create a unifying entry to the HP property. (DG A.6.1.d).

Each open space and plaza area will incorporate an array of tree types that are consistent with the scale of the outdoor spaces. A mix of shrubs and groundcovers will be utilized to form the shapes of these spaces and allow generous areas for pedestrians to circulate throughout the seasons. (SP UD-3, 14, 16).

TREES	SCIENTIFIC NAME	COMMON NAME	HEIGHT	WIDTH
	EASTERN PROPERTY EDGE			
EXISTING TREES	Deciduous and Conifer	Mix of Deciduous and Evergreen		
	SOUTH AND NORTH ENTRIES			
LARGE CANOPY TREES	Cupressus nootkatensis	Alaskan Yellow Cedar	120 ft.	20 ft.
	Pseudotsuga menziesii	Douglas Fir	100 ft.	20 ft.
	Quercus garryana	Oregon White Oak	65 ft.	50 ft.
	Sequoiadendron giganteum	Giant Sequoia	160 ft.	30 ft.
MEDIUM CANOPY TREES	Acer x freemani 'Jeffersred'	Autumn Blaze Maple	50 ft.	40 ft.
	Betula nigra 'Cully'	Heritage River Birch	40 ft.	30 ft.
	Cupressus nootkatensis	Alaskan Yellow Cedar	120 ft.	20 ft.
	Quercus palustris	Pin Oak	55 ft.	40 ft.
	Ulmus 'Pioneer'	Pioneer Elm	55 ft.	40 ft.
	184TH AND SIDE STREETS			
MEDIUM CANOPY TREES	Carpinus betula 'Fastigata'	European Hornbeam	35 ft.	25 ft.
	Nyssa sylvatica 'Haymanred'	Red Range Tupelo	35 ft.	20 ft.
	Tilia americana x eucholora 'Redmond'	Redmond Linden	35 ft.	25 ft.
	Zelkova serrata 'Village Green'	Village Green Zelkova	40 ft.	38 ft.
	PARKING LOT TREES			
MEDIUM CANOPY TREES	Carpinus betula 'Fastigata'	European Hornbeam	35 ft.	25 ft.
	Celtis occidentalis	Hackberry	45 ft.	35 ft.
	Gleditsia triacanthos 'Shademaster'	Shademaster Honey Locust	45 ft.	35 ft.
	Ulmus 'Frontier'	Frontier Elm	40 ft.	30 ft.
	OPEN SPACE AND PLAZA TREES			
ALL CANOPY TYPE TREES	Acer griseum	Paperbark Maple	25 ft.	20 ft.
	Cornus kousa x nutalli 'KN 30-8'	Venus Dogwood	25 ft.	20 ft.
	Cupressus nootkatensis	Alaskan Yellow Cedar	120 ft.	20 ft.
	Maackia amurensis	Amur Maackia	30 ft.	30 ft.
	Parrotia persica	Persian Parrotia	30 ft.	20 ft.
	Pseudotsuga menziesii	Douglas Fir	100 ft.	20 ft.

FIGURE 6.B - TREES

The proposed tree master plan characterizes the intent of tree density city code requirement. As designs are implemented at this site, the tree density requirement will be addressed at each phase.

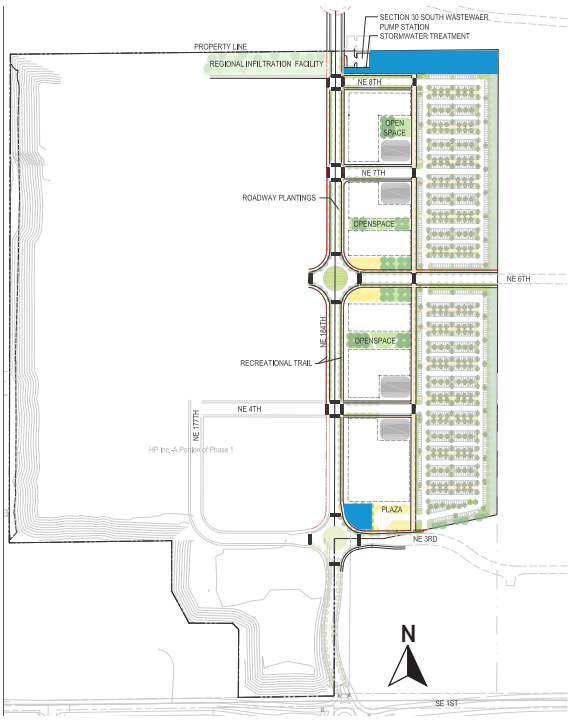
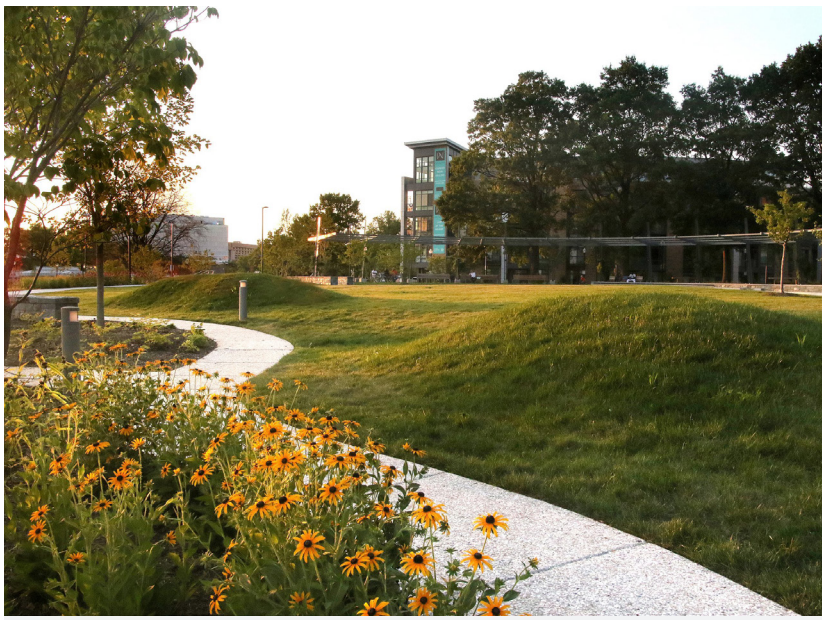
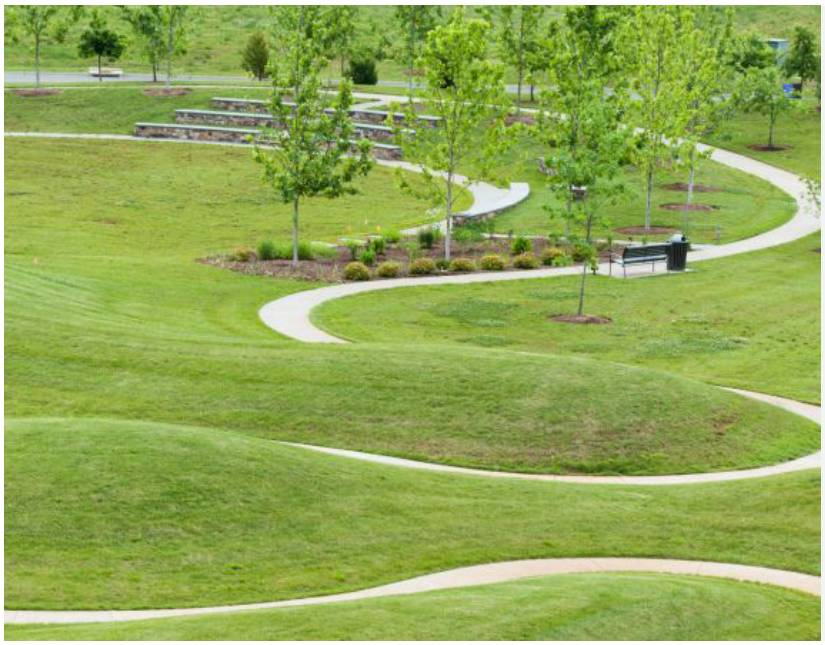


FIGURE 6.C - NORTH AND SOUTH ENTRY

The north and south entry will mark entry and arrival to the Master Plan areas. In addition, the north entry area will be part of the stormwater management system. The adjacent images show larger land forms that illustrate the opportunity to combine the functional requirements of landscape with a unique and identifiable design.





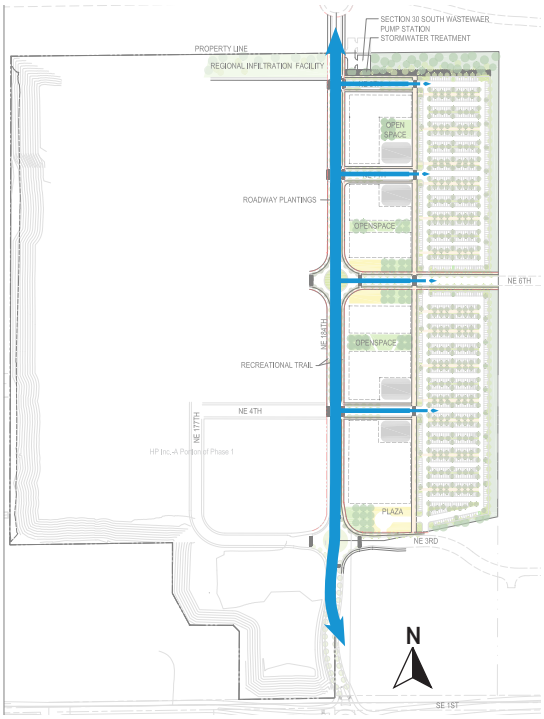


FIGURE 6.D - STREETS

Street trees will line public and private streets, as well as delineate circulation routes through the parking area.

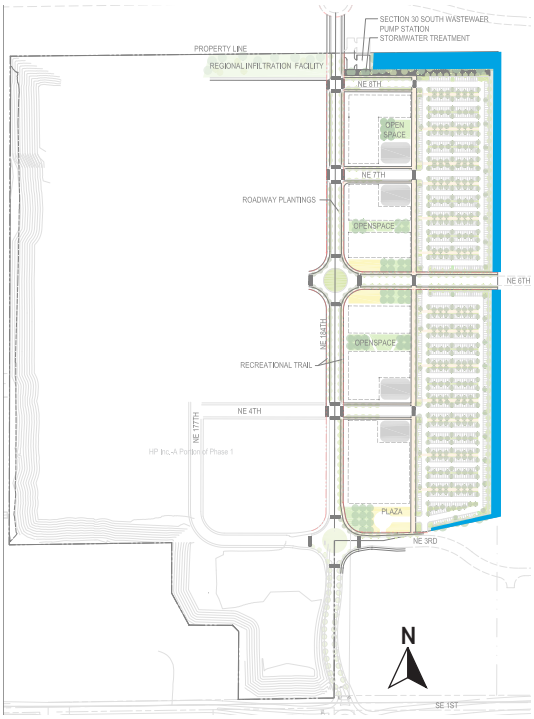


FIGURE 6.E - EASTERN SLOPES

Hillsides along the east edges of the HP property will be graded to a uniform and stable 2:1 slope and planted with meadow grasses and wild flowers. Access will be provided for maintenance through the adjacent parking areas. Native and drought resistant plant materials will be used to minimize maintenance and water consumption. The existing 2:1 slopes are too steep for successful long-term tree planting due to the required maintenance access, poor soil conditions, and possible impacts caused by high wind events. Other locations have been identified for tree planting that offer a higher likelihood for successful tree health and longevity.

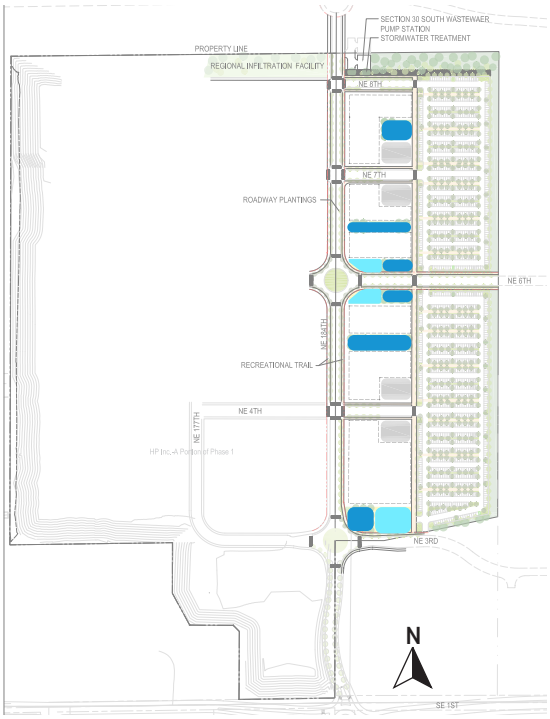


FIGURE 6.F - INTERNAL OPEN SPACE CONCEPTS

Spaces between buildings will be designed as extensions of the workplace, as well as providing for amenity and recreation use. Internal open space will also help tie together buildings with pedestrian circulations paths.

6.2
SIGNAGE

The design and location of signage throughout the HP property will be consistent and closely coordinated with design of the buildings and landscape. Monument signs near the intersection of NE 184th Avenue and NE 9th Street will be designed with gateway plantings on either or both sides of 184th Avenue. Directional signs will be located where sight lines from primary approaches are clear for all modes: drivers, pedestrians and bicycle riders. Identification of buildings will typically be attached to the buildings. Sign design will occur along with the building design to encourage architectural compatibility. Graphic uniformity between signs will be addressed as development progresses.

Quantity of signs will be permitted to vary. Building mounted signage will be permitted on all public and private street facing sides; and it may be lighted or back-lighted with steady light. Directional and wayfinding signage will be placed at junctions of sidewalks, streets, plazas, service and any combination of these. Code required signage will be adopted as required or appropriate. (DA, EX. 4, p.5)

HP IDENTIFICATION SIGN

DIRECTIONAL SIGN

BUILDING IDENTIFICATION SIGN

FIGURE 6.G - SIGNAGE

Monument signs will announce the HP property at the main point of entry near NE 9th Street on either or both sides of NE 184th Avenue. Within the property, direction signs will be coordinated with lighting to be visible to pedestrians and cyclists, as well as drivers after dark. Signs identifying individual buildings will typically be attached to them and designed to be compatible with the architecture.

6.3
SCREENING AND BOUNDARIES

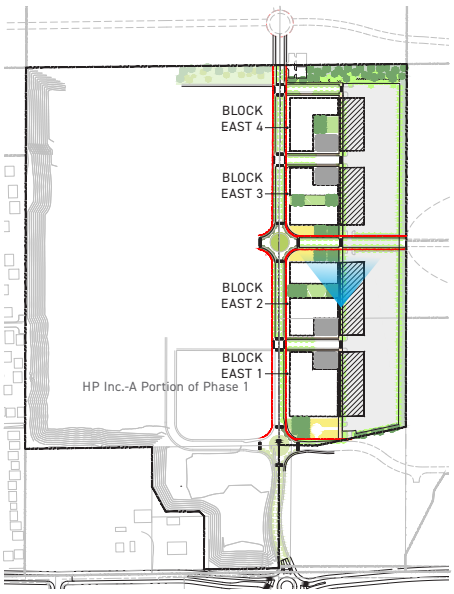
Views of the HP site from NE 184th Avenue will be limited to building frontages and glimpses along the driveways between building groups. Parking lots will be partially screened by street trees east of the buildings and will be further obscured by rows of trees planted in the parking lots, providing a substantial increase in tree canopy over the site. Parking lots will be obscured from view from properties east and south of the site by the existing berm and by the trees and other plantings that separate them. (SP TR-22) (DA Ex. 6, p. 4).

Service yards will all be located on the north, south, and/or east sides of the buildings and will be architecturally screened. In some cases, screening may include landscape materials such as pergolas or vegetation. Utility meters and other equipment will similarly be screened. Any blank walls visible from public streets will be screened using a variety of landscape and architectural materials depending on particular circumstances at each site. (SP UD-15)(DG D.3.1).

Walls and fences near the buildings will be of materials and design appropriate to adjacent architecture. Those elsewhere on the site will be integrated with landscape design, their effect on screening or focusing views being carefully considered.

FIGURE 6.H - CONCEPTUAL VIEW OF PARKING AREA AND BLOCK EAST 2 LOOKING NORTH FROM PARKING LOT AREA

Landscape, walls and fences will be designed integral to the buildings and landscape to which they relate. Pedestrians and cyclists moving north-south can choose to use the recreational trails along 184th Avenue, or the pathways between the buildings and the parking to the east, illustrated above. Parking will be partially screened by the buildings, street trees and low vegetation within the parking areas.



KEY PLAN

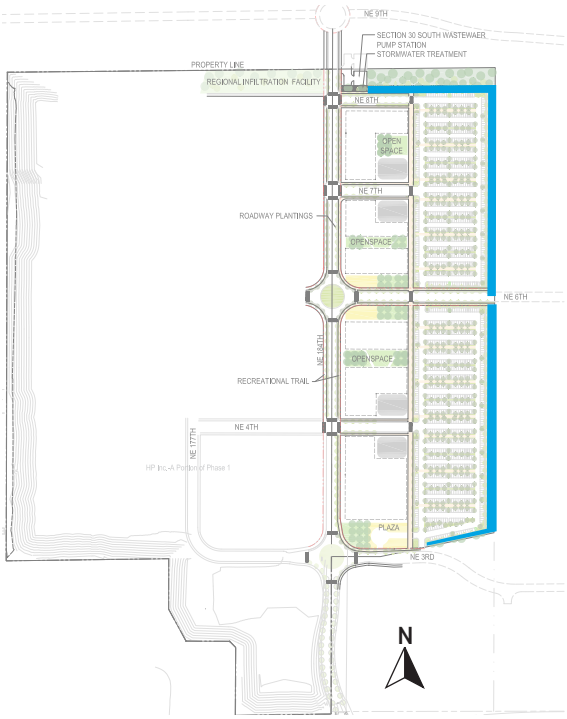


FIGURE 6.1 - SLOPE AND ENTRY SCREENING

Examples of potential landscape treatment..

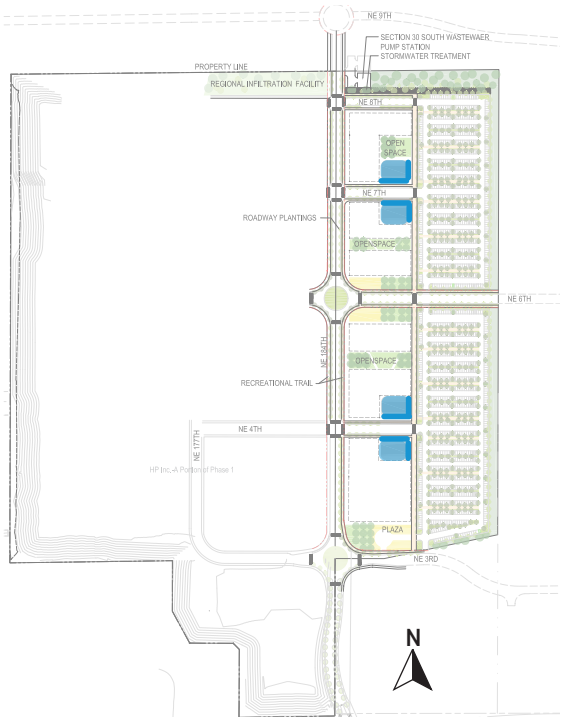
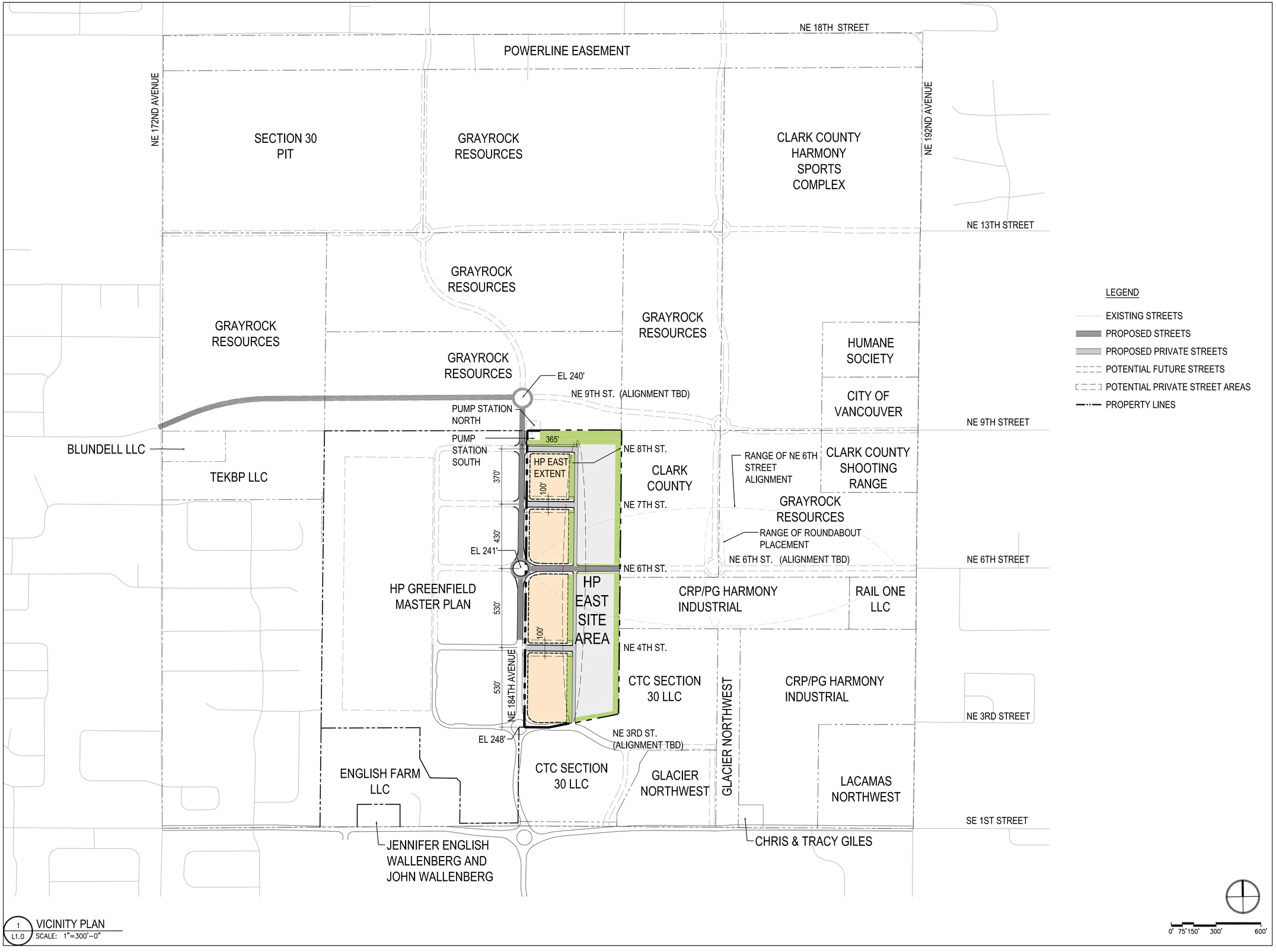


FIGURE 6.J - SERVICE YARD SCREENING

The service yard areas throughout the site will be screened with materials that complement the building enclosure, and are consistent with City standards and Section 30 design guidelines. Each area will be buffered with appropriate landscape materials where those materials can be accommodated. These service areas will be as inconspicuous as possible and not impede the circulation patterns of the HP property.



1 L1.0 VICINITY PLAN
SCALE: 1"=300'-0"

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WASHINGTON DC
NEW YORK

Consultants

CIVIL ENGINEER
MacKay Sposito
1325 SE Tech Center Drive, Suite 140
Vancouver, WA 98683

Revisions

HP INC.

Vancouver, Washington

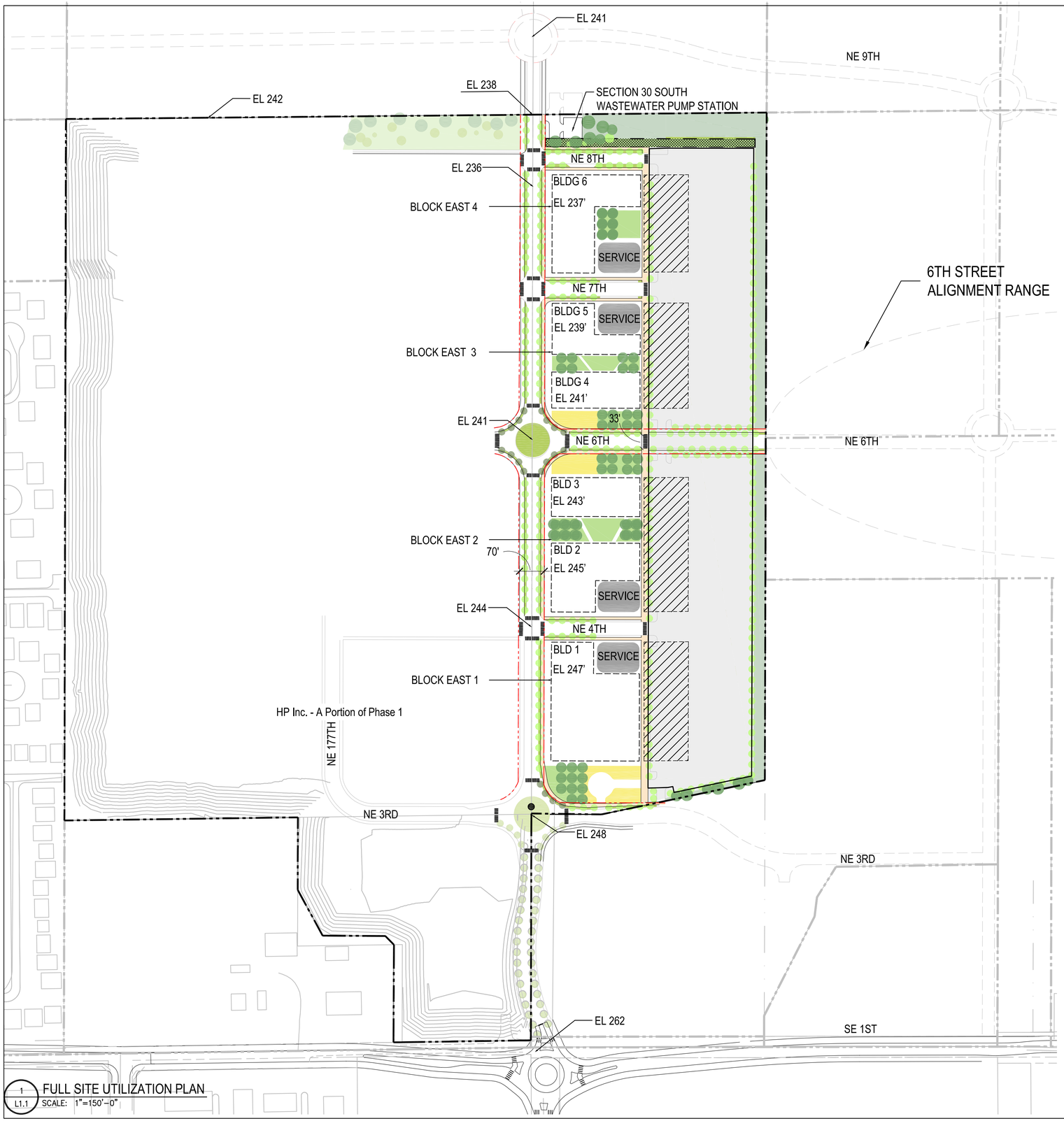
Drawing Title
HP EAST MASTER PLAN VICINITY PLAN

Date:	SEPTEMBER 2024
Job No:	P 24518
Drawn By:	
Checked By:	

Drawing No.

LU 1.0

APPLICATION



1 L1.1 FULL SITE UTILIZATION PLAN
SCALE: 1"=150'-0"

- HP 68 ACRES PROPERTY LINE
- FUTURE ROW LINE
- POTENTIAL BUILDING
- POTENTIAL BUILDING OR PARKING
- PARKING AREA
- SERVICE YARD
- OPEN SPACE
- STORMWATER TREATMENT AREA
- PLAZA
- EXISTING TREE
- PROPOSED FUTURE TREE

BUILDING FOOTPRINT

BLD NUMBER	AREA (SF)
1	72,300
2	37,600
3	27,500
4	25,500
5	24,600
6	45,100

0' 75' 150' 300'

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1325 SE Tech Center Drive, Suite 140
Vancouver, WA 98683

Revisions

HP INC.

Vancouver, Washington

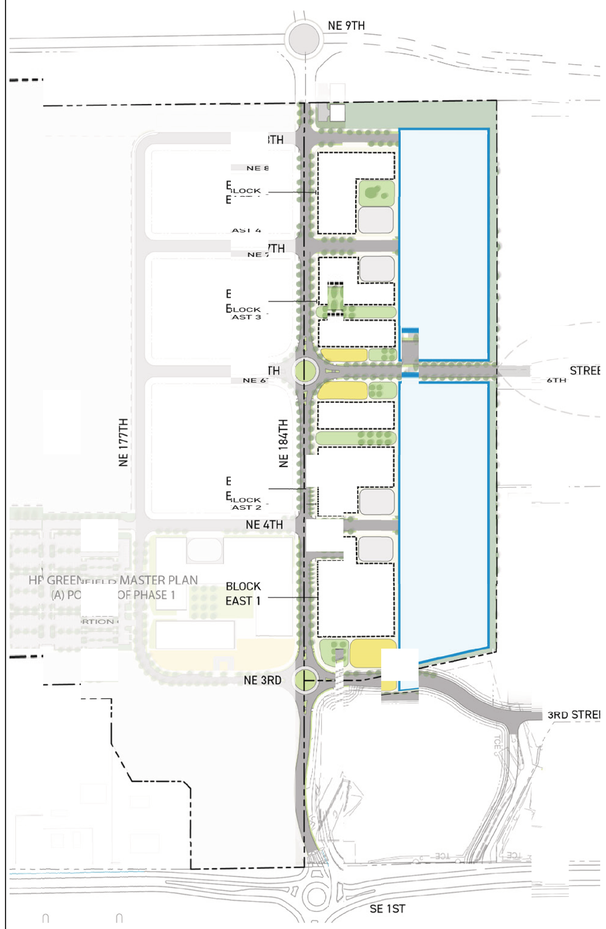
Drawing Title
HP EAST
FULL SITE
UTILIZATION PLAN

Date: SEPTEMBER 2024
Job No: P 24518
Drawn By:
Checked By:

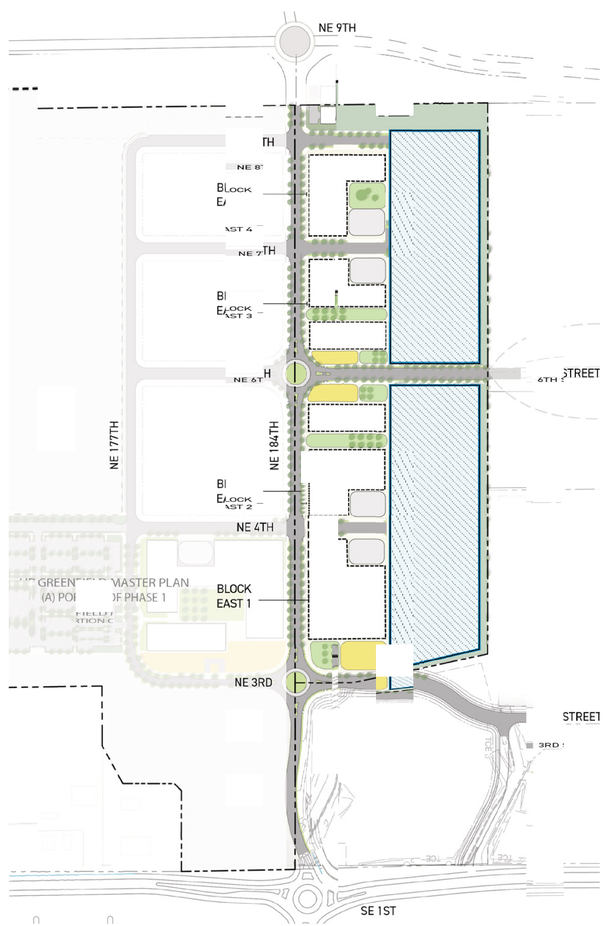
Drawing No.

L1.1

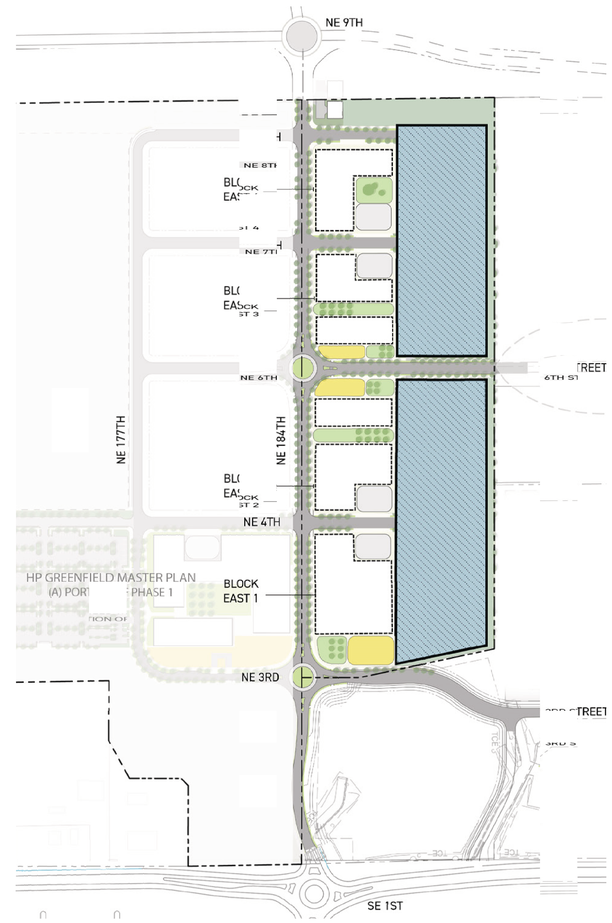
APPLICATION



OPTION A
POTENTIAL SURFACE PARKING LOCATION



OPTION B
POTENTIAL DECK LOCATION



OPTION C
POTENTIAL LOCATIONS FOR STRUCTURED PARKING

NOTES

LEGEND

- SURFACE PARKING
- DECK PARKING
- STRUCTURED PARKING

1 L1.2 PARKING PLAN
SCALE: 1"=250'-0"

0' 125' 250' 500'

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MacKay Sposito
1325 SE Tech Center Drive, Suite 140
Vancouver, WA 98683

Revisions

HP INC.

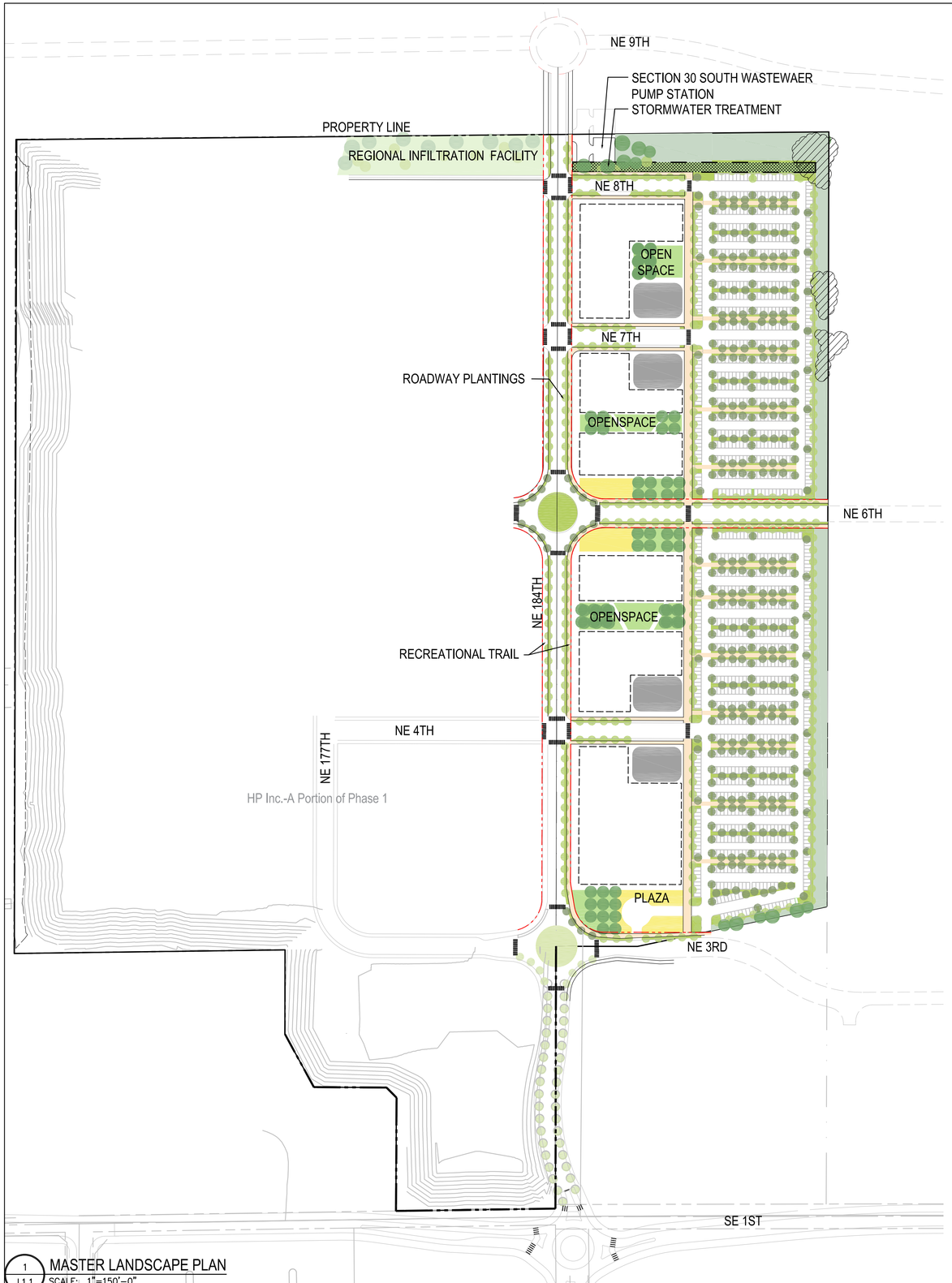
Vancouver, Washington

Drawing Title
HP EAST
PARKING PLAN

Date: SEPTEMBER 2024
Job No: P 24518
Drawn By:
Checked By:

Drawing No.
L1.2

APPLICATION



1 L1.1 MASTER LANDSCAPE PLAN
SCALE: 1"=150'-0"

LEGEND

TREES	SCIENTIFIC NAME	COMMON NAME	HEIGHT	WIDTH
	EASTERN PROPERTY EDGE			
EXISTING TREES	Deciduous and Conifer	Mix of Deciduous and Evergreen		
	SOUTH AND NORTH ENTRIES			
LARGE CANOPY TREES	Cupressus nootkatensis	Alaskan Yellow Cedar	120 ft.	20 ft.
	Pseudotsuga menziesii	Douglas Fir	100 ft.	20 ft.
	Quercus garryana	Oregon White Oak	65 ft.	50 ft.
	Sequoiadendron giganteum	Giant Sequoia	160 ft.	30 ft.
MEDIUM CANOPY TREES	Acer x freemani 'Jeffersred'	Autumn Blaze Maple	50 ft.	40 ft.
	Betula nigra 'Cully'	Heritage River Birch	40 ft.	30 ft.
	Cupressus nootkatensis	Alaskan Yellow Cedar	120 ft.	20 ft.
	Quercus palustris	Pin Oak	55 ft.	40 ft.
	Ulmus 'Pioneer'	Pioneer Elm	55 ft.	40 ft.
	184TH AND SIDE STREETS			
MEDIUM CANOPY TREES	Carpinus betula 'Fastigata'	European Hornbeam	35 ft.	25 ft.
	Nyssa sylvatica 'Haymanred'	Red Range Tupelo	35 ft.	20 ft.
	Tilia americana x euchlora 'Redmond'	Redmond Linden	35 ft.	25 ft.
	Zelkova serrata 'Village Green'	Village Green Zelkova	40 ft.	38 ft.
	PARKING LOT TREES			
MEDIUM CANOPY TREES	Carpinus betula 'Fastigata'	European Hornbeam	35 ft.	25 ft.
	Celtis occidentalis	Hackberry	45 ft.	35 ft.
	Gleditsia triacanthos 'Shademaster'	Shademaster Honey Locust	45 ft.	35 ft.
	Ulmus 'Frontier'	Frontier Elm	40 ft.	30 ft.
	OPEN SPACE AND PLAZA TREES			
ALL CANOPY TYPE TREES	Acer griseum	Paperbark Maple	25 ft.	20 ft.
	Cornus kousa x nutalli 'KN 30-8'	Venus Dogwood	25 ft.	20 ft.
	Cupressus nootkatensis	Alaskan Yellow Cedar	120 ft.	20 ft.
	Maackia amurensis	Amur Maackia	30 ft.	30 ft.
	Parrotia persica	Persian Parrotia	30 ft.	20 ft.
	Pseudotsuga menziesii	Douglas Fir	100 ft.	20 ft.

STREETSCAPE

184TH

The main circulation roadway will be consistently lined with street trees that provides a welcoming tree canopy and provides shade during the hot summer months. Landscape and stormwater planters will buffer the sidewalk and trail systems that run parallel with the roadway creating a green street system that is consistent with the Section 30 guidelines.

PARKING AND PEDESTRIAN ACCESS

Each vehicle parking area will utilize the city code and the Section 30 guidelines to ensure the tree canopy and landscape areas are used to buffer the pavement areas. Pedestrian walkways will be tree lined and wide enough for people to pass by without crowding. Some raingardens will be also present in the parking areas to treat and transport the stormwater runoff.

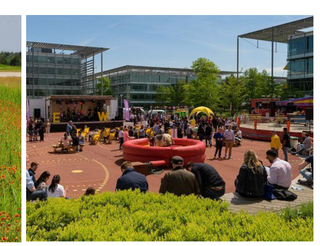
LANDSCAPE AREAS

ENTRY LANDSCAPE

Each entry landscape will be a mix of large and medium canopy trees. Some areas will be used to place replacement trees as mitigation for trees removed along the western top edge of the HP property. Shrubs and groundcovers will surround the main entry features and the surrounding landscape areas will utilize a mix of drought tolerant low maintenance grasses.

EAST SLOPE LANDSCAPE

The western slopes will use a mix of drought tolerant low maintenance grasses along the slopes to provide seasonal variety and erosion control. Large canopy evergreen and deciduous trees may be used in selected locations for screening, but not blocking the view corridors of the existing residences. A low evergreen hedge will be used along the western top of slope area to avoid impeding views to the east.



OPEN SPACE AND PLAZA AREAS

Each open space and plaza area will incorporate an array of tree types that are consistent with the scale of the outdoor spaces. A mix of shrubs and groundcovers will be utilized to form the shapes of these spaces, but still allow generous areas to circulate and gather throughout the seasons.

0' 75' 150' 300'

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Consultants

CIVIL ENGINEER
MacKay Sposito
1325 SE Tech Center Drive, Suite 140
Vancouver, WA 98683

Revisions

HP INC.

Vancouver, Washington

Drawing Title

HP EAST
MASTER
LANDSCAPE PLAN

Date: SEPTEMBER 2024
Job No: P 24518
Drawn By:
Checked By:

Drawing No.

L2.0

APPLICATION

CITY OF
Vancouver
WASHINGTON

October 25, 2024

Notice of Application and
Optional SEPA Determination of Nonsignificance

Project: HP East Master Plan | PRJ-169273/LUP-84555

Request: Master Plan approval for a mix of office, research and development and other uses consistent with the HP and City of Vancouver development agreement through a Type IV process for HP East Master Plan.

The application was accepted Sept. 17, 2024 and deemed fully complete Oct.14, 2024.

Location: 18208 SE 1st Street, Vancouver, WA 98684, Parcel 176374000 located within the SE ¼ and SW ¼ of Section 30, Township 2N, Range 3E of the Willamette Meridian.

Contact: Soo Anderson, JLL, 1120 NW Couch St., Suite 500, Portland, OR 97209

Owner: Justin Chi, HP Inc., 1501 Page Mill Road, Palo Alto, CA 94304

Under the authority of VMC 20.790.230 and WAC 197-11-355, the City of Vancouver will use the optional combined determination of nonsignificance (DNS) and notice of application process. Based on the initial review of the proposed project, the city has determined this agency expects to issue a DNS on the proposal, finding the project will not create probable significant adverse environmental impacts.

The comment period for the notice of application may be the only opportunity to comment on the environmental impacts of the proposal. An approval of this project may include mitigation measures under applicable codes regardless of whether an environmental impact statement (EIS) is prepared. A copy of the final threshold determination may be obtained upon written request.

Comments on the proposal received before 4 p.m., Nov. 25, 2024, will be incorporated into the staff report; comments received after that date will be presented at the hearing.

Procedural appeals to the SEPA determination shall be filed in writing within 14 calendar days following the last day of the comment period.

Substantive SEPA appeals shall be filed in writing within 14 calendar days of the issuance of the staff's decision approving, conditioning, or denying the proposal on the basis of substantive SEPA authority. The City Council's decision of the SEPA substantive appeal shall be final and not subject to further administrative appeal.

After the comment period closes, staff will issue a final SEPA determination, and the proposal will be scheduled for a public hearing before the Vancouver Planning Commission. The Vancouver Planning Commission will make a recommendation to the Vancouver City Council who will make the final decision. Public hearings for both Planning Commission and City Council will be published in the newspaper and on the city's website.

This notice is intended to inform potentially interested parties about the proposal; invite them to submit written statements for the record; request to be added to the list for a notice of the public hearing; and inform them of their right to receive a notice of the decision, including a notice of appeal rights.

Failure of any party to address the relevant approval criteria with sufficient specificity may preclude subsequent appeals on that issue. Comments that are directed at the relevant approval criteria are what constitute relevant evidence. Please direct comments to the case manager's email address listed below.

All evidence relied upon by the planning official in making the SEPA determination and to make the decision on this application is contained within the public record. The public record for this application is on file and will be made available on request. Copies of this information can be obtained at a reasonable cost. Please include the project numbers when making a request.

Due to the limited days the permit center is open for walk-in assistance, requests to review application materials or be added to the public hearing notification list shall be emailed to the case manager's e-mail address below.

Case Manager: Mark Person, AICP, Senior Planner
E-mail Address: mark.person@cityofvancouver.us

Oct. 25, 2024

NAME DATE

HP East Master Plan

Legend

- Taxlots
- All Roads
  - Interstate or State Route
  - Arterial
  - Collector
  - Private or Other

Notes:

1,400.0 0 700.00 1,400.0 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
Clark County, WA. GIS - http://gis.clark.wa.gov

This map was generated by Clark County's "MapsOnline" website. Clark County does not warrant the accuracy, reliability or timeliness of any information on this map, and shall not be held liable for losses caused by using this information. Taxlot (i.e., parcel) boundaries cannot be used to determine the location of property lines on the ground.

HP EAST Master Plan

Appendix C - SEPA Checklist

Reserved for Agency Comments

SUBMIT TO:
City of Vancouver
Community & Economic Development
415 W. 6th ST
Vancouver, WA 98660
www.cityofvancouver.us

SEPA ENVIRONMENTAL CHECKLIST WAC 197-11-960

Property Owner: HP Inc. Telephone: (650)796-9230
(Print or Type Name)

Mailing Address: 1501 Page Mill Road, Palo Alto, CA 94304
(No., City, State, ZIP)

Applicant: Justin Chi Telephone: (650) 796-9230
(Print or Type Name)

Mailing Address: 1501 Page Mill Road, Palo Alto, CA 94304
(No., City, State, ZIP)

Relationship to Owner: _____

Tax Assessor Serial Number(s): 176374000

Legal description: Lot(s) 11,13, 17, 23, 56, 57, 64 Block(s) _____ Plat name a231303
SEC 30 T2N R3E WM 97.29A

(If a Metes and Bounds description, check here ☐, and attach narrative to this application.)

Site Address (if any): 18208 SE 1ST ST, VANCOUVER, WA 98684

② Include 8½" x 11" copies of ☒ Quarter Section Map, ☒ Topographic Map, ☒ Scaled Site Plan. Delineate site on maps.

Notice to Applicants: You must use the current revision of this form or your application will not be accepted. If you use our disk version of this form (MS Word 6.0) you may not alter the format. Make sure you have the current version before submittal.

Purpose of checklist:
Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants: [help]
This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.
The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:
Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals: [help]
For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental

Elements –that do not contribute meaningfully to the analysis of the proposal.

A. BACKGROUND [help]

1. Name of proposed project, if applicable: [help]
   HP East Master Plan (HP East)

2. Name of applicant: [help]
   HP Inc. ("HP")

3. Address and phone number of applicant and contact person: [help]

   Contact for Applicant:
   JLL
   Soo Anderson
   1120 NW Couch Street, Suite 500
   Portland, OR 97209
   Tel: (503) 546-3664

   Applicant:
   HP Inc.
   Justin Chi
   1501 Page Mill Road
   Palo Alto, CA 94303

4. Date checklist prepared: [help]
   8/19/2024

5. Agency requesting checklist: [help]
   City of Vancouver (City)

6. Proposed timing or schedule (including phasing, if applicable): [help]

   No development is proposed as part of the Master Plan review and approval process. The HP East Master Plan process began in May 2024 and is expected to be ready for City completeness review in September 2024. City comments are expected to be integrated by October 2024. Master Plan workshops with the City are expected to begin in November-December 2024. Public hearings before the Planning Commission and City Council will follow. The City and HP expect to coordinate timing should external variables impact the anticipated timing summarized here.

   According to the December 16, 2019 Development Agreement between HP Inc. and the City ("HP Development Agreement") the proposed HP Inc. ("HP") development described in this Plan is expected to occur in multiple phases over the next 10+ years (Dec. 2019 – Dec. 2034), with the possibility to extend beyond that date. HP has not designated a start date for construction of the HP East project area.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [help]

   - The final phases of the construction of NE 184th Avenue from NE 4th Street to NE 9th Street, adding additional capacity to the regional stormwater facility, and use of the proposed Section 30 South Wastewater Pump Station.
   - Phase 2 of the City's SE 1st Street Improvement Project, including the construction of a roundabout at the intersection of NE 184th Avenue and SE 1st Street, also relates to the proposed project, and received separate approval and SEPA review.
   - Subsequent future phases of development of the HP Property.
   - Other Section 30 Urban Employment Center Subarea property owners may separately develop in the future and utilize the improvements addressed in this checklist.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [help]

- Blake, Karry, and Cristina Rodrigues-Franco. 2023. *Clark County Archaeological Predetermination Report NE 184th Avenue, Vancouver, Washington*. Chronicle Heritage. Prepared for HP Inc., September 27, 2023.
- Brownell, Sarah R., Martin Plumer, and Karry L. Blake. 2020. *Archaeological Predetermination Report for the HP Master Plan.* WHPacific, Inc., an NV5 company. Prepared for HP.
- GeoDesign, Inc., 2018. *Memorandum; Section 30 Mine Sites; Summary of Reclamation Permitting and Closure Options, dated November 30, 2018*. GeoDesign Project: PacTrust-208-04
- GeoDesign, Inc., 2018. *Report of Geotechnical Engineering Services; Cadman Property; 18208 SE 1st Street; Vancouver, Washington* , dated December 5, 2018. GeoDesign Project: PacTrust-208-03
- GeoDesign, Inc., 2018. *Phase I Environmental Site Assessment. Cadman Property. 18208 SE 1st Street, Vancouver, Washington*. For Columbia Tech Center, LLC. Dated December 18, 2018. GeoDesign Project: PacTrust-208-01.
- GeoDesign, Inc., 2018. *Limited Phase II Environmental Site Assessment. Cadman Property. 18208 SE 1st Street, Vancouver, Washington*. For Columbia Tech Center, LLC. Dated December 19, 2018. GeoDesign Project: PacTrust- 208-02.
- GeoDesign, Inc., 2018. *Limited Supplemental Investigation. Cadman Property. 18208 SE 1st Street, Vancouver, Washington*. For Columbia Tech Center, LLC. Dated December 19, 2018. GeoDesign Project: PacTrust- 208-02.
- Kittelson & Associates, Inc. 2022. Transportation Impact Study Section 30 Subarea Study. Dated September 2022. Prepared for the City of Vancouver, Streets and Transportation Division.
- Kittelson & Associates, Inc., Future Conditions Mitigation Detailed Discussion technical appendix memorandum to the Traffic Impact Study. Dated September 2022. Prepared for the City of Vancouver, Streets and Transportation Division
- NV5 2022. *Memorandum; Summer 2022 Grading; Greenfield Site; Vancouver, Washington,* dated April 21, 2022. Project: HP-1-08
- NV5 2023. *Memorandum; Critical Areas Report; HP Inc. – A Portion of Phase 1; Vancouver, Washington;* dated October 25, 2023. Project HP-1-10.
- NV5 2023. *Memorandum; Scale House Septic Holding Tank Removal; HP Inc. Site, Vancouver Washington;* dated November 3, 2023. Project HP-1-08.
- NV5, 2023. *Report of Geotechnical Engineering Services; HP Inc. – Phase 1 – Northeast Pond Area; Vancouver, Washington;* dated November 9, 2023. Project: HP-1-13.
- NV5 2024. *Final Completion Report; Geotechnical Construction Observation Servies; HP Inc. Site – HP 30 Parcel, Vancouver, Washinton;* dated January 9, 2024. Project HP-1-09.
- Olson Engineering Inc.2023. City of Vancouver, Feasibility Report, Section 30, Area 2 Pump Station. Prepared for HP Inc., dated April 10, 2023. Job # 18012, by Olson Engineering Inc., a Division of MacKay Sposito. HP Inc.
- TRC Final Cadman 30 Parcel – Phase I Environmental Site Assessment Report prepared for HP Inc. dated January 26, 2022. TRC Project # 473680.
- August 25, 2023, HP Inc, A Portion of Phase 1 SEPA DNS/NOA (SEPA # 202302490). City of Vancouver, Lead Agency File # PRJ-165336/LUP-83336.
- November 21, 2023. HP NE 184th Avenue Infrastructure Improvements SEPA DNS (SEPA # 202305513). City of Vancouver, Lead Agency File # PRJ-165336/LUP-83790.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. [help]

NE 184th Avenue is designated a Collector Arterial. The section of SE 184th Avenue from SE 1st Street to NE 4th Street is currently under review in civil plans permit file ENG-83920.

Section 30 South Wastewater Pump Station is currently under City review in permit file ENG-83808.

10. List any government approvals or permits that will be needed for your proposal, if known. [help]

- City of Vancouver Site Development and Building Permits

- Grading Permit, NPDES permit, Stormwater Pollution Protection Plan (SWPPP) approval
- Public Works Permit, and/or Right-of-Way Permit

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [help]

No development is proposed as part of the HP East Master Plan review and approval process. The proposed HP East Master Plan is designed to develop land within the City's Section 30 Urban Employment Center Subarea Plan (Subarea Plan) and will comply with the HP Development Agreement, and Section 30 Design Guidelines (Design Guidelines).

The proposed HP East Master Plan covers the development of approximately 30 acres of the approximate 98 acre HP Inc. parcel (PIN # 176374000) within the City's Section 30 Urban Employment Center Plan District. The complete project will extend north from CTC Section 30 LLC parcel (PIN # 176386000) to the Grayrock Resources, LLC parcel (PIN # 176369000); and east of the NE 184th Avenue right of way to the CTC Section 30 LLC, CRP/PG Harmony Industrial Owner LLC, and the Clark County Public Works Operation Center parcels (PIN #'s 176386000, 176381000, and 176379000, respectively). The proposed HP East Master Plan includes:

- Up to a total of 1,500,000 gross square feet (GSF) of office, research and development, and light industrial use space as combined total for the approximately 98 acres HP Property, consistent with the HP Development Agreement. The HP East Master Plan anticipates the project being developed in several phases over the next 10 to 15+ years, or beyond. The Full Site Utilization Plan allows for flexibility in development phasing to respond to changing circumstances over the life of the HP East Master Plan (HP East Master Plan Sec. 5.1 and 5.2):
- Parking lots east of the proposed HP East building development.
- The extension of NE 184th Avenue from currently planned NE 4th Street to the north end of the HP Property, approaching the connection point with future NE 9th Street.
- The dedication of a minimum of 30 feet of right of way from the development property line to accommodate the future extension of NE 3rd Street east from the NE 3rd Street roundabout.
- Extension of NE 6th Street with bike/pedestrian facilities running east of the future extension of NE 184th Avenue, which will be publicly accessible as the street is extended east of NE 184th Avenue.
- Extension of private roads NE 4th, NE 7th, and NE 8th Streets as connectors from NE 184th Avenue east into the new HP East development.
- Sewer, stormwater, domestic water, electricity and other utilities.
- Landscaping, including shade trees along roads, within the parking lots, and, where feasible, along the border with neighboring properties.
- Additional infrastructure construction referred to in the HP East Master Plan, some of which may be performed by HP, may include land dedicated from neighboring properties, and coordination with such neighbors:
    - Extending 184th Avenue north between SE 1st Street and NE 9th Street as a full-width, 34-foot curb-to curb collector arterial. Traffic roundabouts will be constructed at the intersections of NE 184th Avenue and NE 6th Street and NE 9th Street to improve traffic flow.
    - Constructing NE 9th Street between 172nd Avenue and 184th Avenue including a roundabout at the junction of NE 9th Street and NE 184th Avenue.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [help]

The proposed HP East project area (proposed project area) is located on the east side of the HP Inc., Parcel Identification Number (PIN) # 176374000 ("HP Property") in T2N, R3E, Sec. 30. The proposed project area will be accessed by the NE 184th Avenue right-of-way off SE 1st Street. The HP East Master Plan Quarter Section Map

(Figure 1), the HP East Master Plan Topographic Map (Figure 2), and the HP East Master Plan Scaled Site Plan (Figure 3) referenced on page 1 of this checklist are attached with this checklist.

HP Property Address: 18208 SE 1ST ST, VANCOUVER, WA 98684

Abbreviated Legal Description: #11, 13, 17, 23, 56, 57 and 64 SEC 30 T2N R3E WM 97.29A

ENVIRONMENTAL ELEMENTS [help]

13. Earth

a. General description of the site [help]
(circle one): **Flat, rolling**, hilly, **steep slopes**,
mountainous, other __

The topography in the proposed project area is irregular due to past aggregate surface mining and site reclamation operations. Based on the steep Slope and Landslide Hazard Group map layer available on the Clark County Maps Online website's Development Review environmental map layers (https://gis.clark.wa.gov/mapsonline/?site=DevPacket) there are steep slopes along the south, east, and north sides of the proposed project area. These slopes are classified as Steep Slopes and Landslide Hazard critical areas under the City of Vancouver's Geologic Hazards Ordinance (steep slopes > 25%). The rest of the site is a mix of flat and rolling topography.

NV5 (formerly known as GeoDesign, Inc.) recently completed a geotechnical engineering study of the northern 1/3 of the proposed HP East project area that includes a former mine settling pond (NV5*Report of Geotechnical Engineering Services; HP Inc. – Phase 1 – Northeast Pond Area; Vancouver, Washington*; dated November 9, 2023. Project: HP-1-13). A 2018 geotechnical report examined the whole HP East project area when it was part of the CTC Section 30 LLC property (referred to as Cadman Property *Report of Geotechnical Engineering Services; Cadman Property; 18208 SE 1st Street; Vancouver, Washington*, dated December 5, 2018. GeoDesign Project: PacTrust-208-03.

NV5 completed a Critical Areas Report (NV5, 2023. *Memorandum; Critical Areas Report; HP Inc. – A Portion of Phase 1; Vancouver, Washington;* dated October 25, 2023. Project: HP-1-10) that covers the proposed HP East project area. The report notes the site contains slopes > 25% (4H:1V) around the site perimeter but none of the existing slopes appear to exceed an inclination of 50% (2H:1V). The report recommends that all permanent slopes on the site should not exceed 2H:1V and if vegetation is removed from existing slopes, such slopes should be planted with appropriate vegetation to provide protection against erosion as soon as possible after grading is complete.

b. What is the steepest slope on the site (approximate percent slope)? [help]

< 50% (2H:1V)

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [help]

The U.S. Natural Resources Conservation Service (NRCS) classifies all soils in the proposed project area as Lauren gravelly loam, 0 to 8 percent slopes (LgB) and Fill land (Fn). LgB soils are classified as somewhat excessively drained soils, droughty soil, with no hydric soil rating (https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx).

The project area is in a reclaimed quarry with highly disturbed soils that are not suitable for agriculture. The 2018 geotechnical report for the Cadman Property (GeoDesign Inc. 2018. Project: PacTrust-208-03) found the site to be generally covered by 15 to 60 feet of aggregate fill primarily consisting of sand and gravel with isolated areas of silt and clay. The 2023 geotechnical report (NV5 2023. Project: HP-1-13) focusing on the northern 1/3 of the HP East project area and the former tailings pond area (within the northern 1/3 of HP East) found the cap fill material to be generally comprised of 5 to 25.5 feet of sand with variable portions of gravel and silt and the former tailings pond

below the cap to consist of 9 to 35 feet of very loose to medium dense sand with varying proportions of silt and very soft to soft silt and clay with varying proportions of sand gravel, and organics. Below the cap fill and tailings is a 0 – 3 feet thick fill layer consisting of disturbed native silt with varying proportions of sand and gravel that comprises the former quarry floor and then a 14 to 41.3 foot thick layer of native soil that is predominately sand with variable proportions of silt and gravel.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [help]

The 2023 geotechnical report (NV5, 2023. Project: HP-1-13) performed a liquefaction analysis and found that between 0.5 inch and 1.5 inches of total liquefaction settlement could occur in a zone of soil in proximity to the proposed Section 30 South Wastewater Pump Station. Due to the presence of a non-liquefiable crust of soil above the liquefiable soil, the report recommends assuming a maximum liquefaction settlement of up to 1 inch with differential settlement of approximately 0.5 inch within a 50-foot span for preliminary design purposes. Specific site development recommendations are outlined in the 2023 geotechnical report. The geotechnical report did not consider lateral spreading to be a design concern based on the flat nature and depth of liquefiable soil.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [help]

The proposed development will require excavation, grading, and adding additional fill material but the type, total area, and approximate quantities and total affected area are unknown at this time. It is likely that all fill material used will be from onsite sources. Since total fill needs will be determined at a later date, other sources of fill may be later determined and if necessary discussed in a SEPA update. Soils will be graded for stormwater drainage to help water flow towards the NE 9th Street stormwater collection facility and ground water recharge area. It is expected that cutting and filling grades can be balanced across the HP Property. Fill material will likely come from sources within the HP Property. Some crushed rock fill will come from outside the project area with the source to be determined later.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [help]

Minor erosion of exposed soil could occur from rain, wind, and construction.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [help]

Approximately 70% of the approximately 30-acre project area could be covered by impervious surfaces after project completion.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [help]

During construction, erosion, sedimentation, and other impacts on the earth will be controlled by following the proposed project's Erosion/Sedimentation Control Plan (ESCP) and Stormwater Pollution Prevention (SWPPP) plans. Sediment control BMPs will be put in place prior to project construction and maintained throughout the project. Erosion control measures included in the project's design include hydroseeding and planting vegetation on the surrounding steep perimeter slopes and on all areas with exposed soil. In addition, buildings, parking lots, and access roads will be built on graded, leveled, and compacted soils which should prevent future erosion.

14. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [help]

Air emissions, including greenhouse gases, may be generated during project construction. These include fugitive dust generated by grading, cutting, filling, and other ground disturbance activities; diesel engine exhaust emissions from

construction equipment; concrete batching and grinding; asphalt preparation and placement; gases released during welding; fertilizers used in landscaping; and air pollution generated by vehicles traveling to and from the construction site.

The proposed project will be designed to meet all federal, state, and local air quality standards. Air emissions during site operation and maintenance post construction will mostly consist of air pollution and greenhouse gases released from cars and trucks traveling to and from the site. Additional sources of air emissions could result from building parking lots, and landscaping maintenance; building HVAC systems; and emergency backup diesel power generators. Plans for buildings and their uses have not been finalized and future emissions information is not currently available. As building use plans are finalized revisions will be made to a SEPA Checklist if it is determined that the project will include any additional sources of air emissions.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [help]

According to the EPA NEPAssist (https://www.epa.gov/nepa/nepassist) and State Implementation Plan (SIP) (https://www3.epa.gov/airquality/urbanair/sipstatus/reports/wa_areabypoll.html) websites the proposed project area is not in a National Ambient Air Quality Standard (NAAQS) non-attainment area. The site and surrounding area are within an Ozone 1-hr (1979) area that was subsequently revoked and Carbon Monoxide Annual (1971) NAAQS maintenance areas (Table 1). This result differs from the NEPAssist report table generated from the website on 10/6/2020 for the HP Master Plan because the NEPAssist output table did not include the now-revoked Ozone 1-hr (1979) and CO (1971) NAAQS data at the time.

The Granite Construction Company operates a materials plant that produces hot mix asphalt on the CTC Section 30 LLC property just east of the proposed project area (18502 SE 1st ST, Vancouver, WA 98684). The Granite Construction Company was issued South West Clean Air Agency (SWCAA) permit number 16-3199, dated November 15, 2016 (https://www.swcleanair.gov/docs/permits/Final/16-3199ADP.pdf). Air emissions and asphalt odor from this facility reach the proposed project area.

c. Proposed measures to reduce or control emissions or other impacts to air, if any: [help]

The proposed project is being designed to meet all federal, state, and local government clean air regulations. Construction air emissions will be minimized by following the project's Erosion/Sedimentation Control BMPs such as controlling fugitive dust by watering or stabilizing disturbed soils, covering stockpiles, using erosion control fencing when needed, and hydroseeding. Efforts will be made to reduce other sources of construction related air emissions, such as diesel exhaust, concrete batching and grinding, and asphalt preparation where feasible.

Post construction auto emissions will be reduced by providing electric vehicle (EV) charging stations, EV-ready, and EV capable parking spaces to encourage the use of EVs. Roadway traffic flow improvements, such as building roundabouts at the intersections of NE 184th Avenue and SE 1st Street, NE 3rd Street, and NE 6th Street, will help accommodate increased traffic volumes and reduce air emissions from traffic congestion. The use of roundabouts will encourage consistent vehicle speeds along NE 184th Avenue and will also help reduce vehicle emissions. Trees planted along roadways, parking lots, and throughout the project area will help improve air quality and capture carbon dioxide emissions.

15. Water

a. Surface Water: [help]

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. [help]

According to information available on the Clark County Maps Online website there are no year-round or seasonal streams, saltwater, lakes, ponds, or wetlands surface waters on or in the immediate vicinity of the proposed project area.

The proposed project area is in a highly disturbed landscape that was previously a surface mining quarry and does not contain any natural surface waters (Figure 4).

A pond had been constructed in the quarry floor in the north 1/3 of the property between May 2019 and August 2020 in connection with mining reclamation activity (as discussed above). A reclamation permit approved by the Department of Natural Resources for this site calls for grading of the area, and no future collection of water in this area is anticipated once that reclamation activity is complete, unless approved as part of a future application and an updated SEPA, if necessary.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [help]

Not Applicable

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [help]

No fill or dredging materials will be placed in or removed from protected surface waters or wetlands for this project.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [help]

The project will not require any surface water withdrawals or diversions.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [help]

The FEMA Flood Map Service Center website (https://msc.fema.gov/portal/home) maps the proposed project area as Zone X, Area of Minimal Flood Hazard. The proposed project area does not lie within a 100-year floodplain (Figure 4).

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [help]

The proposed project will not involve any discharges of waste materials into surface waters.

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [help]

The proposed project area is within the boundaries of the Troutdale Sole Source Aquifer and is classified as a Critical Aquifer Recharge Area under the City's Critical Areas Ordinance.

The proposed project will be connected to the City's public water system. The proposed project will not withdraw groundwater for drinking water purposes. In the future the project may use a drilled well located on the HP Property for construction and/or irrigation purposes. Owner may apply for a reclaimed water system for non-potable uses where this does not conflict with city, county, state and federal guidelines or site conditions.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [help]

No wastewater or waste material will be discharged into the ground.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [help]

Stormwater generated from rain events will be the main source of runoff in the project area. The proposed project is within a general depression surrounded by steep slopes to the south, east, and north sides of the proposed project area. There are no surface waters in or connected to the project area and all stormwater generated in the project area will be infiltrated into the soil or the regional stormwater facility near NE 9th Avenue. The City of Vancouver has determined that since the site is within a sump/depression and there are no water bodies that could be impacted, the project will not require a Department of Ecology Construction Stormwater General Permit (CSWGP).

Stormwater management is fully integrated with project design. Stormwater during construction will be managed by following BMPs laid out in the proposed project's SWPPP and ESCP plans.

Post construction, all stormwater generated in the proposed project area will be either infiltrated into the soils on site or, consistent with the HP Development Agreement, transported to and filtered through the regional stormwater facility being constructed west of the project area. Stormwater planters, mechanical treatment facilities, and other passive landscape areas will be used to collect and filter stormwater. All treatment facilities will be accessible for periodic maintenance.

In combination, onsite infiltration and offsite public facility with onsite management of water quality will result in a stormwater facility design that does not affect other surrounding properties.

2) Could waste materials enter ground or surface waters? If so, generally describe. [help]

No waste materials will enter ground or surface waters.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

Overall site topography is not being changed. The proposed project will not significantly alter or otherwise affect drainage patterns in or near the site.

4) Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

The proposed project will meet the requirements of the current Western Washington Phase II Municipal Stormwater Permit, the City of Vancouver's Surface Water/Stormwater Design and Construction Requirements and Water Resources Protection Minimum Standards ordinance (Vancouver Municipal Code 14.26.120), and the HP Development Agreement. Since the proposed project will create more than 5,000 sq. ft. of hard surfaces, it will meet the Minimum Requirements #1 through #9 of the 2019 Stormwater Management Manual for Western Washington (SWMMWW).

During construction potential impacts to water resources and drainage patterns in the proposed project area will be minimized and managed by following the BMPs in the project's SWPPP and ESCP plans.

Post construction stormwater will be conveyed through piping and discharged into the regional stormwater facility being constructed on the northwest end of HP Property, west of the proposed project area. Onsite infiltration testing results were used to design the regional stormwater facility to ensure that it will handle the stormwater flow from the proposed HP East Master Plan project area and accommodate overflow in the unlikely event an overflow event was to occur.

The proposed project is designed to minimize and manage stormwater runoff from new impervious surfaces. By following these stormwater minimization and management measures and given the project location in a former quarry below the surrounding grade, the proposed project is unlikely to significantly impact water related resources.

16.Plants [help]

a. Check the types of vegetation found on the site: [help]
X___deciduous tree: alder, maple, aspen, other
X___evergreen tree: fir, cedar, pine, other
X___shrubs
X___grass
____pasture
____crop or grain
____Orchards,vineyards or other permanent crops.
____wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____water plants: water lily, eelgrass, milfoil, other
____other types of vegetation

b. What kind and amount of vegetation will be removed or altered? [help]

Vegetation will be cleared from approximately 100% of the project area. Some trees in the vicinity of the NE 3rd Street roundabout will need to be removed (see d. below).

The southern 2/3 of the HP East project area and the adjoining NE 184th Avenue right-of-way to the west are covered by a low revegetated native mix grassland from previous hydroseeding, scattered shrubs, or bare ground from recent reclamation work. The northern 1/3 of the HP East project area is mostly covered by a weedy mix of native and non-native grass, herbaceous, shrub, and shrub sized tree species, including thistle (*Cirsium* spp.), dock (*Rumex* spp.), Himalayan blackberry (*Rubus armeniacus*), common teasel (*Dipsacus fullonum*), scotch broom (*Cytisus scoparius*), red alder (*Alnus rubra*) and Douglas fir (*Pseudotsuga menziesii*). There are some larger evergreen and deciduous tree species including Douglas fir and red alder along the northeast side of the proposed project area bordering the adjacent Clark County and CRP/PG Harmony Industrial properties.

c. List threatened and endangered species known to be on or near the site. [help]

There are no ESA listed plant species or critical habitat in the proposed HP East project area according to the USFWS IPaC unofficial species list (https://ipac.ecosphere.fws.gov/location/SEAVOF34HBEZBHIEHDHA7ICKQA/resources last viewed 6/11/2024). Nelson's checker-mallow (*Sidalcea nelsoniana*) was previously listed as potentially occurring in the proposed project area in the NE184th Avenue SEPA but has since been delisted due to recovery by USFWS. Water howellia (*Howellia aquatilis*) and golden paintbrush (*Castilleja levisecta*), which the HP Greenfield Master Plan's IPaC unofficial species list showed as potentially occurring in the HP Greenfield Master Plan project area west of HP East have also been delisted due to recovery.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [help]

The proposed HP East Master Plan's landscape design will respect the intended character and identity of Section 30 consistent with the HP Development Agreement.

All non-paved areas not occupied by buildings will be treated with planted landscaping or hardscape. Landscape design will favor drought tolerant and adaptive native plant materials that will require limited irrigation for establishment and maintenance. Steep slopes will be planted with an adaptive native grass seed mix that will not require mowing. A mix of native and non-native trees will be placed along roads, pathways, within plazas, and throughout parking lots to provide shade, meet the City's tree density, screening, and connectivity goals, and add to the walkability of the development.

Existing native vegetation and trees will be preserved to the extent feasible in project design. Consistent with the City code, trees removed as part of vegetation clearing will be replaced by trees meeting the tree replacement criteria.

e. List all noxious weeds and invasive species known to be on or near the site.

Invasive plant species include Washinton State Noxious Weed Control Board Class B noxious weeds scotch broom (currently being controlled by manual removal); potentially Class A, B, or C unidentified non-native thistle species; and Class C Himalayan blackberry and common teasel.

17.Animals

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include: [help]

birds: **hawk**, heron, eagle, **songbirds, other**:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other:

Unidentified songbirds, geese, and large birds of prey have periodically been observed within the proposed project area.

The WDFW Priority Habitat and Species (PHS) on the Web interactive map website (https://geodataservices.wdfw.wa.gov/hp/phs/) shows the HP East Master Plan project area within a masked data polygon covering sensitive priority habitat areas containing caves or cave rich areas which includes habitat that may be used by bats and other organisms. Amaia Smith, a Habitat Biologist with WDFW's Habitat Program, was contacted about whether the project area was in or near the cave feature that triggered the masked cave and cave rich environment polygon. She determined that the feature that triggered the overlay polygon is not within or adjacent to the HP Property. Her March 14, 2023, email available on request. No caves have since been found on the HP Property since WDFW was contacted.

b. List any threatened and endangered species known to be on or near the site. [help]

The USFWS IPaC website (https://ipac.ecosphere.fws.gov/location/SEAVOF34HBEZBHIEHDHA7ICKQA/resources last visited 6/12/2024) unofficial protected resources list for the proposed project area lists three ESA listed species as potentially occurring in the project area: yellow-billed cuckoo (*Coccyzus americanus*), a federally threatened and Washington State endangered species, bull trout (*Salvelinus confluentus*), a federally threatened species and Washington State candidate species; and northwestern pond turtle (*Actinemys marmorata*) a federally proposed threatened and Washington State endangered species. Yellow-billed cuckoos are very rare in Washington State and typically use wooded areas with dense cover near water, habitat that does not occur in the project area. Bull trout and northwestern pond turtles require aquatic habitats which do not exist on or near the project area and surface water runoff from the project area does not connect to any aquatic resources. No federally designated critical habitat occurs within or near the proposed project area.

Based on the lack of habitat required for the three species identified above, the proposed project will not impact any federally or state listed species or critical habitat.

c. Is the site part of a migration route? If so, explain. [help]

The project area is within the Pacific Flyway for migratory birds. A review of WDFW's PHS on the Website (referenced above in 17.a) does not show migratory habitat in or near the project area. The project area is a previously disturbed recovered quarry with no surface water resources and sparse vegetation. Therefore, it is unlikely to be important to migratory bird species.

d. Proposed measures to preserve or enhance wildlife, if any: [help]

The HP East Master Plan's landscaping design includes planting native and adaptive tree and shrub species within and along the perimeter of the proposed project area and hydroseeding exposed soils and slopes with adaptive native grasses. This vegetation will provide habitat and forage for native bird, mammal, and insect species, including bird and insect

pollinators.

e. List any invasive animal species known to be on or near the site.

There are no known invasive animal species in or near the project area.

18.Energy and natural resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [help]

Electricity and natural gas will be used for energy. Electricity will be used to power lights, workstations, elevators, air conditioning, and other standard electrical needs for office buildings. Natural gas may be used for heating and possibly in laboratory facilities. Owner may evaluate and pursue zero net energy and onsite renewables, as well as all electric structures. All buildings will be designed to meet the requirements of Washington State Energy Code, including, but not limited to the provision of EV charging stations in parking lots.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [help]

No, this project is being constructed in a depression approximately 40 to 50 feet below the surrounding grade and will not interfere with the generation of solar energy potentially generated by adjacent properties.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: [help]

The proposed project will be designed to meet the requirements of the 2021 Washington State Energy Code, the 2021 International Energy Conservation Code for commercial buildings, and energy related requirements outlined in the the HP Development Agreement.

The proposed project's energy conservation measures include solar ready building roofs, EV charging stations, EV-ready parking spaces, and EV capable parking spaces. Daylighting strategies will be utilized in the building design to minimize use of artificial lighting when possible per HP policy. Block size and massing options offer opportunities for considering multiple building orientations to minimize building heat gain.

In addition, the HP East Master Plan's landscape plan will include shade throughout the site and all non-paved areas not occupied by buildings will be treated with planted landscaping to encourage vegetative growth and help control heat gain within the project area.

19. Environmental health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe. [help]

No development is proposed as part of the HP East Master Plan review and approval process, so there are no known environmental health hazards associated with the Master Plan. During future project development, construction and workplace accidents related to the proposed project could result in minor exposure to chemical hazards and spills. These issues will be addressed in the project's spill response and safety plans. The proposed project will comply with all applicable federal, state, and local environmental hazard workplace safety codes and procedures.

1) Describe any known or possible contamination at the site from present or past uses.

A review of the Washington State Department of Ecology's What's in My Neighborhood and Cleanup and Tank Search links on the Cleanup Sites webpage (https://ecology.wa.gov/spills-cleanup/contamination-cleanup/cleanup-sites) and the EPA's NEPAssist (https://www.epa.gov/nepa/nepassist) websites did not identify any Ecology or EPA

regulated facilities in the proposed HP East project area (NEPAssist results are in Table 1).

In 2022, TRC Environmental Corporation (TRC) completed a Phase I Environmental Site Assessment (ESA) for HP Inc. for the approximately 30 acre HP East Master Plan project area (TRC Final Cadman 30 Parcel – Phase I Environmental Site Assessment Report prepared for HP Inc. dated January 26, 2022, TRC Project # 473680). This approximately 30 acre area was originally the northern portion of the approximately 53 acre Cadmen Property (parcel ID # 176386000) and includes the remnant concrete pads from the now removed Cadman English Plant quarry processing facility, the former gravel quarry, and the former tailings pond area. HP Inc. acquired these approximately 30 acres from CTC Section 30 LLC in 2022 after receiving the results of TRC's ESA report. The parcel boundaries were then redrawn to include the area within the existing HP Property parcel (PIN 176374000).

TRC's 2022 Phase I ESA included a site reconnaissance study of all accessible areas on and around the proposed project area by a TRC Staff Scientist, user provided information, interviews, and a review of available historic and environmental records for the site, adjoining properties and the surrounding area. This included a review of GeoDesign Inc.'s 2018 Phase I ESA, Limited Phase II ESA, and Limited Supplemental Investigation reports done for the approximately 53 acre Cadman Property, including the proposed HP East project area (GeoDesign, Inc., Phase I Environmental Site Assessment, Cadman Property, prepared for Columbia Tech Center, LLC. dated December 18, 2018, GeoDesign Project # PacTrust-208-01; GeoDesign, Inc., Limited Phase II Environmental Site Assessment, Cadman Propoerty, prepared for the Columbia Tech Center, LLC. dated December 19, 2018, GeoDesign Project # PacTrust- 208-02; and GeoDesign, Inc., Limited Supplemental Investigation, Cadman Property, for Columbia Tech Center, LLC. dated December 19, 2018, GeoDesign Project # PacTrust- 208-02).

TRC's Phase I ESA results determined that there is no evidence of recognized environmental conditions (RECs) and/or controlled recognized environmental conditions (CRECs) in connection with the proposed project area. TRC did identify one *de minimis* condition, a pile of broken fencing and a small amount of miscellaneous debris observed at the southwestern site boundary but no hazardous materials were observed in this area.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

There is a capped but unlined former landfill last used in 1979 (English Pit Landfill) adjacent to the northeast portion of the proposed HP East Master Plan project area (PIN 176379000 owned by Clark County Public Works Operations Center). There is a hot mix asphalt production plant (Granite Construction Company) south of the proposed project area, and a now removed truck maintenance facility (Taylor Transport Inc.) east of the proposed project area (PIN 176386000 owned by CTC Section 30 LLC) on land that originally was part of the approximately 53 acre Cadman Property. A cement manufacturing plant (Glacier Northwest Vancouver/CalPortland Vancouver) is located approximately 300 feet southeast of the proposed project area (PIN 176385000 owned by Glacier Northwest Inc.).

As part of their Limited Phase II ESA and Limited Supplemental Investigation for the Cadman Property, GeoDesign Inc. conducted methane monitoring, and groundwater and soil testing within the proposed HP East project area. GeoDesign Inc. did not find elevated methane concentrations in the three methane probes installed adjacent to the English Pit Landfill, indicating methane gas was not migrating through the subsurface to the proposed project area from the English Pit Landfill. Soil and groundwater testing indicated that diesel- or oil-range hydrocarbons, volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and total and/or dissolved metals were either not detected or were detected at concentrations less than Ecology's Model Toxics Control Act (MTCA) Method A or B Cleanup Levels in the proposed project area. Based on these results and the results of their own study, TRC's 2022 Phase I ESA report determined that known contamination from the adjacent properties does not appear to represent an environmental concern to the proposed project area.

Potentially contaminated soil was recently encountered (June 2024) during earthwork on the CTC Section 30 LLC property in connection with the NE 184th Avenue Right-of-Way just west of the HP East project area. The potentially contaminated soil was assessed and showed the presence of hydrocarbons most likely related to the asphalt plant activities. The soil will be mitigated by reuse by the Asphalt Plant in its asphalt production activities. Due to the location of the encounter, it is unlikely that any of the contamination spread to the HP Property and will not affect the proposed project area.

If any hazardous materials are encountered in the proposed project area during project construction, measures outlined in the HP East project's Site Safety and Security Procedures guidelines will be followed in accordance with

all applicable governmental requirements.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

No development is proposed as part of the HP East Master Plan review and approval process. There are no plans to store, use, or produce toxic or hazardous chemicals as part of the Master Plan process.

4) Describe special emergency services that might be required.

No special emergency services will be required.

5) Proposed measures to reduce or control environmental health hazards, if any:

A Site Safety and Security Procedures plan will be developed for the project's construction and post construction operations which will include environmental health hazards.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? [help]

The project area is exposed to noise from the nearby asphalt and concrete manufacturing facilities, the public Shooting Range located near 192nd Avenue, vehicular traffic on SE 1st Street and NE 184th Avenue, and ongoing aggregate mining activities in the surrounding area.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. [help]

No development is proposed as part of the HP East Master Plan review and approval process. Future short term noise impacts will include noise from construction equipment and construction activities during daytime hours. Long term noise sources will include trucks transporting goods to and from the facility and landscape maintenance during daytime hours. General traffic noise from employee automobiles may increase after construction is complete and the facility begins operation.

3) Proposed measures to reduce or control noise impacts, if any: [help]

No development is proposed as part of the HP East Master Plan review and approval process. During future project construction and after project construction the proposed project will meet the requirements of the City's public disturbance code (VMC 7.05.010). Post construction, vegetation plantings and screening will help minimize noise in and around the project area and the proposed project will not have any significant long term noise impacts on the surrounding community.

20.Land and shoreline use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [help]

The proposed HP East Master Plan project area is an undeveloped, reclaimed surface mine within the City of Vancouver's Section 30 Employment Center Plan District. The proposed project area is generally vacant except for equipment and operators currently grading portions of the project area for development. Adjacent property uses include:

- The NE 184th Avenue right-of-way is adjacent to the west boundary of the proposed project area.
- HP Inc. A Portion of Phase 1 development and future developments related to the HP Greenfield Master Plan are west and southwest of proposed project area.
- Land owned by CTC Section 30 LLC, including the Granite Construction Company (an asphalt production

plant), located adjacent south and east of the south end of the proposed project area.

- The Clark County Public Works Operations Center, including the capped English Pit Landfill, is located adjacent east of the northwest portion of the proposed project area.
- Land undergoing reclamation is adjacent north (Grayrock Resources LLC, owned parcel) of the proposed project area.
- Land east (CRP/PG Harmony Industrial Owner LLC, owned parcel) of the proposed project area is being developed with warehouses.

None of these adjacent properties will be adversely impacted by the proposed project as the development will be constructed in compliance with the City Codes, and consistent with the HP Development Agreement, and the Section 30 Subarea Plan.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [help]

No

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

The English Estate Winery ("English Farm") is the only agricultural area near the project area. However, the winery is separated from the HP East project area by the western portion of the HP Property and the proposal is too far away to affect the winery property, or for the winery activities to affect the HP East project area.

c. Describe any structures on the site. [help]

There are no structures on the site.

d. Will any structures be demolished? If so, what? [help]

No structures will be demolished.

e. What is the current zoning classification of the site? [help]

The site is zoned as Employment Center Mixed Use (ECX) and is within the City of Vancouver's Surface Mining Overlay District and the City of Vancouver's Section 30 Employment Center Plan District.

f. What is the current comprehensive plan designation of the site? [help]

The project area is zoned as Industrial (IND) in the City of Vancouver's 2011 – 2030 Comprehensive Plan.

g. If applicable, what is the current shoreline master program designation of the site? [help]

Not applicable

h. Has any part of the site been classified as a critical area by the City or county? If so, specify. [help]

- Steep slopes and landslide hazards – steep slopes > 25% are found along the south, east, and north sides of the project area (Figure 2).
- Critical Aquifer Recharge Area - the site is within a critical aquifer recharge area meaning any operations within the area shall meet the Minimum Standards defined in Vancouver Municipal Code 14.26.120.
- WDFW Priority Habitats and Species - the site falls within a masked data polygon covering sensitive priority

habitat areas containing caves or cave rich areas. Amaina Smith, WDFW Habitat Biologist, WDFW Habitat Program, was contacted about whether the project area was in or near the cave feature that triggered the masked cave and cave rich environment polygon. Ms. Smith determined that the feature that triggered the overlay polygon was not within or adjacent to the HP Property, including the HP East Master Plan project area. Email available on request.

i. Approximately how many people would reside or work in the completed project? [help]

As development occurs on the HP Property, and consistent with the Development Agreement, at least 700 people are expected to work in buildings constructed across the HP Property.

j. Approximately how many people would the completed project displace? [help]

No people will be displaced by this project.

k. Proposed measures to avoid or reduce displacement impacts, if any: [help]

Not applicable

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [help]

The proposed HP East Master Plan will be designed to meet the vision and policies for the site's development outlined in the City of Vancouver's Section 30 Urban Employment Center Subarea Plan and Design Guidelines. In addition, the proposed project will be designed to meet the development standards vested in the HP Development Agreement which was specifically reviewed for compatibility under VMC 20.690.050 (portions relevant to infrastructure) and approved by the City of Vancouver. In addition, the properties surrounding the HP East project area are all zoned Employment Center-Mixed Use, which is consistent with zoning on the HP Property.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

The project area does not contain any agricultural or forest lands of long-term commercial significance. The English Farm is the only agricultural area near the project area. However, the winery is separated from the HP East project area by the western portion of the HP Property and the proposal is too far away to affect the winery property, or for the winery activities to affect the HP East project area.

21.Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [help]

Not Applicable. No housing is being built as part of this project.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [help]

Not Applicable. There is no housing in the proposed project area.

c. Proposed measures to reduce or control housing impacts, if any: [help]

Not Applicable.

22. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [help]

Final building heights have not yet been determined. Buildings will vary in height, provide for active and pedestrian scale street fronts through façade articulation and the inviting appearance of new buildings. These buildings will take into consideration mountain views for residential neighbors to the west. Plans have not been finalized but masonry, matte finished metal panels, and glass are likely to be the principal exterior materials.

b. What views in the immediate vicinity would be altered or obstructed? [help]

The proposed HP East project area is not adjacent to the surrounding residential, recreational, or agricultural development in the area and is approximately 40 to 50 feet below existing residential development approximately 0.25 mile west of the project area and the English Farm approximately 0.1 mile southwest of the proposed project area, and views are not expected to be blocked.

c. Proposed measures to reduce or control aesthetic impacts, if any: [help]

Project buildings and landscaping are being designed to be aesthetically pleasing both visually from a distance and as a workplace environment. In addition, the Master Plan describes how the development will be designed consistent with the City's Section 30 Design Guidelines that address aesthetics.

23. Light and glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [help]

Minimal due to the development occurring in a depression. Some glare may be experienced from the upper windows of the upper stories mid-morning and mid-afternoon. Lighting along pathways, roads, and parking lots will be present, but will be installed in compliance with the City code so no glare will result from lighting installation.

b. Could light or glare from the finished project be a safety hazard or interfere with views? [help]

The proposed project will be designed so that light and glare from the finished project will be minimal and will not create light or glare safety hazards or interfere with views.

c. What existing off-site sources of light or glare may affect your proposal? [help]

None

d. Proposed measures to reduce or control light and glare impacts, if any: [help]

The project will comply with the City's development standards regarding light and glare as a way to mitigate any potential impacts.

24. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity? [help]

Formal and informal recreational opportunities near the proposed HP East project area include:

- The Harmony Sports Complex is approximately 0.12 miles east of the proposed project area.
- Vandervort Neighborhood Park is approximately 0.5 mile west of the proposed project area.
- Pacific Community Park is approximately 0.5 miles northwest of the proposed project area.
- The public Shooting Range is 0.25 miles east of the proposed project area.
- The English Farm, located approximately 0.1 mile west of the proposed project area, provides informal recreational activities to visitors to the property during its open hours.
- There are also several gyms/training facilities within a mile of the proposed project area.

b. Would the proposed project displace any existing recreational uses? If so, describe. [help]

No

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [help]

The proposed HP East will not have negative impacts on recreation but will enhance recreation opportunities. The proposed development is associated with a multi-modal recreational trail that will be constructed as part of the extension of NE 184th Avenue and is addressed in the HP Inc. NE 184th Avenue SEPA checklist.

25. Historic and cultural preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [help]

Yes. One historic resource with four contributing structures is located approximately 0.15 miles west of the southwest corner of the proposed project area, it is known as the English Farm. This is a 12-acre property including a 2-story house (1917), a barn (1915), a chicken coop (1930), and a house (1931) as contributing elements (ID 559026). The house, barn, chicken coop, and second house are all located interior to the English Farm LLC property. Historic-period landscape features are considered a character defining element of this property which helps convey the period of association (Blake et al. 2020). This property has been determined by the Department of Archaeology and Historic Preservation to be eligible for the NRHP. The property owner has not sought such listing. This property will not be directly or indirectly impacted by the proposed project.

A recent archaeological predetermination resource desktop review and field pedestrian survey for the HP East Master Plan and NE 184th Avenue project areas found the nearest record of a potentially eligible site was a historic refuse scatter located approximately 0.4 miles from the proposed project area, in addition to an unevaluated multicomponent site located approximately 0.5 miles from the project area, and a low-density lithic scatter approximately 0.7 miles from the project area. No previously recorded archeological sites were found to be located within the immediate proposed project area. The 2023 pedestrian and subsurface sampling study found only modern debris and no archaeological resources in the proposed project area (Blake and Rodrigues-Franco 2023).

The project area was previously used as a quarry beginning in the 1970's and it is highly disturbed. Based on the archaeological studies completed for the proposed project, it is unlikely a significant archaeological site is present within the proposed project area.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [help]

Archeological predetermination desktop review and field pedestrian surveys for the proposed project area did not find any landmarks, features, or other evidence of Indian or historic use or occupation in the proposed project area (Blake and Rodrigues-Franco 2023). Sites identified outside the proposed project area include English Farm, a historic farm site that has been determined to be eligible for NRHP listing is located approximately 0.15 miles west of the southwest corner of the proposed project area (Blake et al. 2020); a potentially eligible historic refuse scatter is located approximately 0.4 miles from the proposed project area (Adams, 2009a); and an unevaluated multicomponent site located approximately 0.5 miles from the project area (Adams 2009b). No archeological resources have been found in or in the immediate vicinity of the of the proposed project area.

Professional studies conducted at or near the proposed HP East project area include:

- Adams, Ron. 2009a. *State of Washington Archaeological Site Inventory Form: Site CL00899*. Archaeological Investigations Northwest, Inc.
- Adams, Ron. 2009b. *State of Washington Archaeological Site Inventory Form: Site CL00900*. Archaeological Investigations Northwest, Inc.
- Blake, Karry, and Cristina Rodrigues-Franco. 2023. *Clark County Archaeological Predetermination Report NE 184th Avenue, Vancouver, Washington. Chronicle Heritage.* Prepared for HP Inc., September 27, 2023.

- Blake, Karry, Sarah R. Brownell, and Martin Plumer. 2020. *Archaeological Predetermination Report for the HP Master Plan*. WHPacific, Inc., an NV5 company. Prepared for HP.
- Blaser, Andrea, Sarah L. Jenkins, Karla Hambelton, and Jo Reese. 2019. *Cultural Resource Survey for the City of Vancouver SE 1st Street:164th Avenue to 192nd Avenue Improvements Project, Vancouver, Clark County, Washington*. Archaeological Investigations Northwest, Inc. Report No. 3216. Prepared for MacKay & Sposito, Inc., Vancouver, Washington.
- Hotze, Karla, and Jo Reese. 2019. *Cultural Resource Survey for the City of Vancouver SE 1st Street:164th Avenue to 192nd Avenue Improvements Project, Vancouver, Clark County, Washington: Addendum Report for Modified APE*. Archaeological Investigations Northwest, Inc. Report No. 4320. Prepared for MacKay & Sposito, Inc., Vancouver, Washington.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [help]

In 2020 and 2023, Secretary of the Interior qualified archaeologists from WHPacific, Inc., an NV5 company, and Chronicle Heritage respectively, conducted archaeological predetermination desktop surveys and pedestrian surveys with subsurface sampling for the HP Inc. Greenfield Master Plan, HP East Master Plan, the NE 184th Avenue right of way, regional stormwater facility, and Section 30 South Wastewater Pump Station areas (Blake et al. 2020; Blake and Rodrigues-Franco 2023). No material evidence of past human activity is present on this property.

Additional studies have been conducted outside of the subject property along SE 1st Street in two locations (Blaser et al. 2019; Hotze and Reese 2019). These studies include the review of English Farm located southwest of the HP Property. The English Farm, LLC property is a 12-acre property that is the remnant of the 200-acre parcel purchased in 1903 by Carl S. English (Hotze and Reese 2019). This resource is one of the last remaining representatives of the late-nineteenth and mid-twentieth century agricultural history of the areas outlying the City of Vancouver. The results of this study are reported in:

- Blake, Karry, Sarah R. Brownell, and Martin Plumer. 2020. *Archaeological Predetermination Report for the HP Master Plan*. WHPacific, Inc., an NV5 company. Prepared for HP.
- Hotze, Karla, and Jo Reese. 2019. *Cultural Resource Survey for the City of Vancouver SE 1st Street:164th Avenue to 192nd Avenue Improvements Project, Vancouver, Clark County, Washington: Addendum Report for Modified APE*. Archaeological Investigations Northwest, Inc. Report No. 4320. Prepared for MacKay & Sposito, Inc., Vancouver, Washington.
- Blaser, Andrea, Sarah L. Jenkins, Karla Hambelton, and Jo Reese. 2019. *Cultural Resource Survey for the City of Vancouver SE 1st Street:164th Avenue to 192nd Avenue Improvements Project, Vancouver, Clark County, Washington*. Archaeological Investigations Northwest, Inc. Report No. 3216. Prepared for MacKay & Sposito, Inc., Vancouver, Washington.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

The project will not impact historical resources and no mitigation is required.

The project area was previously used as a quarry, and it is highly disturbed. Based on the archaeological studies completed for the proposed project, it is unlikely a significant archaeological site is present within the proposed project area.

26. Transportation

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [help]

The Section 30 subarea is bound by SE 1st Street to the south, NE 18th Street to the north, and NE 192nd Avenue to the east. The upper NW area is abound by NE 172nd Avenue. The main entrance to the HP Property will be from NE 184th Avenue by way of SE 1st Street. Additional publicly accessible roadways being developed in coordination with the HP East Master Plan include segments of NE 3rd Street, NE 6th Street, and NE 9th Streets running east of NE 184th Avenue

(Figure 3).

The most direct highway access is State Route 14 (SR-14) that connects to both I-5 and I-205. Accessing SR-14 can be done using SE 192nd Avenue or SE 164th Avenue. As set forth in the Master Plan, and relevant City planning documents, a new street system is being and will be created as development occurs within Section 30. 184th Avenue will be extended north from SE 1st Street to NE 9th Street as the HP Property is developed. The extension of 184th Avenue between SE 1st and NE 4th Street will occur as part of the HP Inc. – A Portion of Phase 1 development. New public streets at NE 3rd and 6th Streets will be created, extension of NE 9th Street from 172nd to 184th will also occur, as well as private streets to serve the HP Property.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [help]

The proposed HP East project area is not currently served by Clark County's public transit (C-Tran). The nearest C-Tran stop to the proposed project is the Route 74 stop at the intersection of SE 1st Street and SE 177th Avenue approximately 0.2 miles west of what will be the entrance to the HP Property at NE 184th Avenue and SE 1st Street. The faster C-Tran's rapid transit line The Vine on the Mill Plain route (bus once every 15 minutes) travels along Mill Plain Boulevard to the Mill Plain Transit Center located near the intersection of SW 184th Avenue and SE 6th Way, approximately 0.45 mile south of the entrance to the HP Property.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [help]

No development is proposed as part of the Master Plan review and approval process. As the HP Property develops no parking spaces will be eliminated by this proposed development. Consistent with the HP Development Agreement the Owner will be required to undertake a parking study after construction of Phase 1. Parking proposals will be reviewed as part of site plan review, but as shown in the HP East Master Plan, adequate land is available for construction of parking to meet the demands from ultimate development.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [help]

No development is proposed as part of the HP East Master Plan review and approval process. In order for the HP East project area to develop, public road improvements are required. In addition, construction of new public road, NE 184th Avenue will occur. Improvements related to the project (some to be constructed by HP and other improvements to be constructed by other entities) will include:

- The City of Vancouver's SE 1st Street Improvement Project will improve transportation, bike, and pedestrian safety, capacity, and connectivity along SE 1st Street between 162nd and 192nd Avenues (https://www.cityofvancouver.us/government/department/public-works/street-improvement-projects/se-first-street-improvement-project/). The City has completed Phase 1 improvements between 162nd Avenue and 177th Avenue and started working on Phase 2 improvements between 177th Avenue to 192nd Avenue in the spring of 2024. Phase 2 includes extending the third center turn lane, bike lanes, sidewalks, safety, stormwater, utility, and other improvements, as well as the construction of a roundabout at the new intersections of SE 1st Street and SE 184th Avenue and SE 1st Street and NE 184th Avenue. These SE 1st Street transportation facility improvements will help mitigate increased traffic volumes associated with development in Section 30, including those that result from HP East Master Plan project's construction.
- The currently planned construction of NE 184th Avenue as a collector arterial roadway running from existing SE 1st Street to NE 4th Street, as a new full-width, 34-foot curb-to-curb collector arterial.
- The extension of NE 184th Avenue from currently planned NE 4th Street to the HP Property's northern boundary line during subsequent phases of development of the HP Property.
- Extension of publicly accessible NE 3rd Street on-site between the eastern leg of the future NE 184th Avenue/NE 3rd Street roundabout and the east HP property line.
- Extension of publicly accessible NE 6th Street with a 3-lane section and bike/pedestrian facilities running east of the future extension of NE 184th Avenue to the east HP property line
- Extension of private roads NE 4th, NE 7th, and NE 8th Streets and connectors from NE 184th Avenue east into the new HP East project area.

All roads and rights-of-ways included in the above projects will comply with City code and planning documents, as well as HP Inc.'s vested and other rights under HP Development Agreement.

More information about future transportation improvements planned for the Section 30 area is outlined in the Transportation Impact Study, Section 30 Subarea Study (Prepared for the City of Vancouver, Streets and Transportation Division by Kittelson & Associates, Inc., September 2022) and Kittelson & Associates, Inc., September 2022, Future Conditions Mitigation Detailed Discussion technical appendix memorandum to the Traffic Impact Study. The transportation (trip) impacts of the HP East Master Plan site were previously accounted for in the City of Vancouver's September 2022 Section 30 Subarea Study.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [help]

No

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [help]

No development is proposed as part of the HP East Master Plan review and approval process. Future site plan application(s) for the HP East Master Plan will provide a Transportation Compliance Letter (TCL) that documents the trip generation associated with the then-current proposed building(s) relative to previously constructed or approved buildings within the HP Property as a whole and the trip vesting associated with the HP Development Agreement. See HP Development Agreement.

The HP Development Agreement reserved 723 weekday PM peak hour trips for development of up to 700,000 gross square feet of development consistent with land use designation 714 in the Institute of Transportation Engineers *Trip Generation Manual, 10th Edition*.

Consistent with the HP Development Agreement, any development exceeding 700,000 gross square feet of building on the HP Property or not consistent with land use designation 714 in the Institute of Transportation Engineers *Trip Generation Manual, 10th Edition* will require further analysis. The further analysis will consist of preparation of a Trip Generation & Distribution Report that identifies the proposed development project trip generation as well as trip assignment. Once the 723 weekday PM peak hour trip vested have been fully allocated to HP site development, future site trip generation estimates presented in the Trip Generation & Distribution Report(s) will be based on the then-current version of the Institute of Transportation Engineers *Trip Generation Manual* adopted by the City or site-specific empirical trip data provided by the Developer and deemed acceptable by the City.

The trip assignment presented in the Trip Generation & Distribution Report(s) will be consistent with the City's September 2022 *Section 30 Subarea Study* trip distribution patterns. The trip assignment will be used to determine 1) proportionate share contributions of off-site intersection mitigations identified in the *Section 30 Subarea Study* and 2) proportionate share contributions to any other then-current proportional share intersections the City is collecting fees for that are impacted by one or more site-generated trips.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No, the proposed project should not significantly affect or be affected by the movement of agricultural and forest products. SE 1st Street is generally not currently used for agricultural or forest product transport.

h. Proposed measures to reduce or control transportation impacts, if any: [help]

The City's planned traffic improvements being made as part of the SE 1st Street Improvement Project listed in subsection d. above, including the addition of a roundabout at the intersection of SE 1st Street and NE 184th Avenue will help improve traffic flow and provide sufficient capacity along the SE 1st Street corridor to accommodate the proposed HP project as well as other future local and regional development. Adding a roundabout at the intersection

of NE 184th Avenue and NE 3rd Street will also help traffic flow into and out of the proposed project area. The addition of the multi-modal recreational trail will allow for pedestrian and bike access to the site. The Applicant continues to work with C-Tran to locate transit stops consistent with the HP East Master Plan, however, no new transit stop is anticipated until NE 184th Avenue is extended to NE 9th Street.

The Kittelson & Associates, Inc., September 2022 Transportation Impact Study Section 30 Subarea Study, detailed mitigation analyses in Technical Appendix G. It outlines potential measures to reduce transportation impacts from the full buildout of Section 30.

The proposed project is unlikely to have significant transportation impacts with implementation of these measures.

27. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [help]

No development is proposed as part of the HP East Master Plan review and approval process. As the HP Property develops, and at full build-out the development will require traditional municipal services of fire protection, police protection, public transit, health care, schools, and amenities like parks and recreational activities.

b. Proposed measures to reduce or control direct impacts on public services, if any. [help]

None.

28. Utilities

a. Circle utilities currently available at the site: [help]
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

Temporary electricity and temporary water sources are currently provided to the site for construction only. No other utilities are currently available in the proposed project area. The City's SE 1st Street Improvement Project will be adding water, natural gas, electricity, and sewer utility lines along SE 1st Street that attach to those added in NE 184th Avenue when it is developed. The Applicant will coordinate with the Clark County Public Utility District and the City to connect electricity to the proposed project area.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [help]

The proposed project area is not currently connected to any permanent public or private utilities (temporary electricity and water is provided to the site for construction use only). All utility connections and build outs in the proposed project area will be designed to be compliant with City code and planning documents, as well as HP's vested and other rights under the HP Development Agreement, and the as consistent with the HP Development Agreement those aspects of the City's General Requirements and Details for the Design and Construction of Water, Sanitary Sewer, and Surface Water Systems (https://www.cityofvancouver.us/publicworks/page/general-requirement-standards-details-water-sanitary-sewer-stormwater).

Utilities being developed on the site include:

- Water –water service for the project area will be provided by the City. Delivery of water to the proposed project area will require connecting a new 12-inch ZDI main to a12-inch ZDI main in SE 1st Street; extending the 12-inch ZDI main north along 184th Avenue to a new 12-inch ZDI main in NE 184th Avenue at NE 6th Street and extend that new 8-inch main east to the eastern property line. Connect 8-inch ZDI mains to the 12-inch ZDI main in NE 184th Avenue at both NE 4th Street and NE 7th Street. Extend the new 8-inch ZDI mains east to the drive isle, then extend to the 8-inch ZDI main in NE 6th Street. If NE 3rd Street is intended to be constructed with this project, extend an 8-inch ZDI main in NE 3rd Street as well. Connect all required domestic water meters, fire hydrants and fire protection lines to the proposed 8-inch water main.

- Electricity – power service will be provided by Clark PUD through the 172nd St. Substation and/or 192nd St. Substation, and a distribution line will be constructed underground in the NE 184th Avenue right of way.
- Natural Gas – natural gas service will be provided by NW Natural with a 4-inch distribution line north from SE 1st St.
- Sewage –The HP Development Agreement and HP East Master Plan both stipulate that the that HP's sanitary sewer lines will connect to the Section 30 South Wastewater Pump Station once the station is constructed. This application is consistent with the following approach:
  - The Section 30 South Wastewater Pump Station will be constructed near the northern boundary of HP's property east of 184th Avenue as described in the April 10, 2023, Section 30, Area 2 Pump Station Feasibility Report.
  - The proposed HP East's project sewer lines will connect to sewer lines under the NE 184th Avenue running to the Section 30 South Wastewater Pump Station.
  - Discharge from the Section 30 South Wastewater Pump Station will be directed to a gravity sewer approximately 4,400 feet south and east of the site in SE 1st Street near the intersection with SE 190th Avenue, as envisioned in the City's sewer plan.
  - The City plans on extending sewers along SE 1st Street to accommodate the HP and other developments as part of the SE 1st Street Improvement Project (Phase 2) that will ultimately connect to the Section 30 South Wastewater Pump Station.

B. SIGNATURE [HELP]

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Kara Randall

Name of signee: Kara Randall

Position and Agency/Organization: Environmental Technician/ WHPacific an NV5 Company

Date Submitted: 9/5/2024

SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS [help]

(**IT IS NOT NECESSARY** to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

No development is proposed as part of the HP East Master Plan review and approval process. The Plan does not include the production, storage, or release of toxins or hazardous substances at this time. Generally, implementation of the HP East Master Plan will involve:

- The addition of impervious surfaces to the site over the approximately 10 to 15+ year project build out, which will increase the amount of stormwater runoff in the immediate project area over time.
- Temporary increases in air emissions during construction activities over the lifespan of the project. Post construction, most air emissions will be generated solely from automotive emissions within arterial roads and parking areas.
- An increase in construction and traffic noise in and around the project area.

Proposed measures to avoid or reduce such increases are:

- Stormwater generated by the project will be infiltrated into soils onsite or will be conveyed to a regional stormwater infiltration/groundwater recharge field being constructed in the northwest end of the HP Property. Stormwater management is integrated throughout the project's design and is unlikely to increase stormwater discharge in the surrounding area.
- Construction air emissions will be minimized by following the project's Erosion/Sedimentation Control BMPs. Roadway traffic flow improvements related to the project will help accommodate increased traffic volumes and reduce air emissions from traffic congestion. Trees planted along roadways, parking lots, and throughout the project area will help improve air quality and capture CO_2 emissions. EV charging stations in parking lots will encourage the use of zero emissions electric vehicles.
- Construction will follow the City's noise and public disturbance guidelines (VMC 7.05.010). Post construction, vegetative plantings and screening will help minimize noise in and around the project area. In addition, as the Section 30 Urban Employment Center area is converted from louder extractive activities to quieter office, commercial, light industrial and residential activities, overall noise generated in the area may decrease over time.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The project area is located on reclaimed surface mining lands largely devoid of vegetation due to recent machine disturbance or has sparse growth of various grasses, opportunistic forbs, shrubs, small trees, and a few mature trees mainly in the northern 1/3 of the proposed project area and along the site's perimeter. The project will likely displace songbirds that may currently visit or inhabit the site. The project area is not located near a shoreline and does not contain and is not connected to any surface waters and will not affect any fish or marine species.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

A master landscaping plan is included in the HP East Master Plan to show how existing trees, vegetation and soils will be incorporated into the proposed project design. Existing native vegetation and trees will be preserved to the extent feasible in project design. New landscaping may provide habitat for animals in the area. Trees removed as part of vegetation clearing will be replaced by trees meeting the tree replacement criteria laid out in the City code. Efforts will be made to grub out and preserve larger trees whenever feasible. To protect nesting birds protected under the Migratory Bird Treat Act (MBTA) active bird nests discovered during vegetation clearing will be protected in accordance with the MBTA.

3. How would the proposal be likely to deplete energy or natural resources?

The project is not likely to deplete any energy or natural resources.

Proposed measures to protect or conserve energy and natural resources are:

Not applicable at this time.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

There are no known federal or state listed plants or animals, or federally designated critical habitat in or near the project area. The project is located on reclaimed surface mining lands that are in a topographic depression, and not connected to lands containing parks, wilderness, or wild and scenic rivers. The site does not contain any wetlands, floodplains, or prime farmlands. The English Farm LLC property, adjacent to the HP Property, is a 12-acre property that is a historic resource known as English Farm and includes a historic farmhouse. The proposed project will not affect the English Farm with the exception of potential increased vehicular traffic on SE 1st Street.

Proposed measures to protect such resources or to avoid or reduce impacts are:

None at this time.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The project is not near a shoreline or within a shoreline protection zone.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Not applicable

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The project will increase the amount of car and truck traffic in and near the project area during project construction and from employees commuting to work. The project will connect to water and power lines that will be extended along NE 184th Avenue from SE 1st Street. The project's sewage will be conveyed to the Section 30 South Wastewater Pump Station being built north of the project area. Public service demands will increase as the area's population increases with build out of the Section 30 area.

Proposed measures to reduce or respond to such demand(s) are:

Increases in traffic volumes will be accommodated by changes to the existing roadway infrastructure, and coordinating bus stops with C-Tran. This includes improvements to SE 1st Street, constructing NE 184th Avenue and connector streets, and building roundabouts at the intersections of SE 1st Street and NE 184th Avenue, NE 3rd Street and NE 184thAvenue, NE 6th Street and NE 184th Avenue, and NE 9th Street and NE 184th Avenue to improve traffic flow into and out of the project area.

Increased demand for the area's sewer infrastructure will be reduced by the construction of the Section 30 South Wastewater Pump Station. Water and power conservation measures, such as planting native drought tolerant landscaping, using LED lighting, and building energy efficient buildings will help reduce overall demand on water and energy resources.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The project is not anticipated to conflict with local, state, and federal laws or requirements protecting the environment.

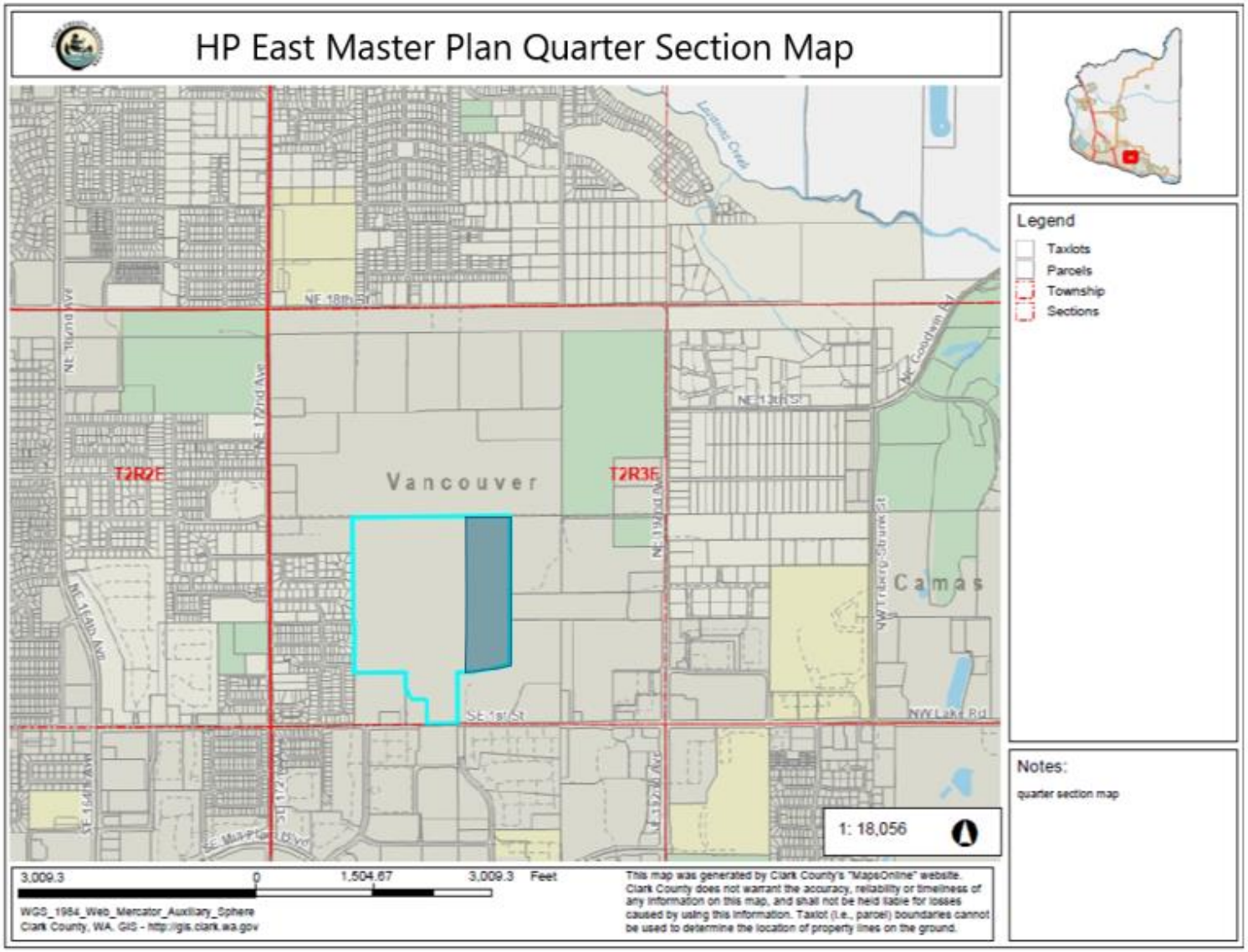


Figure 1. HP East Master Plan quarter section map. HP Inc.property boundary is shown in light blue and the estimated proposed HP East Master Plan project area is shaded dark blue.

Figure 2. HP East Master Plan Topographic map. HP Inc. property boundary is shown in light blue and the estimated proposed HP East Master Plan area is shaded dark blue. Please note that contour lines may have changed after grading began in 2022.

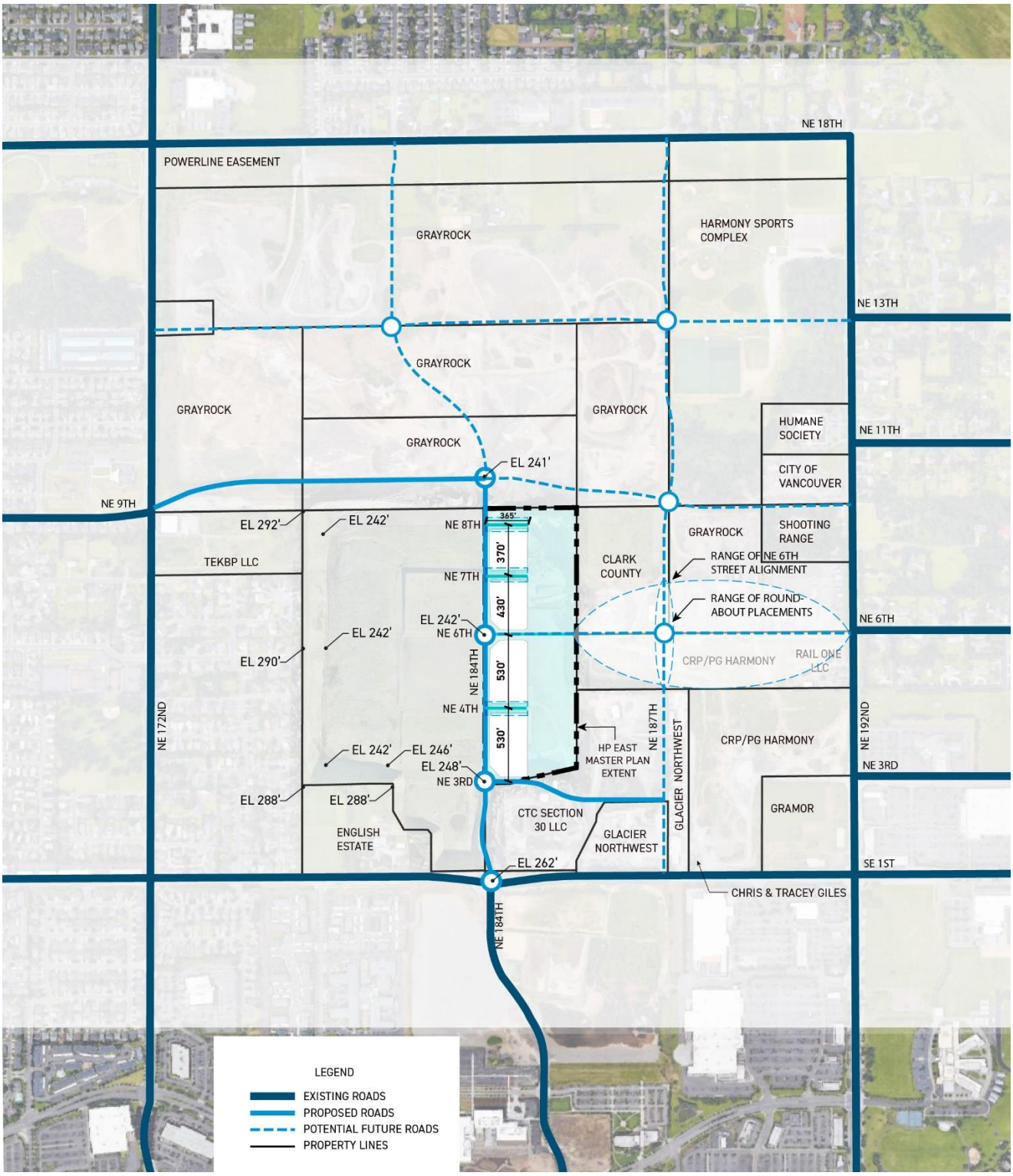


Figure 3. HP East Master Plan Scaled Site Plan.

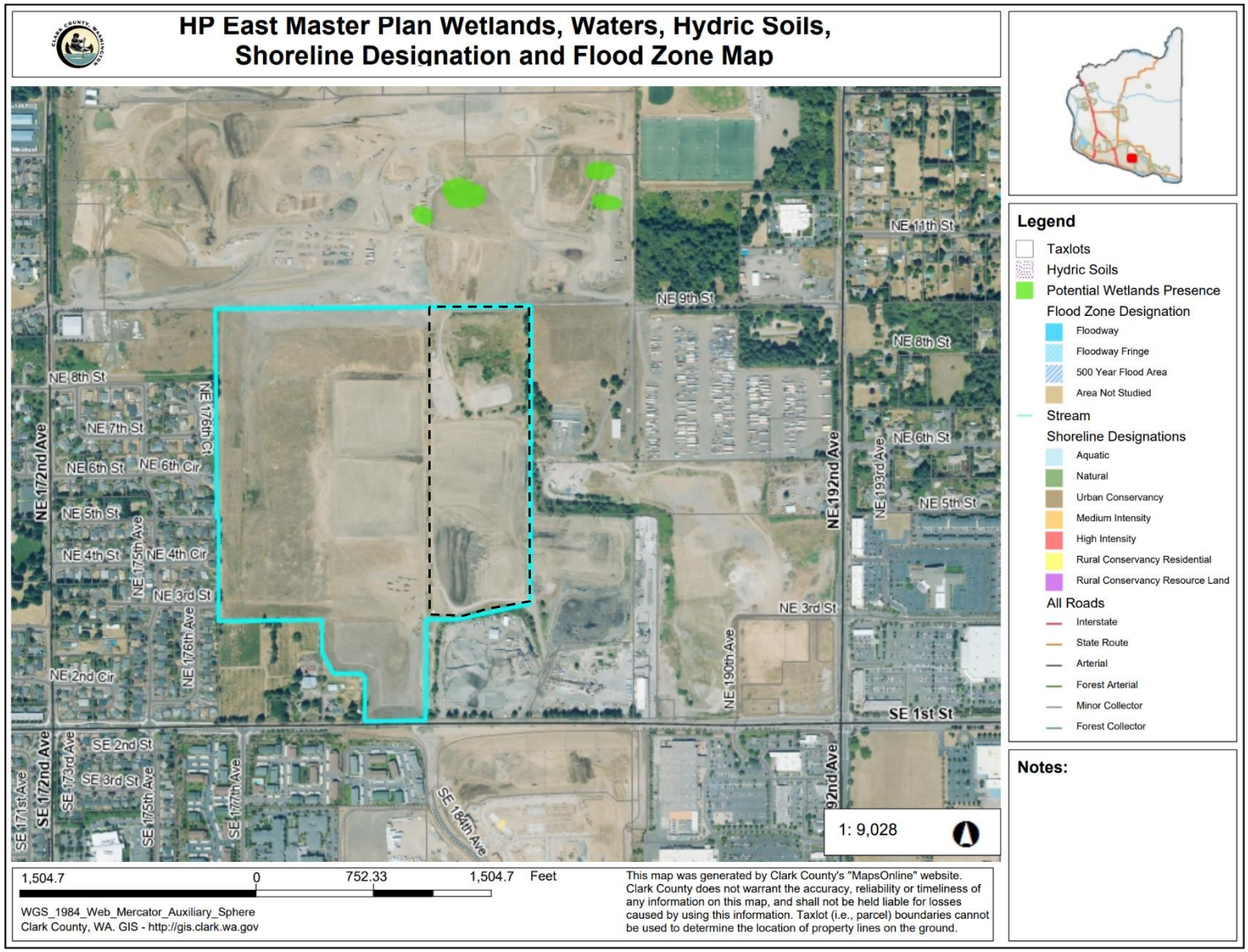


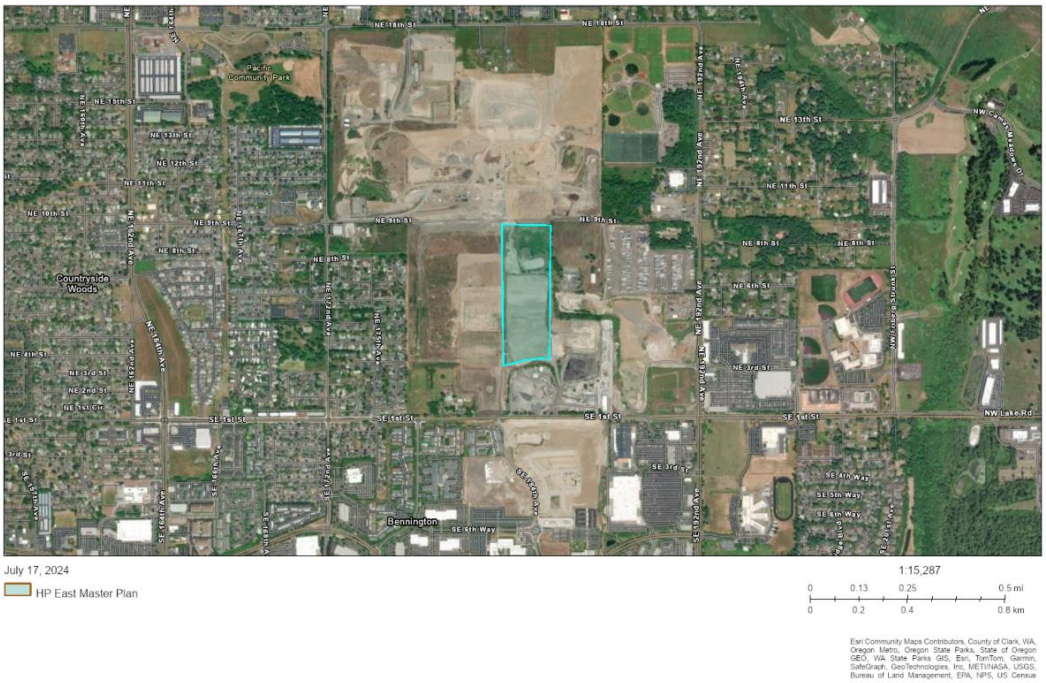
Figure 4. HP East Master Plan Wetlands, Waters, Hydric Soils, Shoreline Designation and Flood Zone Map. HP Inc. property boundary is shown in light blue. The approximate HP East Master Plan project area is within the black dashed line.

Table 1. HP East Master Plan EPA NEPAssist Report (page 1)

NEPAssist Report

HP East Master Plan

A3 Landscape



Input Coordinates: 45.623213,-122.486330,45.628425,-122.486402,45.628395,-122.483827,45.623453,-122.483884,45.623473,-122.484184,45.623483,-122.484227,45.623433,-122.485057,45.623213,-122.486330	
Project Area	0.04 sq mi
Within an Ozone 1-hr (1979 standard) Non-Attainment/Maintenance Area?	yes
Within an Ozone 8-hr (1997 standard) Non-Attainment/Maintenance Area?	no
Within an Ozone 8-hr (2008 standard) Non-Attainment/Maintenance Area?	no
Within an Ozone 8-hr (2015 standard) Non-Attainment/Maintenance Area?	no
Within a Lead (2008 standard) Non-Attainment/Maintenance Area?	no
Within a SO2 1-hr (2010 standard) Non-Attainment/Maintenance Area?	no
Within a PM2.5 24hr (2006 standard) Non-Attainment/Maintenance Area?	no
Within a PM2.5 Annual (1997 standard) Non-Attainment/Maintenance Area?	no
Within a PM2.5 Annual (2012 standard) Non-Attainment/Maintenance Area?	no
Within a PM10 (1987 standard) Non-Attainment/Maintenance Area?	no
Within a CO Annual (1971 standard) Non-Attainment/Maintenance Area?	yes
Within a NO2 Annual (1971 standard) Non-Attainment/Maintenance Area?	no
Within a Federal Land?	no
Within an impaired stream?	no
Within an impaired waterbody?	no
Within a waterbody?	no
Within a stream?	no
Within an NWI wetland?	Available Online
Within a Brownfields site?	no

Table 1. HP East Master Plan EPA NEPAssist Report (page 2)

Within a Superfund site?	no
Within a Toxic Release Inventory (TRI) site?	no
Within a water discharger (NPDES)?	no
Within a hazardous waste (RCRA) facility?	no
Within an air emission facility?	no
Within a school?	no
Within an airport?	no
Within a hospital?	no
Within a designated sole source aquifer?	yes
Within a historic property on the National Register of Historic Places?	no
Within a Chemical Data Reporting (CDR) site?	no
Within a Land Cession Boundary?	yes
Within a tribal area (lower 48 states)?	no
Within the service area of a mitigation or conservation bank?	yes
Within the service area of an In-Lieu-Fee Program?	no
Within a Public Property Boundary of the Formerly Used Defense Sites?	no
Within a Munitions Response Site?	no
Within an Essential Fish Habitat (EFH)?	no
Within a Habitat Area of Particular Concern (HAPC)?	no
Within an EFH Area Protected from Fishing (EFHA)?	no
Within a Bureau of Land Management Area of Critical Environmental Concern?	no
Within an ESA-designated Critical Habitat Area per U.S. Fish & Wildlife Service?	no
Within an ESA-designated Critical Habitat river, stream or water feature per U.S. Fish & Wildlife Service?	no

Created on: 7/17/2024 7:20:05 PM

CITY OF
Vancouver
WASHINGTON

December 4, 2024

Notice of Final Determination of Nonsignificance (DNS)

Project Name: HP East Master Plan | PRJ-169273/LUP-84555

The city issued a determination of nonsignificance for this project Oct. 25, 2024, this determination is retained. The city received one public comment.

It has been determined the following described project will not have a probable significant adverse impact on the environment. Under the authority of WAC 197-11-330(1) and 197-11-350, a determination of nonsignificance has been issued.

Request: Master Plan approval for a mix of office, research and development and other uses consistent with the HP and City of Vancouver development agreement through a Type IV process for HP East Master Plan.

Location: 18208 SE 1st Street, Vancouver, WA 98684, Parcel 176374000 located within the SE ¼ and SW ¼ of Section 30, Township 2N, Range 3E of the Willamette Meridian.

Contact: Soo Anderson, JLL, 1120 NW Couch St., Suite 500, Portland, OR 97209

Owner: Justin Chi, HP Inc., 1501 Page Mill Road, Palo Alto, CA 94304

Requests to appeal this decision must be made in writing within 14 calendar days after the date the decision is mailed. The letter of appeal shall state the case number designated by the city, the name of the applicant, name and signature of each petitioner, a statement showing that each petitioner is entitled to file the appeal under VMC Chapter 20.210, the specific aspect(s) of the decision and/or SEPA issue being appealed, the reasons each aspect is in error as a matter of fact or law, and the evidence relied on to prove the error. A substantive appeal of the SEPA determination must be filed in conjunction with and within the limitation period applicable to an available administrative appeal of the applicable permit or approval (VMC 20.790.640.D).

All appeals, along with the required fee, must be received by 4 p.m., Dec. 18. 2024.

Due to the limited days the permit center is open for walk-in assistance, the appeal request shall be emailed to eplans@cityofvancouver.us as well as to the case manager's e-mail address below and the appeal fee electronically paid to the City of Vancouver.

Responsible Official: Mark Person, AICP, Senior Planner
Telephone: 360-487-7885
E-mail: mark.person@cityofvancouver.us

Dec. 4, 2024

Name **Date**

Person, Mark

From: Phillip Alexander <ltpaalexander@gmail.com>
Sent: Sunday, November 3, 2024 1:03 PM
To: Person, Mark
Cc: Anna Krecic
Subject: East Master Plan SEPA Determination of Nonsignificance

Follow Up Flag: Follow up
Flag Status: Completed

You don't often get email from ltpaalexander@gmail.com. Learn why this is important

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

PRJ-169273 / LUP-84555

Please add me to the list for a notice of the public hearing.

Is there a set of Architectural and Mechanical plans of the project available for the public to review?

I disagree with the city's assumption that this project will not create a significant environmental impact without going through a proper environmental study.

This project includes research and manufacturing activities immediately adjacent to and upwind of a residential neighborhood. This neighborhood sits on the edge of the English pit, effectively at the same elevation as any exhaust system serving these research and manufacturing activities.

This neighborhood already regularly smells of the petrochemical exhaust from the concrete plant adjacent to the HP site. An environmental study would help determine if a high plume exhaust fan would be appropriate to protect this neighborhood from the chemical byproducts produced by research and manufacturing activities.

Thank you,
Phil Alexander
529 NE 172nd Ave

Jennifer M. Bragar
Attorney
Admitted in Oregon, Washington, and California
jbragar@tomasilegal.com

TBD
TOMASI BRAGAR DUBAY

121 SW Morrison Street, Suite 1850
Portland, Oregon 97204
Tel 503-894-9900
Fax 971-544-7236
www.tomasilegal.com

November 22, 2024

BY EMAIL

Mark Person
City of Vancouver
415 West 6th Street
Vancouver, WA 98660

RE: HP Inc. – HP East Master Plan, City File No. PRJ-169273/LUP-84555
Applicant's Response to Public Comment

Dear Mr. Person,

This office represents HP Inc. (the "Applicant" or "HP") in the review of HP Inc. – HP East Master Plan application for a portion of HP's property located at 18208 SE 1st Street, Vancouver, City File No. PRJ-169273/LUP-84555 (the "application"). This letter responds to public comments received by the City during the noticed public comment period, in accordance with the City of Vancouver's ("City") notice of application and optional SEPA Determination of Nonsignificance mailed and published October 25, 2024. The City is well-within the bounds of SEPA to issue a Determination of Nonsignificance ("DNS") as consistent with the City's Section 30 Urban Employment Center Plan ("Subarea Plan"), Section 30 Urban Employment Center Design Guidelines ("Design Guidelines"), and the applicable approval standards under the Vancouver Municipal Code ("Code" or "VMC").

One public comment requested the City require preparation of an environmental impact statement under SEPA based on concerns about pollution that may result from research and manufacturing activities from eventual development of the property. The comment requests a full environmental study to determine if a high plume exhaust fan would protect the adjacent residential neighborhood from chemical byproducts from research and manufacturing activities. However, since none of the particular uses or building locations are being determined in the HP East Master Plan, it would be premature to analyze whether the specific uses or building locations would represent a significant environmental impact. A later site plan approval review process will require SEPA review and is the appropriate time to consider the type of specific impacts raised in the comment letter. As discussed in detail below, an environmental impact statement is not required under SEPA at this time, and a DNS is the appropriate determination.

///

I. A DNS is appropriate at this time because the HP East Master Plan defers the decision and authorization of the final location of buildings and uses in those buildings to a later site plan review.

The HP East Master Plan proposes review of a master planned development at the site pursuant to the Section 30 Subarea Plan and VMC 20.690. The components of the development that may impact potential air impacts have not been designated in the HP East Master Plan. As appropriate in this context under SEPA, HP's SEPA Environmental Checklist (the "SEPA Checklist") has been prepared to assess all impacts that can reasonably be foreseen at this time.

The HP East Master Plan is a procedural step required pursuant to the Section 30 Subarea Plan before HP submits specific site plans for ultimate development of the property. Allowing for further SEPA review at the time of development is a sanctioned approach. *Spokane County v. East Washington Growth Management Hearings Board*, 176 Wn.App. 555, 579, 309 P.3d 673 (2013).

The HP East Master Plan includes a full site utilization plan that provides an "overall impression of proposed development" but, at this time, does not determine the specific building and use mix that may occur on the property. VMC 20.690.060 and HP East Master Plan at pp. 70-72. The Master Plan will be built out in phases, for which HP will determine the building and use mix based on market conditions, internal employee demand, and other factors at the time of individual site plan applications. *Id.*

The SEPA Checklist incorporates this future site plan review process and explains that the analysis of these potential air impacts referenced by the public comment will necessarily occur when the uses have been determined,

> "Plans for buildings and their uses have not been finalized and future emissions information is not currently available. As building use plans are finalized revisions will be made to a SEPA Checklist if it is determined that the project will include any additional sources of air emissions." SEPA Checklist, p. 7.

These use decisions will come later as part of a subsequent site plan review that will implement the high level master plan, and it is consistent with the SEPA process to perform additional environmental review based on those impacts at that time of site plan application. *Spokane County,* 176 Wn. App. at 579.

The City's approval of the HP East Master Plan does not authorize or commit HP to any specific development scheme that would be the basis for assuming particular air quality impacts. *Id.* Thus, an environmental impact statement as to the potential impacts identified by the public comment would have no factual basis and will be addressed at site plan review.

///

CONCLUSION

For all the foregoing reasons, the additional information provided herein, and the application materials previously submitted, the application meets the approval standards, including the City's exercise of the Optional SEPA DNS review process. HP requests approval of the HP East Master Plan and the DNS. Thank you for your attention to this submittal.

Sincerely,

Jennifer Bragar

cc: (all by email)
Cary Driskell
Jonathan Young
Soo Anderson
client

HP EAST Master Plan

Appendix A - Regulatory Compliance Matrix

A. Regulatory Compliance Matrix - September 2024

**Cross references from City Planning Documents, City Code, and the City of Vancouver-HP Inc. Development Agreement to associated sections within this Master Plan.*

Section 30 2009 Subarea Plan		Master Plan Section Cross Reference
SP	LU-1	1.2, 2.3
SP	LU-2	NA
SP	LU-3	2.1
SP	LU-4	2.3
SP	LU-5	1.3
SP	LU-6	1.3
SP	LU-7	3.2
SP	LU-8	NA
SP	LU-9	NA
SP	LU-10	1.2, 2.3
SP	LU-11	NA
SP	LU-12	NA
SP	LU-13	1.2
SP	LU-14	NA
SP	LU-15	NA
SP	LU-16	NA
SP	LU-17	NA
SP	LU-18	NA
SP	LU-19	NA
SP	LU-20	NA
SP	LU-21	NA
SP	LU-22	NA
SP	LU-23	NA
SP	LU-24	NA
SP	MS-1	NA
SP	MS-2	1.4
SP	MS-3	1.4
SP	MS-4	1.4
SP	MS-5	1.4
SP	MS-6	NA
SP	UD-1	1.2, 2.3
SP	UD-2	1.2, 2.3, 6.1
SP	UD-3	2.3, 6.1
SP	UD-4	2.3
SP	UD-5	1.1
SP	UD-6	1.1, 2.4
SP	UD-7	6.1
SP	UD-8	1.3
SP	UD-9	2.3
SP	UD-10	NA
SP	UD-11	3.1
SP	UD-12	2.3, 3.3
SP	UD-13	2.3
SP	UD-14	6.1
SP	UD-15	2.7, 6.3
SP	UD-16	2.3, 6.1
SP	UD-17	NA
SP	GE.1	2.2
SP	GE.2	2.2
SP	GE.3	2.2
SP	GE.4	2.2
SP	GE.5	2.2

Section 30 2009 Subarea Plan		Master Plan Section Cross Reference
SP	TR-1	3.4
SP	TR-2	2.3, 3.1
SP	TR-3	3.1, 3.2
SP	TR-4	3.2
SP	TR-5	2.2
SP	TR-6	2.2
SP	TR-7	3.1, 3.2
SP	TR-8	3.1
SP	TR-9	3.2
SP	TR-10	1.4, 2.2
SP	TR-11	3.1, 3.2
SP	TR-12	3.1, 3.2
SP	TR-13	3.1
SP	TR-14	3.2
SP	TR-15	3.2
SP	TR-16	3.2
SP	TR-17	3.1
SP	TR-18	3.3
SP	TR-19	3.2, 3.3
SP	TR-20	3.1, 3.2
SP	TR-21	3.2
SP	TR-22	3.2, 6.3
SP	TR-23	3.1
SP	TR-24	NA
SP	TR-25	2.3
SP	TR-26	2.3
SP	TR-27	3.1
SP	TR-28	3.1
SP	OS-1	2.1
SP	OS-2	2.1
SP	OS-3	NA
SP	OS-4	2.2, 3.3
SP	OS-5	2.2, 3.3
SP	OS-6	NA
SP	OS-7	2.2
SP	OS-8	NA
SP	OS-9	2.1
SP	OS-10	NA
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SP	OS-12	NA
SP	OS-13	NA
SP	OS-14	2.1
SP	OS-15	NA
SP	OS-16	2.2
SP	OS-17	NA
SP	OS-18	NA
SP	PU-1	4.1
SP	PU-2	NA
SP	PU-3	4.2
SP	PU-4	4.3
SP	PU-5	4.3
SP	PU-6	3.1, 3.2
SP	PU-7	4.2
SP	PU-8	4.2
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SP	PU-17	4.1
SP	PU-18	4.1
SP	PU-19	4.1
SP	PU-20	4.1
SP	PU-21	3.2, 3.3, 4.1
SP	PU-22	4.1
SP	PU-23	NA
SP	PU-24	NA

Section 30 2009 Design Guidelines		Master Plan Section Cross Reference
Section 2		
DG	A.1	
DG	A1.1.a	2.2
DG	A1.1.b	2.2
DG	A1.1.c	3.1
DG	A1.1.d	2.2
DG	A1.1.e	2.2
DG	A.1.2	2.2
DG	A.2	
DG	A.2.1	2.3
DG	A.2.1.a	4.1
DG	A.2.1.b	2.3
DG	A.2.2	2.3, 2.4, 2.6
DG	A.2.2.a	NA
DG	A.2.2.b	NA
DG	A.3	
DG	A.3.1.a	2.2, 2.6
DG	A.3.1.b	2.2, 2.6
DG	A.3.1.c	2.2, 2.6
DG	A.4	
DG	A.4.1	2.3, 2.5
DG	A.4.2	2.3, 2.5
DG	A.4.3.a	NA
DG	A.4.3.b	NA
DG	A.4.3.c	NA
DG	A.4.3.d	NA
DG	A.5	
DG	A.5.1	NA
DG	A.6	
DG	A.6.1.a	2.7
DG	A.6.1.b	NA
DG	A.6.1.c	2.1
DG	A.6.1.d	6.1
DG	A.7	
DG	A.7.1	4.3
DG	A.7.2.a	2.7
DG	A.7.2.b	2.7
DG	A.7.2.c	2.7
DG	A.7.3	2.7
DG	A.7.4	2.7
DG	A.7.5	2.7
Section 3		
DG	B.1	
DG	B.1.1.a	3.1
DG	B.1.1.b	3.1
DG	B.1.1.c	3.1
DG	B.2	
DG	B.2.1.a	3.1
DG	B.2.2.a	NA
DG	B.2.2.b	NA
DG	B.2.2.c.1	NA
DG	B.2.2.c.2	NA
DG	B.2.3.a	3.1, 4.1, 6.1
DG	B.2.3.b	3.1
DG	B.2.3.c	2.3, 3.1
DG	B.3	3.1
DG	B.4	
DG	B.4.1	3.1
DG	B.4.2	3.1, 3.2
DG	B.5	
DG	B.5.1.a	3.2
DG	B.5.1.b	3.3
DG	B.5.1.c	3.1
DG	B.5.1.e	3.1
DG	B.5.2	2.5, 3.2
DG	B.6	
DG	B.6.1.a	3.2, 3.3
DG	B.6.1.b	3.3
DG	B.6.1.c	3.3
DG	B.6.1.d	3.3
DG	B.6.2	3.3
DG	B.6.3.a	3.2, 3.3
DG	B.6.3.b	3.2, 3.3
DG	B.6.3.c	3.3
DG	B.6.3.d	3.3
DG	B.6.4.a	3.3
DG	B.6.4.b	3.3
DG	B.6.4.c	NA

Section 30 2009 Design Guidelines		Master Plan Section Cross Reference
Section 4		
DG	C.1	
DG	C.1.1.a	4.1
DG	C.1.1.b	4.1
DG	C.1.1.c	4.1
DG	C.1.1.d	NA
Section 5		
DG	D.1	
DG	D.1.1	2.3
DG	D.1.2	2.3
DG	D.1.3	2.3
DG	D.1.4	2.3
DG	D.2	
DG	D.2.1.a	2.4
DG	D.2.1.b	NA
DG	D.2.2.a	2.4
DG	D.2.2.b	2.4
DG	D.2.2.c	2.4
DG	D.2.2.d	2.4
DG	D.2.2.e	2.4
DG	D.2.2.f	2.4
DG	D.2.3	2.4
DG	D.2.4	NA
DG	D.2.5	NA
DG	D.2.6.a	2.4
DG	D.2.6.b	2.4
DG	D.2.6.c	2.4
DG	D.3	
DG	D.3.1.a.1	2.4, 6.3
DG	D.3.1.a.2	2.4, 6.3
DG	D.3.1.b.1	2.4, 6.3
DG	D.3.1.b.2	2.4, 6.3
DG	D.3.1.b.3	2.4, 6.3
DG	D.3.1.b.4	2.4, 6.3
DG	D.3.1.b.5	2.4, 6.3
DG	D.4	
DG	D.4.1.a	2.4
DG	D.4.1.b	2.4
DG	D.4.1.c	2.4
DG	D.4.1.d	2.4
DG	D.4.1.e.1	2.4
DG	D.4.1.e.2	2.4
DG	D.4.1.e.3	2.4
DG	D.4.1.f	2.4
DG	D.4.1.g	2.4
DG	D.4.1.h	2.4
DG	D.4.1.i	2.4
DG	D.4.2	N/A
DG	D.5	
DG	D.5.1	2.4
DG	D.5.2	2.4
DG	D.5.3	NA
DG	D.5.4	NA
DG	D.5.5.a	NA
DG	D.5.5.b	NA
DG	D.5.5.c	NA
Section 6		
DG	E.1	
DG	E.1.1a	6.1
DG	E.1.1b	6.1
DG	E.1.1c	6.1
DG	E.1.2	NA
DG	E.1.3	6.1
DG	E.1.4	2.5
DG	E.1.5	3.2
DG	E.1.6	4.3
DG	E.2	
DG	E.2.1	2.3, 6.1
DG	E.2.2	6.1

Development Agreement		Master Plan Section Cross Reference
Section 4		
DA	(a)	2.1
DA	(b)	2.1
DA	(c)	1.4
DA	(d)	1.5
DA	iii	4.1
DA	iv	4.3
DA	v	4.2
DA	vi	3.2
DA	vii	1.5, 3.2
DA	(f)	1.3
DA	(g)	3.4
Section 6		
DA	(a)	3.4
DA	(c)	3.2
DA	(e)	2.5, 4.1, 4.2, 6.2
Section 7		1.3, 3.2
Section 8		
DA	(a) i	1.4
DA	(b)	3.1
DA	(c)	4.2
DA	(d)	2.1, 2.2
DA	(j)	1.4
Section 26		1.5
DA	Exhibit 4.	2.3, 3.1, 3.3, 6.2
DA	Exhibit 6.	2.1, 2.2, 2.3, 2.6, 3.1, 3.2, 3.3, 4.1, 4.2, 4.3, 6.3
DA	Exhibit 7.	3.2

Vancouver Municipal Code		Master Plan Section Cross Reference
VMC	20.690.040	
VMC	B.	2.3
VMC	D.	2.3
VMC	E	2.3, 3.3
VMC	G.	3.2
VMC	H.	3.1
VMC	20.690.050.B.5	3.5
VMC	20.690.060	2.1, 5.1, 5.2

HP EAST Master Plan

Appendix B - Development Agreement

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AFTER RECORDING RETURN TO:
Jennifer Bragar
Tomasi Salyer Martin
121 SW Morrison Street, Suite 1850
Portland, OR 97204

DOCUMENT TITLE: Development Agreement

GRANTOR: HP Inc., a Delaware corporation

GRANTEE: City of Vancouver, a Washington municipal corporation

ABBREV. LEGAL DESCRIPTION: #26 SEC 30 T2NR3EWM 20A; #11 SEC 30 T2N R3EWM 32.88A; #17 & #23 SEC 30 T2N R3EWM 8.50A; #64 SEC 30 T2N R3EWM 1.50A; #27 SEC 30 T2N R3EWM 10A; #13 SEC 30 T2N R3EWM 20A; #57 SEC 30 T2N R3EWM 4.40A; #56 SEC 30 T2N R3EWM 15.60A; #55, #58 SEC 30 T2N R3EWM 10A

ASSESSOR'S PROPERTY TAX PARCEL/ACCOUNT NUMBERS:

176386-000	176424-000	176417-000	
176374-000	176387-000	176416-000	
176380-000	176376-000	176418-000	

DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF VANCOUVER AND HP INC. RELATING TO THE DEVELOPMENT COMMONLY KNOWN AS PROJECT GREENFIELD

This DEVELOPMENT AGREEMENT ("Agreement") is entered into this 16th day of December, 2019, by and between the City of Vancouver ("City") a municipal corporation under the laws of the State of Washington and HP Inc., a Delaware corporation ("Developer" or "HP") (collectively the "Parties"), pursuant to RCW 36.70B.170-.210 and chapter 20.250 of the Vancouver Municipal Code ("VMC").

RECITALS

WHEREAS, the City is a first-class city incorporated under the laws of the State of Washington and has the authority to enact laws and enter into agreements to promote the health, safety and welfare of its citizens including the authority to regulate land use and development of property;

WHEREAS, HP is a Delaware corporation that has had a presence in the City for 38 years, and contributes and will continue to contribute to the greater Vancouver community;

WHEREAS, HP embraces the opportunity and responsibility to positively impact the communities where its employees live, work, and do business. Community service is a value so deeply ingrained at HP that employees are offered paid volunteer hours and are encouraged to apply for the Time-off Community Support Grant, which sponsors employees to volunteer full-time for a week. In addition to time, HP offers donation matching for employees, grants for non-profit organizations, and sponsorships in their communities. In Vancouver alone, an average of 1,500 volunteer hours per year are completed within the local community through HP's Community Outreach team in support of a range of nonprofits including, but not limited to, Oregon and Clark County Food Bank, Columbia Springs, Humane Society of Southwest Washington, Fort Vancouver Regional Library, Avamere and Kamlu Resort, Vancouver Watershed Alliance, Firstenburg, Lifeline Connections, Washington Trails Association, Evergreen Habitat for Humanity, Sharehouse, Camp Hope, and Global Watershed Shoreline;

WHEREAS, HP's local Site Council funds approximately Twenty Thousand Dollars ($20,000.00) annually for HP's Community Outreach team to organize and complete these projects, along with sponsorships and donations. Each fall, HP Vancouver employees vote for local 501(c)3 organizations to receive the HP Imagine Grant, supporting programs that align with the Foundation's mission by focusing on education and technology related learning experiences for underrepresented and/or underserved communities. In 2019, three local charities were each awarded Nine Thousand Dollars ($9,000.00) through this grant. In addition, HP provides holiday giving trees, and is a PRIDE Rainbow;

WHEREAS, HP mentors and trains the next generation of innovators through its annual intern program; HP LIFE program, a learning initiative for entrepreneurs; WSU Vancouver Capstone project; iUrbanTeeniPitch project; Camas Girls in STEM; and other programs;

WHEREAS, Developer's community involvement and commitment will continue well into the future as a result of this Agreement;

WHEREAS, Developer has a purchase and sale agreement for real property consisting of approximately 68 acres located within property commonly referred to as Section 30 in the City of Vancouver which property is described with particularity in Exhibit 1 ("Property");

WHEREAS, the Developer has an option to purchase real property consisting of approximately 30 acres located within property commonly referred to as Section 30 in the City of Vancouver which property is described with particularity in Exhibit 2 ("Additional Property");

WHEREAS, the Property and Additional Property is collectively referred to as "HP Property."

WHEREAS, the Developer intends to conduct reclamation activity for existing mining operations approved by the Washington State Department of Natural Resources and develop the HP Property to accommodate a national, multi-building development of up to 1,500,000 gross square feet of building space, with office, research and development, industrial services, manufacturing and production, light industrial uses, as well as the potential for occupant-supported small scale retail, restaurant, accessory uses, and related parking and associated onsite improvements across the HP Property (the "Project");

WHEREAS, buildout of the Project is expected to occur in multiple phases over the next fifteen years;

WHEREAS, Phase 1 of the Project will involve development of one or more structures that will together comprise up to 330,000 gross square feet of office, research and development, and light industrial uses, as well as the potential for occupant-supported small scale retail, restaurant, accessory space, and related parking and associated onsite improvements ("Phase 1");

WHEREAS, Developer may purchase additional property in the future within Section 30 and the Developer anticipates, with the City's consent, annexing such additional property into this Agreement ("Annexed Property");

WHEREAS, Section 30 consists of approximately 553 acres of land historically and primarily used for aggregate extraction and processing, where 140 acres of Section 30 property is publicly-owned property held by Clark County, City of Vancouver, and the Bonneville Power Association;

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WHEREAS, in 2009 the City adopted the Section 30 Urban Employment Center plan (the "Subarea Plan") that establishes planning goals and policies for timely and predictable redevelopment of Section 30 following cessation of aggregate activities;

WHEREAS, the Developer's Project is the first project to implement the Section 30 Subarea Plan and requires a significant public and private investment to fund common infrastructure including, but not limited to, streets, sidewalks, power, gas, communications, stormwater, and water and sewer utilities that will benefit the Project, future development in Section 30, and the general public by fulfilling the goals of the Subarea Plan;

WHEREAS, the Subarea Plan anticipated that development would occur parcel by parcel, as compared to Developer's catalyzing Project of up to 98 acres;

WHEREAS, the City has determined that this Agreement will facilitate orderly buildout of the planned improvements, will further promote growth management and planning objectives of the City for Section 30, and will improve the economic vitality of the City;

WHEREAS, the City has determined that flexibility is found within the Subarea Plan policies, Section 30 Design Guidelines, and implementing code under chapter 20.690 Vancouver VMC to enable this unique Project to successfully and efficiently master plan for development to occur, and that this flexibility provides the City the opportunity to consider the flexible application of such policies, guidelines, and standards during the land use review process for the Project consistent with this Agreement;

WHEREAS, the Parties intend that they shall take further actions and execute further documents necessary or appropriate to implement the intent of this Agreement;

WHEREAS, the Washington State Legislature enacted RCW 36.70B.170-.210 to strengthen the land use planning process and reduce the costs of development by authorizing the City to enter into a private agreement with a landowner regarding the development of its real property located within the City's jurisdiction; and

WHEREAS, pursuant to RCW 36.70B.200 and VMC 20.250.050, this Agreement was subject to public notice on or about December 9, 2019, a City Council workshop was held on December 9, 2019, and a hearing was held before the City of Vancouver Council on December 16, 2019. The City authorized execution of this Agreement by Resolution No. M-4054 adopted on December 16, 2019.

NOW THEREFORE, in consideration of the promises, covenants, and provisions set forth in this Agreement, the receipt and adequacy of which consideration is acknowledged, the Parties agree as follows:

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AGREEMENT

Section 1. Incorporation of Recitals and Exhibits

The recitals set forth above and the exhibits attached hereto are by this reference incorporated into the Agreement as though set out in full.

Section 2. Purpose

The purpose of this Development Agreement is to:

(a) Provide for the mix of uses allowed by this document for development of the Project;

(b) Provide a process to review Phase 1 and Developer's Master Plan for Subsequent Phases;

(c) Provide the building permit review fees to apply to the Project;

(d) Provide a framework for how business license surcharge fees will apply to the Project;

(e) Reserve transportation capacity for HP's future development of the Project governed by this Development Agreement;

(f) Provide for the availability and use of transportation impact fee reductions for Developer's future development of the Property governed by this Agreement;

(g) Provide a process for Developer to reserve sanitary sewer and associated infrastructure capacity for the Project;

(h) Reserve Developer's right to connect to any Section 30 public stormwater system for the Project subject to Section 4(d)(iii) below; and

(i) Vest the Project to Development Standards as provided in Section 10 below to the HP Property, and any later Annexed Property that is added to this Agreement.

Section 3. Effective Date and Term

(a) Effective Date

The effective date shall be the date of the adoption of a resolution by the City of Vancouver Council approving this Agreement.

(b) Term

The term of this agreement shall be fifteen (15) years from the effective date. Developer shall have one (1) five (5) year option to extend this Agreement, subject to approval by the City

in its sole discretion through a Type I review process. Subsequent extension requests may be approved by the City as an amendment to this Agreement.

(c) Modification

This Agreement may be modified, extended or terminated only upon the written agreement of Developer and the City.

Section 4. Proposed Development

(a) Maximum Allowable Development and Uses

The HP Property is zoned Employment Center Mixed Use (ECX). The ECX zoning code in effect as of the date of this Agreement, and the current chapter 20.690 VMC allow the Project. This Agreement governs development of the Project on the HP Property and timing of such development shall be based on need and market conditions determined in Developer's sole discretion. Any proposal to develop the HP Property that is not consistent with the Project, including development of more than a cumulative total of 1,500,000 gross square feet of building space, shall be subject to then-applicable provisions of the VMC. The HP Property shall not be developed with any of the following uses:

Group Living
Community Recreation
Park & Ride Facilities: Structure
Vehicle Fuel Sales
Rail Lines/Utility Corridors
Uses listed under RCW 36.70B.170(3)(e)

(b) Phases

i. Phase 1

Phase 1 shall occur on the southeastern portion of the Property in the general area depicted on Exhibit 3 ("Phase 1 Property").

ii. Subsequent Phases

The remaining allowable development may be spread out over one or more phases across the HP Property depicted on Exhibit 3 ("Subsequent Phases").

(c) Annexed Property

The terms of this Agreement shall apply to Annexed Property, if the Agreement is amended to add such Annexed Property during the term of this Agreement in the City's sole and absolute discretion. Any Annexed Property shall be incorporated into the definition of HP Property.

(d) Standards

Pursuant to RCW 36.70B.170(3), the Parties identify the following non-exclusive list of standards applicable to the Project on the HP Property (collectively "Development Standards").

i. Permitted Uses, Zoning, and Standards

The permitted land uses and development regulations for development, and other standards applied to the Project on the HP Property include those in chapters 20.440 (Industrial Districts), 20.690 (Section 30 Employment Center Plan District), 20.925 (Landscaping), 20.960 (Signage), and 20.945 (Parking and Loading) VMC in effect on the date of the adoption of this Agreement. The City has considered the applicability of these standards to the Project on the HP Property, as set forth in Exhibit 4, and will apply the standards consistent with Exhibit 4 to the Project.

ii. Planning Goals and Objectives

The planning goals adopted by the City in the Subarea Plan shall be the policy guidance and the foundation for all future development of the Project on HP Property. The City has considered the conceptual Project layout, inclusive of building shape and massing, and road alignments in Exhibit 5. Based on this conceptual visualization of the Project, the City has analyzed the Subarea Plan to determine the applicability of the plan policies to the Project on HP Property, as set forth in Exhibit 6, and will apply the policies consistent with Exhibit 6 for Phase 1 and the Master Plan to Developer's Project as long as they do not materially deviate from the conceptual layout in Exhibit 5.

iii. Surface and Groundwater

All future development of the Project on HP Property shall be subject to the City of Vancouver Stormwater Management standards, chapter 14.25 VMC. The Parties agree that the expectation for the development of HP Property and subsequent development across Section 30 shall require each property owner to manage stormwater quality on its own property prior to releasing stormwater to a public stormwater collection facility. The City acknowledges that native gravels provide the best stormwater infiltration, and that as a result of the mined condition few areas within Section 30 retain native gravel. The City will prioritize retention of areas with native gravel for stormwater infiltration for all development in Section 30, especially within areas near the Subarea Plan's conceptual location for 9th Street. The City may establish a local improvement district or similar mechanism to finance a Section 30 public stormwater facility. In the event the City constructs a public stormwater facility or accepts the dedication of a public stormwater facility, the City shall allow the Developer to connect to the system subject to satisfaction of all applicable code provisions and payment of any connection fee or charges, including, but not limited to, local improvement district fees.

iv. Water Service

Water service for the Project shall be designed and constructed in accordance with the City of Vancouver Water Design and Construction Requirements. Water service shall be

provided by the City. The Developer shall provide potable water infrastructure on HP Property to serve the Project at its cost, and the costs of provision of public infrastructure are governed by Sections 4(e) and 7 of this Agreement.

v. Sewer Service

Sanitary sewer service for the Project shall be designed and constructed in accordance with the City of Vancouver General Requirements and Details for the Design and Construction of Public Sanitary Sewers. Sewer service shall be provided by the City. The Developer shall provide sanitary sewer infrastructure on the HP Property to service the Project at its cost, and other provision of public infrastructure is governed by Section 8 of this Agreement. The Subarea Plan anticipates that a sanitary sewer pump station and associated infrastructure will be installed to serve Area 2 of Section 30, where the HP Property is located and Developer shall construct the sanitary sewer pump station ("Area 2 Pump Station"), pursuant to Section 8(c) of this Agreement. By this Agreement Developer reserves 143,000 gallons per day of capacity in the Area 2 Pump Station and associated public infrastructure, equal to the anticipated sanitary sewer demand for the 1,500,000 gross square feet of development associated with the Project; provided, however, that the reserved capacity shall not be available unless (i) the Area 2 Pump Station is constructed; (ii) Developer provides the City with a minimum twenty-four (24) months advance written notice of its need to utilize the capacity, which shall be accomplished by Developer's request for a pre-planning meeting for the master planning process for the Project; and (iii) Developer has paid all applicable fees and charges required by the City to use the reserved capacity that Developer shall pay in proportionate share as the Subsequent Phases are developed and sewer capacity is used by the Project.

vi. Road Standards

Roads and rights of way for the Project shall be designed and constructed in accordance with chapter 20.690 VMC, the Subarea Plan and Section 30 Design Guidelines, and consistent with Exhibits 4 and 6, and Section 8(b) of this Agreement.

vii. Other Development Standards

Development of the Project shall comply with all other applicable Development Standards including, but not limited to, chapters 11.70 (Transportation Concurrency), 14.08 (Connections to Public Sewers), 20.770 (Tree, Vegetation, and Soil Conservation), 20.909 (Escrow and Assurances), 20.910 (Exceptions and Interpretations), 20.912 (Fences and Walls), 20.915 (Impact Fees), 20.935 (Off-Site Impacts), 20.970 Solid Waste Disposal and Recycling), and 20.985 (Visual Clearance) VMC, in effect on the date of the adoption of this Agreement.

(e) Infrastructure Financing Tools

Developer may apply for use of chapter 11.10 VMC (Local Finance Tools), VMC 14.04.235, and VMC 14.04.285 effective on the date of Developer's application for development to obtain reimbursement for certain expenditures that qualify under these provisions.

(f) Other Property Development Agreements

A portion of the Phase 1 Property is subject to the following development agreement:

English Development Agreement, Recorded Document No. 4413045

The Additional Property is subject to the following development agreement:

Pacific Rock Development Agreement, Recorded Document No. 4096886, as modified and restated in Recorded Document No. 4443223

A portion of the Additional Property is subject to the following development agreement:

Glacier NW Development Agreement, Recorded Document No. 3925154

The HP Property is subject to the following development agreement:

One Pacific Corporation Development Agreement ("One Pacific Agreement"), Recorded Document No. 3925154

(collectively "Pre-Existing Development Agreements"). The Pre-Existing Development Agreements shall remain in full force and effect unless and until land use applications for the Project are submitted and approved, with the exception of the One Pacific Agreement that shall remain in full force and effect. Upon issuance of a permit to Developer for the Project, this Agreement shall supersede and replace the Pre-Existing Development Agreements applicable to the portion of the HP Property covered by such Project permit; provided, however, that the One Pacific Agreement shall remain in full force and effect until the City receives the full balance owing under the Westridge SDC in place at the time of this Agreement (which as of November 1, 2019 had a balance owing of $693,200.81 to the City) by Developer or other responsible parties.

(g) Reservation of Transportation Capacity

In anticipation of Developer's Project, a traffic study, attached as Exhibit 7, was completed for Developer to determine the average daily trips, and p.m. peak hour trips generated by HP's Project of up to 700,000 gross square feet of development consistent with land use designation 714 in the International Traffic Engineer ("ITE") *Trip Generation Manual, 10th Edition* (2019). Developer submitted this traffic study to the City in association with this Agreement. The traffic study estimated that future development as contemplated herein will create 723 p.m. peak hour trips. For the purpose of vesting trips under this Agreement, 723 p.m. peak hour trips will be used as the vested amount of p.m. peak hour trips during the period of this Agreement and any extensions.

The City hereby reserves for Developer for use throughout the Project of up to 700,000 gross square feet of buildings occupied by uses consistent with land use designation 714 in the

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ITE *Trip Generation Manual, 10th Edition* (2019) for the term of this Agreement, the following transportation capacity consistent with the number of trips calculated in the traffic study for purposes of transportation concurrency, chapter 11.70 VMC: 5,565 daily trips. The City shall make complete transportation concurrency findings related to the Project at the time of development review for individual buildings, phases, and Master Plan approvals up to 700,000 gross square feet of buildings.

Any development exceeding 700,000 gross square feet of buildings on the HP Property, or not consistent with land use designation 714 in the ITE *Trip Generation Manual, 10th Edition* (2019) will not be governed by this traffic report, will require an updated traffic report, and a new concurrency determination.

In the event that the City of Vancouver proposes an alternative traffic capacity vesting mechanism acceptable to both Parties, the Parties may mutually agree to modify certain provisions of this Section 4(g).

Section 5. Reserved Capacities

Section 4 of this Agreement reserves capacity for sanitary sewer, and vehicular trips (collectively "Reserved Capacities"). As contemplated under Section 12 of this Agreement, Developer may come into ownership of the full 98 acres, or some portion, thereof. In the event that Developer does not purchase all of the HP Property, the reserved capacities shall be reserved only for land owned by Developer and covered by this Agreement. For purposes of this section, the definition of "owned by Developer" means the possession, direct or indirect, of the power to direct or cause the direction of the management and policies of a person, whether through the ownership of voting securities, by contract, or otherwise, and the terms "controlling" and "controlled" have the meanings correlative to the foregoing. As used herein, "Affiliate" shall mean any person or entity that directly, or indirectly through one or more intermediaries, controls, is controlled by or is under common control with Developer. For purposes of this Section 5, owned by Developer shall include (i) any transfer to a subsidiary, Affiliate of Developer, parent company, any company that owns 50% or more of the voting stock of Developer, (ii) any collateral security transfers in connection with any debt or equity financing or transfers pursuant to a foreclosure or a deed in lieu thereof; (iii) transfers to any Affiliate of Developer; (iv) transfers in connection with a sale of all or substantially all of Developer's assets or its stock; (v) transfers in connection with a lease back of the HP Property or all improvements thereon by Developer; (vi) the sale or transfer of shares of Developer, including, without limitation, transfers of shares that would change Developer from a publicly traded company to a privately held one; (vii) transfer made in connection with a portfolio sale of two (2) or more buildings; or (viii) transfers to any "spin off" from, or business unit of Developer. The transfers described in (i) through (viii) are herein together called "Permitted Transfers". Permitted Transfers will carry forward any Reserved Capacities in this Agreement. Any other transfer of HP Property, except a Permitted Transfer, will not be entitled to a transfer of any Reserved Capacities. Developer shall have sole discretion to distribute Reserved Capacities across HP Property and any Annexed Property that may be added to this Agreement in the future.

Section 6. Traffic Impact Fees

(a) Project Designation for Calculating Traffic Impact Fees ("TIF")

TIF for the Project shall be assessed using land use code designation 714 in the ITE *Trip Generation Manual, 10th Edition* (2019); provided, however, that any development of the HP Property that does not meet the intent of ITE land use code designation 714 shall be assessed TIF based on the appropriate ITE designation as determined by the City in its sole discretion.

(b) TIF Business Development Incentive

The City Council will hold a public hearing to (1) extend the Business Development TIF Incentive in chapter 20.915 VMC; and (2) consider an amendment to chapter 20.915 VMC to reduce Traffic Impact Fees by 50%, up to a maximum of $200,000, for any business that (1) relocates 700 or more employees with a median salary of equal to 125% of current median individual income, as set by the federal department of Housing and Urban Development for the Portland-Vancouver USA ("TIF Ordinances"). In the event that the City adopts the foregoing Business Development TIF Incentive mechanism that is acceptable to both Parties, the Parties may mutually agree to modify certain provisions of this Section 6(b). Nothing in this Section 6 shall be construed to obligate the City to approve the TIF Ordinances.

(c) TIF Credits

Provided all criteria in chapter 20.915 VMC are satisfied, the Developer shall be entitled to TIF credits pursuant to VMC 20.915.090 for constructing a collector arterial off of SE 1st to serve Phase 1 (e.g. extension of 184th Avenue), and any other east/west collector arterial off of 184th connecting to 172nd Avenue and 192nd Avenue (e.g. construction of 9th Street). To the extent the credit exceeds the Developer's TIF assessment for Phase 1, Developer may apply any excess credit to Subsequent Phases during the term of this Agreement. Developer is permitted to accumulate TIF credits for any qualifying road projects it constructs throughout the term of this Agreement and any extensions thereof, provided, however that TIF credits will not be available if the City contributes City Reinvestment Funds to cover the full cost of a qualifying road project pursuant to Section 7 of this Agreement. In the event the City issues a partial contribution to Developer for qualifying road projects, Developer shall be entitled to TIF credits for the portion the Developer funded provided the criteria of chapter 20.915 VMC are satisfied. Any TIF credits for the Project accumulated by Developer will not be deducted from the City's Reinvestment Funds.

(d) Applicability of TIF Incentive

As contemplated under Section 12 of this Agreement, Developer may come into ownership of the full 98 acres, or some portion, thereof. In the event that Developer does not purchase all of the HP Property, this Section 6 shall only apply to Developer's owned HP Property, subject to Permitted Transfers.

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(e) Dedications

Once Developer dedicates real property for public infrastructure, subject to the City's acceptance, the City shall maintain the system located on City property.

Section 7. City Contribution Towards Section 30 Redevelopment Infrastructure

(a) Funding to Coincide with Developer's Phased Development

Developer's Project will be the first project to develop under the Subarea Plan and will require a significant investment in infrastructure. Infrastructure constructed by the Developer for the Project will facilitate development of the rest of Section 30. As set forth in this Section 7 and considering these unique circumstances the City agrees to reinvest up to Ten Million Dollars ($10,000,000.00) ("City Reinvestment Funds") towards Core Public Improvements defined in Section 7(b) of this Agreement.

i. Phase 1

The contribution of City Reinvestment Funds for Core Public Improvements in Phase 1 shall be limited to Three Million Five Hundred Thousand Dollars ($3,500.000.00) that may be used as soon as Developer submits a complete building permit application for Phase 1 improvements. Any unused amount of City Reinvestment Funds allocated in Phase 1 may, in Developer's sole discretion, be applied to Core Public Improvements in Subsequent Phases.

ii. Subsequent Phases

The contribution of the City Reinvestment Funds during the Subsequent Phases shall be limited to Six Million Five Hundred Thousand Dollars ($6,500,000.00) that may be used once Developer submits a complete building permit application for a building that will cause the total square footage of development in the Subsequent Phases to meet or exceed 330,000 gross square feet.

(b) Funds to be Spent on Core Public Improvements

The City Reinvestment Funds shall be used to construct or contribute to Core Public Improvements. To qualify as a core public improvement the infrastructure must provide a public benefit to future redevelopment of Section 30 ("Core Public Improvements"). Examples of Core Public Improvements include, but are not limited to, collector arterials (inclusive of all frontage improvements including sidewalks, roundabouts, landscaping, street lighting, and water mains), public recreational trails, public transportation facilities, public stormwater collection facilities and related infrastructure, public water facilities and related infrastructure, public sanitary sewer facilities and related infrastructure. Notwithstanding whether the Developer decides to utilize the City Reinvestment Funds for particular Core Public Improvements, the City agrees that the following public infrastructure improvements shall, so long as the above criteria are met, be considered Core Public Improvements eligible for reimbursement: the extension of 184th Avenue

from Phase 1 to 9th Street, construction of 9th Street between 172nd Avenue and 184th Avenue, payment of System Development Charge fees (including the One Pacific Agreement related fees), any Developer-dedicated public recreational trail, and construction of Area 2 Pump Station and related infrastructure as contemplated in the Subarea Plan. Without limiting the foregoing, the City shall make Section 30 public infrastructure improvements a top priority in the City's grant writing program and other public funding plans.

(c) Method of Contributing City Reinvestment Funds

Developer may, in its sole discretion, use City Reinvestment Funds to contribute to all or a portion of Developer's costs to construct a Core Public Improvement or to fully fund City construction of a Core Public Improvement. In the event the Core Public Improvement includes land dedicated to the City, the value of the land dedicated for such improvement may, at Developer's option, be included as an actual cost of construction. The land valuation of the dedicated property shall equal the Developer's cost to acquire the property calculated on a square foot basis.

In no event will Developer be permitted to recover City Reinvestment Funds through available cost recovery mechanisms including, but not limited to, those cost recovery mechanisms identified in Section (4)(e) of this Agreement. The City reserves and retains all rights to recover City Reinvestment Funds used for Core Public Improvements and may use any recovered City Reinvestment Funds in its sole and absolute discretion.

i. City Construction of Core Public Improvements

Developer may request that the City construct a Core Public Improvement. Developer shall identify the Core Public Improvement by providing the City with notice that includes build-ready plans for the City's review and approval. The City may, in its sole discretion, agree to construct the Core Public Improvement based on terms and conditions it deems appropriate; provided, however, that the City shall not construct a Core Public Improvement unless there are sufficient City Reinvestment Funds to cover the full cost of construction. The City shall signify its agreement to construct a Core Public Improvement by providing Developer with an estimated cost to construct the Core Public Improvement, an estimated construction schedule, and terms and conditions, if any, within thirty (30) days of receipt of the build-ready plans ("Construction Terms"). Developer shall notify the City in writing within fifteen (15) days of its receipt of the Construction Terms of its election to have the City proceed with construction of the Core Public Improvement. If notice is not provided as set forth in this Section, it shall be presumed that the City will not construct the Core Public Improvement.

Nothing in this Section 7(c)(i) shall be construed to obligate the City to construct a Core Public Improvement for Developer within a certain timeframe or at a pre-determined cost. Developer acknowledges that City construction of a Core Public Improvement requires that it comply with chapter 39.12 RCW and procurement practices in chapter 3.05 VMC. If Developer elects to have the City proceed with construction, the estimated cost shall be immediately

deducted from available City Reinvestment Funds. The City shall provide Developer with its actual cost of construction within thirty (30) days of completion. If actual costs of construction are less than the estimated costs, the difference shall be credited back to the City Reinvestment Fund balance. If actual costs exceed the estimated costs the difference shall be deducted from the City Reinvestment Fund balance, or paid by the Developer if there are insufficient City Reinvestment Funds remaining.

ii. Core Public Improvement Constructed by Developer

Developer may choose to construct a Core Public Improvement and request full or partial contribution for the costs from the City Reinvestment Funds. Developer shall identify the Core Public Improvement and the amount of contribution it seeks in the Type II review application for Phase 1 or in the Master Plan for Subsequent Phases. To be eligible for contribution, the Core Public Improvement must (i) be bid and constructed pursuant to City procurement practices in chapter 3.05 VMC, as amended; (ii) be constructed in full compliance with chapter 39.12 RCW, as amended; (iii) meet all applicable City, State, or Federal standards; (iv) be constructed in a good and workmanlike manner; and (v) dedicated to the City after passing all City inspections. Developer shall provide documentation substantially in the form of Exhibit 8 attached hereto, of the cost to construct the Core Public Improvement for contribution after the inspection occurs. Developer shall also submit documentation that all applicable City procurement procedures and the requirements of chapter 39.12 RCW were followed, including, but not limited to, all forms submitted to the Department of Labor and Industries. The City shall have thirty (30) days to review documentation provided by Developer in relation to a contribution request for a Core Public Improvement and the Parties shall resolve all documentation matters within forty-five (45) days of submittal, unless otherwise mutually agreed. Any contribution for construction activity undertaken by Developer shall be subject to inspection. The City shall schedule a requested contribution inspection within thirty (30) days from Developer's request. The City shall provide the requested contribution to Developer within sixty (60) days of passing inspection or dedication of the Core Public Improvement to the City, whichever occurs sooner.

Developer may, at its sole option, request partial contribution of City Reinvestment Funds for the Core Public Improvement. In such a case, Developer reserves the right to apply to recover the non-City Reinvestment Funds pursuant to available cost recovery mechanisms including, but not limited to, latecomer's agreements under chapters 11.10 and 14.04 VMC. By way of example only, if Developer constructs the Area 2 Pump Station contemplated under Section 4(d)(v) of this Agreement, Developer may seek a partial contribution of City Reinvestment Funds to cover Developer's proportionate share of the cost and fund the remaining cost with its own monies. Developer could then apply for a latecomer agreement to recover the money it contributed to the cost to construct the Area 2 Pump Station.

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Section 8. City Processing and Review of Project Permits

(a) Project Type

i. Phase 1

Pursuant to VMC 20.690.030(D), the City determines that Phase 1 will not have area wide infrastructure or land use implications and shall be processed as a Type II decision provided that Phase 1 satisfies the conditions in Section 8(b) through 8(f) of this Agreement. A description of the Phase 1 Property in Exhibit 9 in relation to surrounding properties provides information to conclude that adequate infrastructure can be achieved in the short term while Developer's master planning for Subsequent Phases occurs.

ii. Subsequent Phases

Subsequent Phases of the Project shall be processed using the master planning process contained in VMC 20.690.050 in effect as of the date of this Agreement. The Phase 1 Property shall be incorporated in any future master plan involving adjacent HP Property. This Section 8(a)(ii), shall survive termination of this Agreement, except that the survival language shall sunset upon (i) approval of Developer's Master Plan for Subsequent Phases (including the Phase 1 Property); or (ii) construction of 184th Avenue between SE 1st Street and SE 9th Street, the construction of SE 9th Street between 172nd Avenue and 184th Avenue, and the Area 2 Pump Station.

(b) Road Infrastructure

Phase 1 shall include design of a full-width, thirty-four (34) foot curb-to-curb collector arterial extending from SE 1st Street in the approximate location of 182nd Avenue and 184th Avenue ("184th") to serve the Phase 1 Property, consistent with the right of way depicted in Exhibit 10 with Developer improving the street sufficient for two-way vehicular traffic, inclusive of a 12 foot recreational trail subject to Section (8)(d) of this Agreement ("184th Extension"). The 12 foot recreational trail satisfies the requirement for the trail identified in Section 8(d) of this Agreement.

Developer acknowledges and agrees that two roundabouts are contemplated at intersections along 184th between SE 1st Street and SE 9th Street and may be located on all or a portion of the HP Property. The location of such roundabouts will be selected during the master planning process for Subsequent Phases. Developer shall dedicate, at no cost to the City but subject to Section 7 of this Agreement, land necessary to construct such roundabouts and any planned collector arterials from said roundabouts. To the extent the 184th Extension is located entirely on the Phase 1 Property, Developer shall allow access to 184th through the Phase 1 Property at no cost. This Section 8(b), shall survive termination of this Agreement, except that the survival language shall sunset upon (i) approval of Developer's Master Plan for Subsequent Phases (including the Phase 1 Property); or (ii) construction of 184th Avenue between SE 1st

Street and SE 9th Street, the construction of SE 9th Street between 172nd Avenue and 184th Avenue, and the Area 2 Pump Station.

(c) Sewer Infrastructure

Phase 1 shall provide all required sanitary sewer infrastructure in the 184th right of way to connect to the Area 2 Pump Station, including gravity lines that will carry sewer flows from Phase 1 to the sanitary sewer pump station and a force main to carry sewer flows from the sanitary sewer pump station to SE 1st Street. Developer may construct the Area 2 Pump Station as contemplated in the Subarea Plan as part of Phase 1, or temporarily connect to a sanitary sewer pump station outside of Section 30 to service Phase 1; provided, however that Developer agrees that the Area 2 Pump Station shall be constructed, consistent with Section 4(d)(v) of this Agreement, within three (3) years of issuance of the first certificate of occupancy for a Phase 1 building. The deadline to construct the Area 2 Pump Station may be extended in the City's sole discretion in the event Developer demonstrates good faith progress towards a Master Plan for Subsequent Phases and eventual construction of the station. Upon completion of the Area 2 Pump Station Developer shall connect Phase 1 to the sanitary sewer pump station at its sole cost and expense.

(d) Dedication of Public Recreational Trail

The Subarea Plan contains a conceptual location for a public recreational trail on the western boundary of the HP Property. The recreational trail location in the Subarea Plan is conceptual and allows for deviation to be determined through the master plan process, however, to meet the goals of the Subarea Plan the recreational trail must be open to the public and must connect north to a location near 9th Street and west towards 172nd Avenue along or near the northern boundary of the HP Property. The City agrees that in the event the trail is located on HP Property and maintained in Developer's ownership it shall be considered a trail used solely for recreational use purposes. Any other purpose specified in any other City document related to any public recreational trail on HP Property is superseded by this Agreement.

To satisfy this Subarea Plan goal, in Phase 1 Developer shall design and construct a 12 foot recreational trail adjacent to 184th. The trail shall be designed to allow for future connectivity along 184th and connection to 9th Street in Subsequent Phases as will be designed during the master plan process. Upon dedication of the recreational trail to the City, the City shall maintain the trail.

(e) Boundary Slopes and Final Elevations

Developer's design of the Phase 1 boundary slopes and final elevations is to be consistent with the description in Exhibit 9.

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(f) State Environmental Policy Act ("SEPA")

i. Existing SEPA Documents

The City adopted a Determination of Nonsignificance ("DNS") in accordance with SEPA requirements when the Subarea Plan was adopted in 2009 through Ordinance No. M-3930 in relation to File Numbers CPZ2009-00010/SEP2009-00025. The DNS explained that future development within Section 30 would require compliance with SEPA.

ii. Project SEPA Compliance

Consistent with Ordinance No. M-3930 and the DNS, all applications for the Project shall comply with the State Environmental Policy Act, chapter 43.21C RCW and chapter 20.790 VMC. The Developer shall implement all mitigation measures imposed during the SEPA process for Phase 1 and Subsequent Phases of the Project.

(g) City Review Team

The City shall form an experienced, multi-disciplinary review team to review all applications associated with the Project. The review team shall be coordinated by a manager who shall serve as the designated point of contact for the Project.

(h) Streamlined Permitting

The City will utilize its streamlined review process for land use, engineering, and building permit review that provides for consolidated and expeditious approvals and permit review for the Project at no additional charge. The City commits to completing its review of land use, engineering, and building plans, studies and associated application material within ninety (90) calendar days of submittal. Review time may be added by the City if application materials remain incomplete within two review cycles or if more than three civil engineering reviews are required. This timeframe shall not apply to the master plan process necessary for Subsequent Phases of the Project. Instead, the City shall endeavor to make a decision on any Developer proposed Master Plan subject to this Agreement within one hundred twenty (120) calendar days from the date the Master Plan application is deemed complete.

(i) Permit Fees

The City shall cap the valuation of the Project for the sole purposes of calculating building permit review and inspection fees pursuant to VMC 17.08.130(G), Table I as follows:

Phase 1 – Building construction and investment for the first phase of the Project is estimated to have a value of Fifty Million ($50,000,000.00) to Eighty Million Dollars ($80,000,000.00). The City shall cap the valuation at Ten Million Dollars ($10,000,000.00) for purposes of assessing fees under VMC 17.08.130(G).

Subsequent Phases – The City shall cap the valuation at Ten Million Dollars ($10,000,000.00) for purposes of assessing fees under VMC 17.08.130(G) in Subsequent Phases.

Therefore, the City shall cap the valuation at Ten Million Dollars ($10,000,000.00) for purposes of assessing fees under VMC 17.08.130(G) for each building permit application for the Project on HP Property and Annexed Property, and that cap will be applied separately to each permit during the term of this Agreement and any extensions thereof.

(j) Applicability of Section 8

As contemplated under Section 12 of this Agreement, Developer may come into ownership of the full 98 acres, or some portion, thereof. In the event that Developer does not purchase all of the HP Property, this Section 8 shall only apply to Developer's owned HP Property, subject to Permitted Transfers.

Section 9. Business License Surcharge Fees

(a) Business License Surcharge Fee

Upon application for building permits to construct Phase 1, business license surcharge fees assessed against Developer under chapter 5.04 VMC (as it may be amended) shall not exceed ninety dollars per full-time employee and shall not be assessed against more than seven hundred ninety-nine (799) full time employees. This Section 9(a) shall expire on December 31, 2024; provided, however, that Developer may, at its option, elect to terminate this provision prior to December 31, 2024. Upon termination of this Section 9(a), Developer shall be subject to then-existing business license surcharge fees.

(b) Anticipated Code Amendment

The City Council will hold a public hearing to consider an amendment to chapter 5.04 VMC regarding Business License Surcharge fees to consider a five-year waiver of the per employee annual business license surcharge fee for companies that relocate employees from outside the City boundary and employees already located within the City boundary under the following circumstances:

- A minimum of 700 employees earning no less than 125% of current median individual income, as set by the federal department of Housing and Urban Development for the Portland-Vancouver USA.
- For companies relocating employees located in the City to other locations within the City, the employees are relocated to an owner-occupied building or group of buildings comprising a minimum of 200,000 square feet in an Employment Center Plan District.

The City will hold a public hearing to consider an amendment to chapter 5.04 VMC regarding Business License Surcharge fees to consider an extension of the waiver of the per employee annual business license surcharge fee for companies eligible for the waiver that expand employment by 20% above the currently employed numbers in the City where 75% of the new employment offer no less than 125% of current median individual income, as set by the federal department of Housing and Urban Development for the Portland-Vancouver USA.

In the event that the City of Vancouver proposes the contemplated code amendment in a form acceptable to both Parties, then the Parties may mutually agree to modify certain provisions of this Section 9. Nothing in this Section 9 shall be construed to obligate the City to adopt a code amendment.

(c) Verification and Employment Decline

During the term of the incentive, the Developer shall provide the City with a sworn statement verifying that the number of employees and salary meets or exceeds the applicable thresholds for the waiver in substantial compliance with the form attached hereto as Exhibit 11. The City, or its designee, may, no more than once per year, request information to verify applicable thresholds have been met. In the event that the code amendment contemplated above is enacted and the parties mutually agree to modify this Agreement, if employment or salary declines below the thresholds specified in the applicable code provision, the Developer shall reimburse the City for the relevant reduction and/or waived business license surcharge fees during the period of noncompliance with the thresholds.

Section 10. Vested Rights

The Development Standards of the VMC, inclusive of all provisions referenced in Section 4(d) of this Agreement that are in effect on the date of this Agreement shall apply to the Project, except as otherwise provided in this Agreement and as follows:

Public Health and Safety

The City reserves the authority to modify one or more of the standards or requirements of development for the HP Property during the term of the Agreement, after notice, a public hearing, and adoption of findings and conclusions, to the extent required to avoid a serious threat to public health or safety, as provided in RCW 36.70B.170.

State and Federal Law

This Agreement does not relieve Developer of any obligations to comply with state or federal laws or regulations of any kind, including, but not limited to, those related to endangered species or stormwater. The Project shall not be vested against the application of development standards imposed by virtue of federal or state preemption of the City's regulatory authority.

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State and International Building Codes

The International Building Code and International Fire Code in effect in the State of Washington on the date of filing a complete application for a building permit shall apply to all new development of the HP Property, unless mutually agreed to between the Parties.

Charges and Fees

This Agreement does not vest Developer to plan review fees, system development charges, or impact fees, except as otherwise provided in this Agreement.

Any amendments or additions made during the term of this Agreement to zoning or development regulations, transportation concurrency regulations, SEPA regulations and substantive SEPA policies or other laws, ordinances, comprehensive plan policies or other policies governing land development which may be applicable to the Project shall not apply to or affect the conditions of the Project, except as otherwise provided in this Agreement. Developer may request to be bound by future amendments to the VMC. This vesting provision shall be applicable, without limitation, to all land use applications, permits, uses and development of the Project that occur on the HP Property within the term of this Agreement. This vesting shall continue beyond the term of this Agreement as to any implementing land use application in process or granted by the City during the term of this Agreement, for the normal term of approval of any such application, permit, or approval.

Section 11. Authority

Developer represents and warrants to the City that it has ownership or control of the HP Property as that term is used in RCW 36.70B.170 and that its signatory has the authority to enter into this Agreement and bind the HP Property thereto. The City represents that its signatory has full power and authority to execute and deliver this Agreement on behalf of the City. Each Party will defend, indemnify, and hold harmless the other Party and signatory from any claim that he or she was not fully authorized to execute this Agreement on behalf of the person or entity for who he or she signed.

Section 12. Applicability of the Agreement, Binding on Successors, and Recording

This Agreement shall be effective and binding upon proper execution and delivery by the City and Developer. As contemplated under the recitals, Section 1, and Section 12 of this Agreement, Developer may come into ownership of the full 98 acres, or some portion, thereof. In the event that Developer does not purchase all of the HP Property, this Agreement shall only apply to Developer's owned HP Property, subject to Permitted Transfers. This Agreement shall run with the land and be binding upon and inure to the benefit of the successors, successors in title and assigns of Developer and upon the City as to all of the HP Property (or any portion thereof) that Developer acquires, and will be binding and enforceable against each Party in accordance with the terms herein. This Agreement shall be recorded with the Clark County

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Auditor against the HP Property. Developer may sell or otherwise lawfully dispose of all or any portion of the Developer acquired HP Property to another person, corporation, partnership, or other entity who shall be bound by and benefitted by the requirements and terms of this Agreement, except as set forth in Section 5 of this Agreement.

Section 13. Further Discretionary Actions

Nothing in this Agreement shall be construed to limit the authority of the City to process development applications for the HP Property, including one or more building permits, under the processes established by the City; provided, however those processes shall not impose any conditions inconsistent with the provisions of the Agreement.

Section 14. Interpretation; Severability

(a) Interpretation

The Parties intend this Agreement to be interpreted to the full extent authorized by law as an exercise of the City's authority to enter into such agreements, and this Agreement shall be construed to reserve to the City only that police power authority which is prohibited by law from being subject to a mutual agreement with consideration.

(b) Severability

If any provision of this Agreement is determined by a court of law to be unenforceable or invalid, then the remainder of the Agreement shall remain in full force and effect. Further, as to those provisions held by a court of law to be unenforceable, the Parties shall confer and agree to amend the Agreement to implement the mutual intent of the Parties to the maximum extent allowed by law.

Section 15. Waiver

Failure by either Party at any time to require performance by the other Party of any of the provisions hereof shall in no way affect the Parties' right hereunder to enforce the same, nor shall any waiver by the Party of the breach hereof be held to be a waiver of any succeeding breach or a waiver of this nonwaiver clause.

Section 16. Amendment

This Agreement shall not be amended without the express written approval of the City and Developer (or its successors, successors in title and assigns with respect to the HP Property in which they have an interest). The Vancouver City Council must approve, in its sole discretion, all amendments to this Agreement by ordinance or resolution. The City agrees to present to the City Council any Developer requested amendment within ninety (90) days of such request, unless the Parties mutually agree otherwise.

Section 17. Headings

The headings in this Agreement are inserted for reference only and shall not be construed to expand, limit, or otherwise modify the terms and conditions of this Agreement.

Section 18. Governing Law and Venue

This Agreement shall be construed with, and governed by, the laws of the State of Washington. The Parties agree to venue in the Superior Court for Clark County, State of Washington, to resolve any disputes that may arise under this Agreement.

Section 19. Attorneys' Fees

Should it be necessary for any Party to this Agreement to initiate a legal proceeding against the other Party to adjudicate any issues arising hereunder, the Party that substantially prevails shall be entitled to recover from the other Party such sum as the court or arbitrator may adjudge reasonable attorneys' fees, costs, expenses, and disbursements (including the fees and expenses of expert and fact witnesses) reasonably incurred or made by the substantially prevailing Party in preparation to participate in mediation or arbitration, to bring suit, during suit, on appeal, on petition for review, and in enforcing any judgment or award, from the other Party or Parties.

Section 20. Default

In the event either Party fails to perform the terms and provisions of this Agreement, which failure continues uncured for a period of sixty (60) days following written notice from the other Party (unless the Parties have mutually agreed in writing to extend this period) shall constitute a default under this Agreement. Any notice of default shall specify the nature of the alleged default and, where appropriate, the manner in which the alleged default may be satisfactorily cured. If the nature of the alleged default is such that it cannot be reasonably cured within the sixty (60) day period, then the commencement of actions to cure the alleged default within the sixty (60) day period and diligent prosecution of such actions necessary to complete the cure of the alleged default, shall be deemed to be a cure within the sixty (60) day period. Upon a default that is not cured as provided above, the non-defaulting Party may institute legal proceedings to enforce the terms of this Agreement or terminate this Agreement. If the default is cured, then no default exists, and the noticing Party shall take no further action. In recognition of the possible assignment and sale of portions of the HP Property (see Section 12) any claimed default shall relate as specifically as possible to the portion of the HP Property involved and any remedy against any party shall be limited to the extent possible to the owners of such portion of the HP Property with remedies that do not adversely affect the rights, duties or obligations of any other non-defaulting owner of portions of the Property not in default under this Agreement.

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Section 21. Cooperation

The City and Developer shall take such action (including, but not limited to, the execution, acknowledgement and delivery of documents) as may reasonably be requested by the other party for the implementation or continuing performance of this Agreement. In the event of any administrative, legal, or equitable action or proceeding instituted by any person or party to this Agreement challenging the validity of any provision of this Agreement, or any subsequent action taken consistent with this Agreement, the parties shall cooperate in defending such action or proceeding to settlement or final judgment, including all appeals. The City and Developer shall select its own legal counsel and retain such counsel at its own expense.

Section 22. No Third-Party Beneficiaries

This Agreement is made and entered into for the sole protection and benefit of the Parties hereto and their successors and assigns. No other person shall have any right of action based upon any provision of this Agreement.

Section 23. Notice

All communications, notices, and demands of any kind under this Agreement shall be in writing and delivered by (a) a nationally recognized overnight courier, or (b) deposited in the U.S. mail, certified mail postage prepaid, return receipt requested, and as follows:

To the City:	City of Vancouver, City Attorney Attn: Jonathan Young 415 SW 6th Street Vancouver, WA 98660
To the Developer:	JLL 260 Forbes Avenue, Suite 1300 Pittsburgh, PA 15222 Attn: Lease Administration – HP Inc.
With a copy to:	HP Inc. 1501 Page Mill Road Palo Alto, CA 94304 Attn: Global Functions Legal Jennifer Bragar Tomasi Salyer Martin 121 SW Morrison St, Suite 1850 Portland, OR 97204

Section 24. Construction

This Agreement is the product of negotiation and drafting by both Parties and their legal counsel, and it shall be deemed to have been drafted by no Party individually but as a joint effort of the Parties. The Parties intend this Agreement to be interpreted to the full extent authorized by law. To the extent of any conflict with any City regulations which may otherwise govern the HP Property, the terms and conditions of this Agreement shall prevail.

Section 25. Entire Agreement

This Agreement consists of the Resolution approving the Agreement, the Agreement, Exhibits 1-11. This Agreement constitutes the final and complete expression of the Parties on all subjects relating to the terms herein. This Agreement supersedes and replaces all prior agreements, discussions and representations on all subjects discussed herein, without limitation, except as set forth in Section 4(f). No Party is entering into this Agreement in reliance on any oral or written promises, inducements, representations, understandings, interpretations or agreements other than those contained in this Agreement and the exhibits hereto.

Section 26. Vancouver Municipal Code Provisions and Standards

The City shall maintain a binder with a printed copy of all Development Standards governing development of the Project as set forth in this Agreement, including but, not limited to, the Subarea Plan, the City of Vancouver Stormwater Management Standards, City of Vancouver Water Design and Construction Requirements, and City of Vancouver General Requirements and Details for the Design and Construction of Public Sanitary Sewers, to be signed by each Party.

Dated this 16th day of December, 2019

CITY OF VANCOUVER, a municipal corporation

By: _____
Eric J. Holmes, City Manager

HP, INC., a Delaware corporation

By: _____
HEAD OF RE STRATEGY, HP

Attest

_____
Natasha Ramras, Chief Financial Officer
City of Vancouver

Approved as to form

Jonathan Young, City Attorney

STATE OF WASHINGTON)
) ss.
County of Clark)

I certify that I know or have satisfactory evidence that Eric J. Holmes is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument, on oath stated that (he/she) was authorized to execute the instrument and acknowledged it as the City Manager of the City of Vancouver to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

GIVEN under my hand and official seal on 12-16-19, 2019.

JENNIFER JILL BROWN
Commission Expires 01-23-2023
NOTARY PUBLIC
License Number 6277
STATE OF WASHINGTON

Notary Public for Washington

[notary continues on the next page]

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Santa Clara

On Dec 18, 2019 before me, Phuong Nguyen Kane
(insert name and title of the officer)

personally appeared Keith Tabacek,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

PHUONG NGUYEN KANE
Notary Public – California
Santa Clara County
Commission # 2230767
My Comm. Expires Feb 9, 2022

Signature Phuong Nguyen Kane (Seal)

EXHIBIT 1

LEGAL DESCRIPTION OF PROPERTY

PARCEL I:
THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE WILLAMETTE MERIDIAN IN CLARK COUNTY, WASHINGTON.

PARCEL II:
THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE WILLAMETTE MERIDIAN, CLARK COUNTY, WASHINGTON.

PARCEL III:
A NON-EXCLUSIVE EASEMENT FOR INGRESS AND EGRESS AND UTILITIES, INCLUDING BUT NOT LIMITED TO THE RIGHT TO CONSTRUCT AND MAINTAIN A PRIVATE ROAD FOR HEAVY HAULING OF AGGREGATE AND EQUIPMENT UNDER, OVER AND ACROSS THE EAST 60 FEET OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE WILLAMETTE MERIDIAN, AS SET FORTH IN THE AMENDED AND RESTATED EASEMENT AGREEMENT RECORDED MARCH 19, 2009 AS RECORDING NO. 4541545.

PARCEL IV:
THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE WILLAMETTE MERIDIAN, CITY OF VANCOUVER, CLARK COUNTY, WASHINGTON.

EXCEPT ANY PORTION LYING WITHIN SOUTHEAST FIRST STREET.

ALSO EXCEPT THAT REAL PROPERTY SITUATED IN THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE WILLAMETTE MERIDIAN, CITY OF VANCOUVER, CLARK COUNTY, WASHINGTON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 30; THENCE NORTH 01°36'19" EAST ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER A DISTANCE OF 455.55 FEET; THENCE SOUTH 27°07'48" EAST A DISTANCE OF 147.46 FEET; THENCE SOUTH 88°12'07" EAST A DISTANCE OF 177.17 FEET; THENCE SOUTH 43°23'44" EAST A DISTANCE OF 34.77 FEET; THENCE SOUTH 01°45'27" WEST A DISTANCE OF 296.45 FEET TO THE SOUTH LINE OF SAID

SOUTHEAST QUARTER OF SECTION 30; THENCE NORTH 89°22'11" WEST ALONG SAID SOUTH LINE A DISTANCE OF 271.90 FEET TO THE POINT OF BEGINNING.

EXCEPT ANY PORTION LYING WITHIN THE PUBLIC RIGHT-OF-WAY.

CONTAINING 7.719 ACRES, MORE OR LESS.

EXHIBIT 2

LEGAL DESCRIPTION OF ADDITIONAL PROPERTY

REAL PROPERTY SITUATED IN THE CITY OF VANCOUVER, CLARK COUNTY, WASHINGTON, BEING THE WEST HALF OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 30, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE WILLAMETTE MERIDIAN.

TOGETHER WITH:

REAL PROPERTY SITUATED IN THE CITY OF VANCOUVER, CLARK COUNTY, WASHINGTON, BEING DESCRIBED AS THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 30, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE WILLAMETTE MERIDIAN.

EXCEPTING THEREFROM:

BEGINNING ATTHE SOUTHEAST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 30; THENCE NORTH 01° 37' 33" EAST ALONG THE EAST LINE OF SAID NORTHWEST QUARTER A DISTANCE OF 97.35 FEET; THENCE SOUTH 79° 30' 36" WEST TO A POINT ON THE SOUTH LINE OF SAID NORTHWEST QUARTER A DISTANCE OF 477.79 FEET; FROM WHICH POINT THE SOUTHEAST CORNER OF SAID NORTHWEST QUARTER BEARS SOUTH 88° 44' 01" EAST A DISTANCE OF 467.16 FEET; THENCE SOUTH 88° 44' 01" EAST A DISTANCE OF 467.16 FEET TO THE POINT OF BEGINNING.

CONTAINING 29.548 ACRES, MORE OR LESS.

SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.

EXHIBIT 3

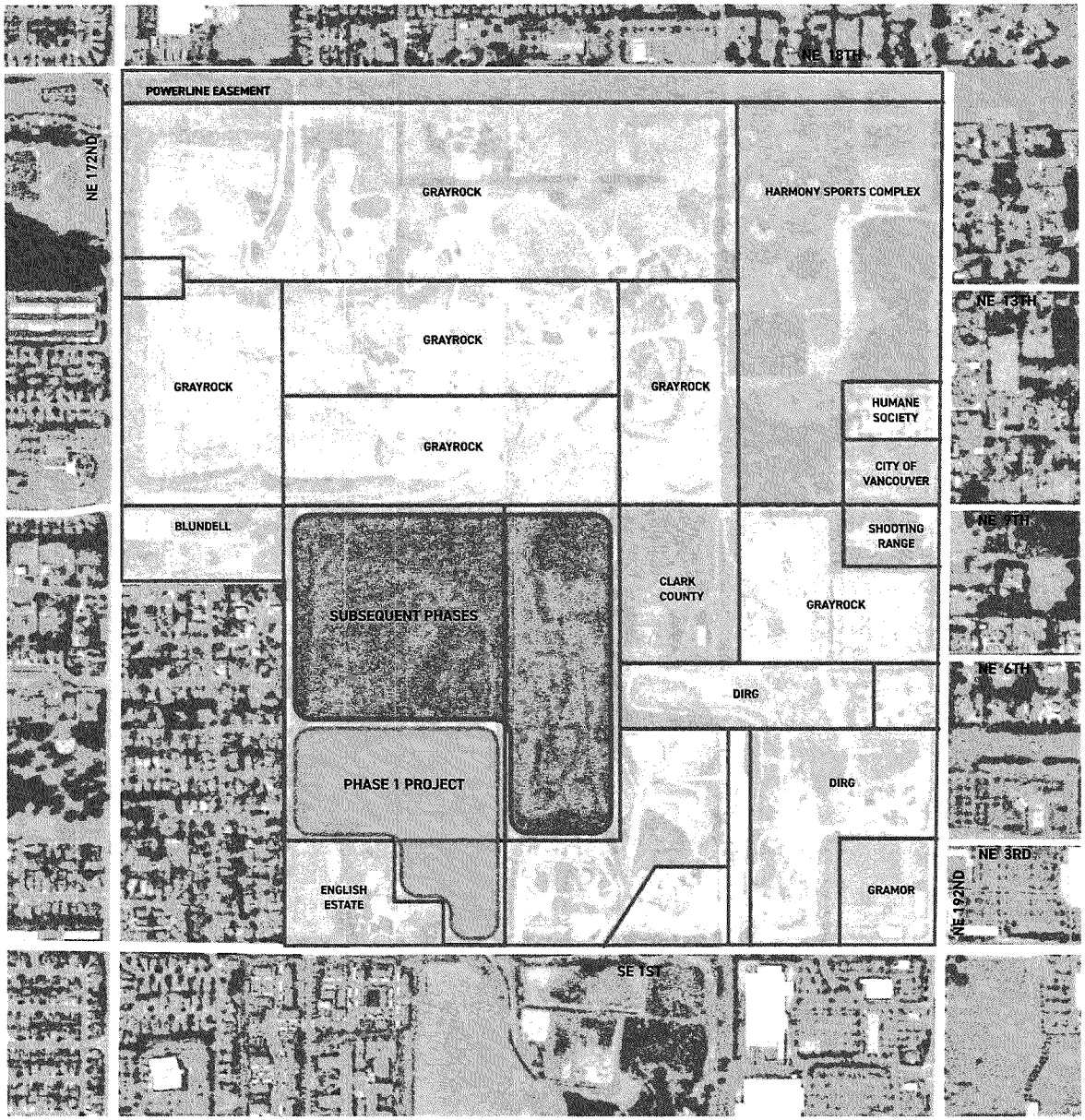


Exhibit 3
Page 1 of 1

CONCEPTUAL PROJECT DIAGRAM

OCTOBER 23, 2019

ZGF

EXHBIT 4

Vancouver Municipal Code:

Applicability to the Multi-Tenant Building aspect of Developer's Project

The City intends to apply the following Vancouver Municipal Code standards to the Project on the HP Property that includes reclamation activity for existing mining operations approved by the Washington State Department of Natural Resources, and accommodates a national, multi-building development of up to 1,500,000 gross square feet of building space, with office, research and development, industrial services, manufacturing and production, light industrial uses, as well as the potential for occupant-supported small scale retail, restaurant, accessory uses, and related parking and associated onsite improvements, and any associated Phase 1 review, Master Plan review, and/or future phase site plan reviews associated with this aspect of Developer's Project. As set forth in the Recitals of the HP Development Agreement, the Subarea Plan was adopted more than 15 years ago when the City anticipated development to occur on a parcel-by-parcel basis instead of a coordinated effort led by Developer's catalyzing Project, involving a significant portion of Section 30's privately owned land. The Subarea Plan anticipates some flexibility in its application and is referred to as a framework that envisioned joint effort for development between the City and property owners and between the Developer and its neighbors. Developer, through this Development Agreement signifies its willingness to join this endeavor to turn the framework into a reality and transform Section 30 into the neighborhood envisioned in the plan. Given this context, the City considers the Developer's proposal as an unique catalyst that deserves the City's attention and direction in advance of land use application review for Phase 1 and master planning for Subsequent Phases to allow achievement of the vision set forth in the Subarea Plan. To the extent that it is determined that code amendments are required to support the below application of the code, the City agrees to pursue such amendments; however, the City shall not be obligated to approve any such code amendment.

Capitalized terms have the same meaning as set forth in the HP Development Agreement unless otherwise specified in this exhibit.

VMC 20.440.030, Table 20.440.030-1:

> City application to Developer: All ECX uses listed in VMC Table 20.440.030-1 as permitted, limited, or conditional uses shall be allowed on the HP Property except as set forth in Section (4)(a) of the HP Development Agreement prohibiting specific uses on the HP Property.

VMC 20.690.040(D):

> ***VMC 20.690.040 Development Standards***

Development within the Plan District shall be subject to the development standards contained in VMC 20.440.040 and 20.440.050 except as modified herein. Urban Neighborhood Overlay development is subject to the development standards contained in VMC 20.690.070, Section 30 Urban Neighborhood Overlay.

***

D. Building Setbacks.

1. Any development adjacent to the Principal Arterial streets bordering the Section 30 Plan District shall provide a 20 foot minimum landscaped setback from the back of sidewalk.

2. All other street setbacks shall be a landscaped 10 foot maximum from the back of sidewalk. An exception for up to a 20 foot maximum setback shall be allowed for proposed green street features, publicly accessible plazas, or due to topographic constraints.

3. New Heavy Industrial uses allowed by recorded Development Agreements shall provide a minimum 10 foot landscaped side and rear set back. Landscape shall include shrubs to form a six foot high buffer screen 95% opaque year-round.

4. All landscaped setbacks shall at a minimum meet the Section 30 Landscape Design Guidelines.

City application to Developer: Developer may submit a landscape plan under VMC 20.925.110 that at a minimum meets the OCI standards, unless the foregoing standards under VMC 20.690.040(D)(1)-(4) apply stricter standards for Phase 1.

Subsequent Phases of Developer's Project subject to the HP Development Agreement shall be subject to the Master Plan landscape plan requirement under VMC 20.690.050.

Developer's Phase 1 and the Master Plan will involve a mix of interface with public right of way, private streets, and local streets. VMC 20.690.040(D)(2) provides maximum setbacks for landscaped setbacks on streets, other than collector arterials, of 10 feet from the back of the sidewalk, with an exception allowed up to 20 feet. The City interprets this provision to apply to Developer's Project as a 10 foot minimum landscaped setback from the back of the sidewalk with the option to exceed the minimum to ensure architecturally sound design of landscaped setbacks taking into account factors including, but not limited to, pedestrian interface, vehicular circulation, and building design. Further, back of sidewalk shall also refer to any back of a public recreational trail that may be co-located on public rights of way, private streets, or local streets.

VMC 20.690.040(E):

VMC 20.690.040(E)

Parking spaces provided for individual uses shall be no less than 80 percent of the minimum required indicated in Table 20.945.070-2, and no more than 115 percent to the amount provided in Table 20.945.070-2. The planning official may approve parking beyond the maximum or a parking reduction from the required minimum based on a parking study that justifies the change. Structural parking is permitted subject to the design standards contained in VMC 20.945.060. Structural parking shall count toward the minimum but not the maximum number of parking stalls.

City application to Developer: The parking space description in Table 20.945.070-2 lists the minimum number of parking spaces associated with a particular use. The City may interpret VMC 20.690.040(E) to suggest that a maximum parking space limit applies to Section 30 development, subject to exceeding the maximum if a parking study is submitted. As stated above and throughout the HP Development Agreement, the Subarea Plan and implementing code did not envision a catalyzing development such as Developer's Project that incorporates a mix of uses on the scale of nearly 100 acres. In order to allow flexible, successful, and efficient development of nearly 100 acres within Section 30, the City will apply the foregoing provision to allow development of the HP Property with parking on the following terms and determines that these parking ratios and the concomitant requirement for a parking study in the course of development is consistent with this code provision because a parking study completed prior to development would have no context in terms of the performance of parking to serve Phase 1 of the Project.

Parking spaces shall be provided for in the following ratios:

Office uses	2.5 to 5 spaces per 1000 square feet
Research and Development uses	1.25 to 3 spaces per 1000 square feet
Light industrial uses	1.25 to 3 spaces per 1000 square feet
Occupant-supported retail, restaurant, and accessory uses	1 space per 250 square feet

Reference to occupant-supported retail, restaurant, and accessory uses is for parking for such uses that are primarily meant to be open to HP employees. Other such uses that are incidental to an office building will meet the parking ratios for Office uses listed above.

Consistent with the Design Guidelines of Section 30 and to ensure that parking is sufficient, readily accessible, and safe, Developer will conduct a parking study after Phase 1, as part of master planning. The parking study could provide different use scenarios for the different buildings and how parking will be brought into compliance

with the code as the Project develops. The overall parking plan could be conceptual with the understanding that it could change as the Project develops. In Subsequent Phases, Developer may modify the foregoing standard subject to review and approval by the City.

VMC 20.690.040(G):

VMC 20.690.040(G)

G. Roadways and Access.

1. Collector arterial roadway alignment shall be consistent with the conceptual roadway alignments shown in the Section 30 Employment Center Plan document.

2. Connections to streets that border Section 30 Plan District shall be substantially as shown in the Section 30 Employment Center Plan document.

3. All collector arterial to collector arterial intersections internal to the Plan District (excludes the four surrounding arterials) shall be roundabout intersections. Use of roundabouts for local roadway connections is also encouraged to promote system efficiency and create a unique identity.

4. Traffic calming and context sensitive design shall be incorporated into the design of all internal roadways.

5. The maximum block face length within the Plan District shall be 600 feet generally, and 300 feet in the Urban Neighborhood Overlay areas.

6. All new streets and street improvements shall meet the intent of the Section 30 Design Guidelines.

City application to Developer: The provisions of VMC 20.690.040(G)(2), (3), (5) and (6) will be applied consistent with the City's interpretation of the Subarea Plan in Exhibit 5 to the HP Development Agreement. In addition, given the scale of the Project area, the City agrees that Developer may seek approval for maximum block face length of "600 feet generally" to allow for some maximum block lengths of up to 700 feet as consistent with the use of "generally" in the code. Developer's Phase 1 does not currently intend to exceed a 600 foot block length. Therefore, any potential block lengths exceeding 600 feet will be reviewed as part of the master plan.

VMC 20.960.070(K):

VMC 20.960.070(K)

K. Industrial complex signs (free-standing signs).

1. Allowable Area: 1.5 square foot per face per lineal foot of industrial complex frontage up to a maximum of 250 square feet per face. Provided that an industrial complex with less than thirty-two (32) lineal feet of frontage shall be allowed a maximum thirty-two (32) square foot sign per face.

2. Number of Signs: 1 per complex frontage.

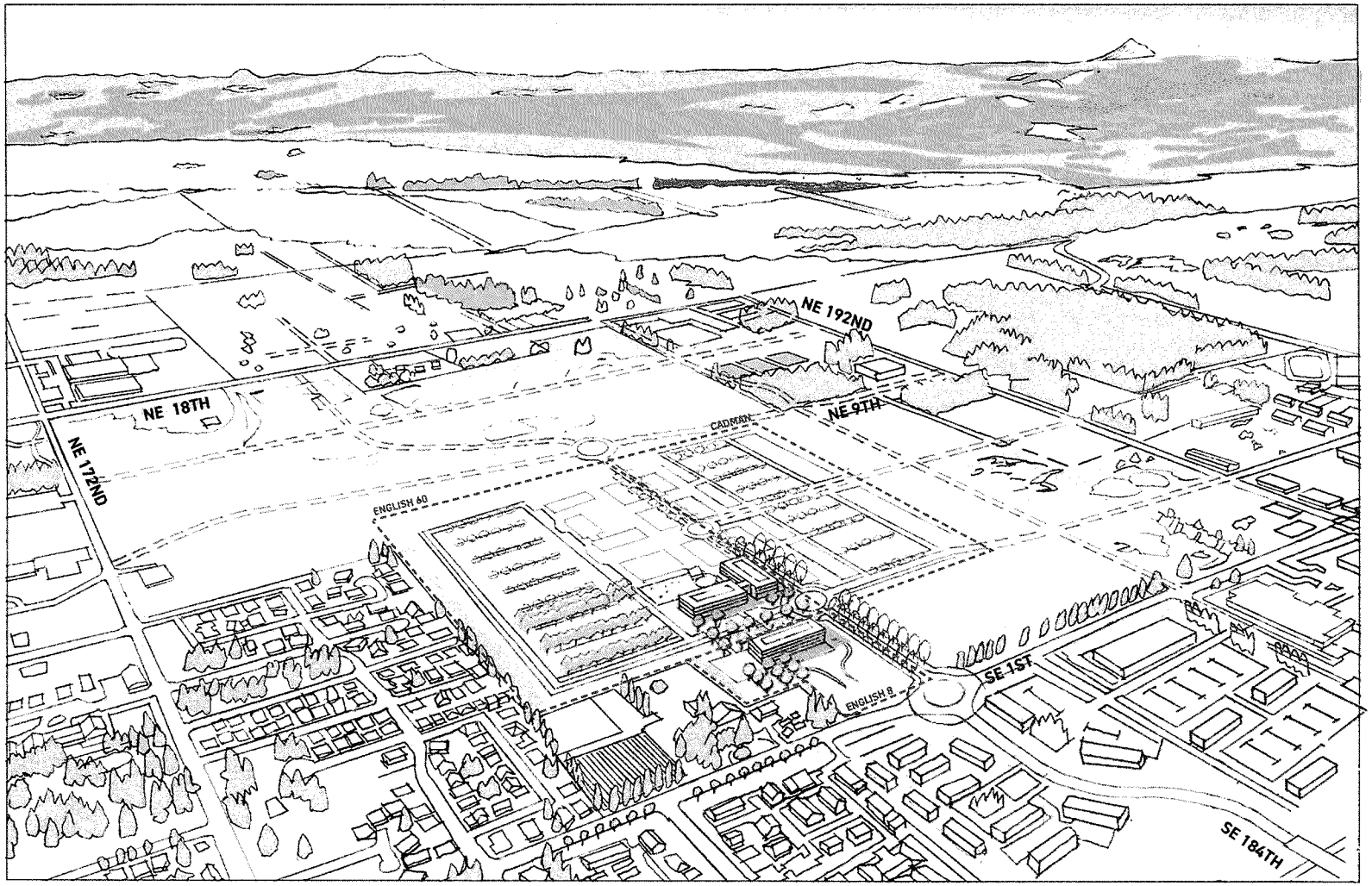
3. Height of Sign: Maximum 25 feet.

City application to Developer: The City's sign code does not address a situation such as a Developer's multi-building type development. As stated above and throughout the HP Development Agreement, the Subarea Plan, and implementing code did not envision a catalyzing development such as Developer's Project that incorporates a mix of uses on this scale. Further, the City's code does not define the term "industrial complex." Therefore, the City concludes that Developer may apply for signs allowed for an industrial complex under this provision for those signs that serve a particular building in a multi-building type environment. Thus, as applied to Phase 1, Developer may seek approval to install an industrial complex sign for each individual building constructed as part of Phase 1 and such sign installation could be consistent with the intent of the sign code and the Subarea Plan.

Consistent with chapter 20.960 VMC, all other signs not visible from a public right-of-way are exempt from review. VMC 20.960.070 does not have a sign type that refers to public recreational trails. The City views all recreational trail signs that may be located on HP Property as part of the master planning may be considered outside the sign types identified under VMC 20.960.070 and may be exempt from any sign maximum.

The City will allow Developer to establish a Project-wide sign program for signs visible from the public right-of-way as part of the master planning process.

EXHIBIT 5



Infrastructure locations are preliminary. Final locations will be determined through the master planning process

Exhibit 5
Page 1 of 1 **CONCEPTUAL PROJECT LAYOUT**

OCTOBER 23, 2019

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EXHIBIT 6

SUBAREA PLAN POLICIES

HP Section 30 Urban Employment Center Subarea Plan:

Applicability to the Multi-Tenant Building aspect of Developer's Project

The Subarea Plan (dated October 5, 2009) contains a combination of aspirational and mandatory policies. The City intends to apply the following Subarea Plan policies to the Project on the HP Property that includes reclamation activity for existing mining operations approved by the Washington State Department of Natural Resources and accommodates a national, multi-building development of up to 1,500,000 gross square feet of building space, with office, research and development, industrial services, manufacturing and production, light industrial uses, and reclamation activity for existing mining operations approved by the Washington State Department of Natural Resources, as well as the potential for occupant-supported small scale retail, restaurant, accessory uses, and related parking and associated onsite improvements, and any associated Phase 1 review, Master Plan review, and/or future phase site plan reviews associated with Developer's Project. As set forth in the Recitals of the GF Development Agreement, the Subarea Plan was adopted more than 15 years ago when the City anticipated development to occur on a parcel-by-parcel basis instead of a coordinated effort led by Developer's catalyzing Project, involving a significant portion of Section 30's privately owned land. The Subarea Plan anticipates some flexibility in its application and is referred to as a framework that envisioned joint effort for development between the City and property owners and between a Developer and its neighbors. Developer, through this Development Agreement signifies its willingness to join this endeavor to turn the framework into a reality and transform Section 30 into the neighborhood envisioned in the plan. Given this context, the City considers the Developer's proposal as a catalyst that deserves the City's attention and direction in advance of land use application review for Phase 1 and master planning for Subsequent Phases to allow achievement of the vision set forth in the Subarea Plan. To the extent that it is determined that Subarea Plan amendments are required to support the below application of the plan, the City agrees to pursue such amendments; however, the City shall not be obligated to approve any such code amendment.

Capitalized terms have the same meaning as set forth in the HP Development Agreement unless otherwise specified in this exhibit.

Intersection Spacing (p. 43)

TR-7 – Collector streets within Section 30 shall be spaced about 800 ft. apart with connections as generally depicted on the concept map. These are flexible corridors, so long as spaced to provide adequate collector level street access and sufficient capacity to all portions of Section 30 is provided.

TR-9 – To simultaneously promote continuous, smooth traffic flow, and slower travel speeds that promote safety for cars, trucks, pedestrians, and bikes; to conserve buildable land through

efficient use of public rights-of-way; to promote lower energy use through eliminating traffic lights and minimizing vehicle idling time; the Section 30 internal collector arterial intersections shall be single lane urban roundabouts with 100 to 130 foot inscribed circle diameter to accommodate all vehicle types that will access the site.

Access to Streets by Motorized Vehicles (p. 44)

TR-21 – Direct access to arterial streets, when allowed, should meet minimum intersection spacing requirements.

> City application to Developer: The City may apply TR-7, TR-9, and TR-21 to Developer to allow variation from the requirements as long as Developer provides 200 foot minimum separation between intersections of local collector streets as long as the design meets the intent of the policies. If this condition is met, the City may allow the possibility of restricted turn movements (e.g. right-in/right out). The roundabout design requirement under TR-9 is achieved if the design of the roundabout is similar to the design of the roundabout at the intersection of 1st Street/184th Avenue. The City further recognizes that should Developer vary in these ways, the development could comply with the intent of these provisions because these traffic control measures would achieve the goals set forth in the Subarea Plan. The Developer has the option to improve streets in a different configuration based on measured traffic flow subject to City review and approval. In addition, the Developer may seek approval to incorporate same-side ingress/egress for Developer's research and development buildings at the northern most boundaries of the HP Property for truck deliveries and low density (by head count) facility parking. The parties mutually acknowledge that in addition to the planned roundabouts along 184th, additional access to 184th between 1st Street and 9th Street will be necessary to provide adequate access to the Project. Upon review of Exhibit 5 to the HP Development Agreement, the City agrees that Developer may be permitted to include "right-in, right-out only" access to 184th between roundabouts where necessary for the Developer to construct safe and efficient circulation and necessary emergency access to future buildings and parking areas contemplated as part of the anticipated Master Plan for the Project. However, this permission for "right-in, right-out only" access shall not be construed as any exemption to the City's Street and Development standards (chapter 11.80 VMC). Further, the City will review in good faith any standards modification requests (*i.e.* road modification requests) under VMC 11.80.160 that are deemed necessary to achieve sufficient access to 184th to effectively implement the master plan vision for the Project. Parties with responsibility to construct certain streets and roundabouts will be identified during the master plan process. Developer has the option, but not the obligation, to provide that access to arterial streets meet minimum intersection spacing requirements, and such proposals shall be reviewed by the City in the master planning process.

Pedestrian Facilities (p. 43)

TR – 10 All trails and sidewalks shall be consistent with the connectivity and grade policies of the Plan.

TR – 11 To encourage pedestrian connectivity, development standards should describe allowed maximum slopes for trails or sidewalks constructed outside of the street development.

TR – 12 Sidewalks shall be developed consistent with typical street cross sections for collector and local access streets at a minimum. Wider sidewalks and additional landscaping are encouraged.

TR – 13 Mid-block and other safe pedestrian crossings shall be developed to provide very high pedestrian level of service, especially in mixed use urban neighborhoods.

TR – 14 Where possible and desirable, sidewalks and trails should be constructed of pervious surface, and be integrated into the storm water control plan.

Trail Linkages (p. 53)

OS – 14 Remaining side slopes, especially the western perimeter slopes created from past mining activities, should be considered as a combined green open space, stormwater infiltration, and perimeter trail system.

> City application to Developer: To the extent that the policies above contain mandatory language, the Development Agreement's Section 8 shall govern how those policies are treated for purposes of the public recreational trail associated with the HP Property. To the extent that Developer's western slopes are required for design and material purposes for Developer's Project, Developer retains sole discretion to make use of its western slopes in the design of Phase 1, the Master Plan, and Subsequent Phases of its Project as set forth in HP's Development Agreement. The City agrees that the cross sections for collector arterials, attached as Exhibit 10 to the HP Development Agreement, are consistent with typical cross sections for collector, private roads, and local access streets. Pedestrian crossings will be proposed during master planning based on the position of various structures and proposed uses, with the intent that crosswalks will be installed at roundabouts, and if necessary to serve connectivity, mid-block pedestrian crossings may be considered.

Parking – Motorized Vehicle (p. 44)

TR – 16 Off street parking should be located behind or to the side of structures in all districts with the exception of "tech flex" development, which may locate parking for customers only between the street and building front.

> City application to Developer: The intent of this policy is to prohibit parking in the area between a "building front" and a collector arterial so that parking is hidden from view from the vantage of a collector arterial. Developer's conceptual plan is consistent with this approach.

TR – 17 On street parking may be provided where appropriate and the parking spaces immediately adjoining a property shall be counted towards a development's overall parking requirement.

City application to Developer: On street parking is not planned for Developer's Phase 1. Developer shall continue to have the option to design for on street parking as part of the Master Plan and Subsequent Phases.

TR – 18 Joint use parking facilities are encouraged where peak parking lot use is different between adjoining users.

City interpretation and application to Developer: Developer is permitted, but not required, to provide joint use parking facilities.

TR – 19 Access between off street parking facilities without requiring street access to travel between lots is encouraged.

City application to Developer: Developer is permitted, but not required, to provide direct parking lot links. Developer is required to establish local streets for ingress and egress with parking areas for each building.

Access to Streets by Motorized Vehicles (p. 44)

TR – 22 Joint driveways accessing to two or more properties are encouraged.

City application to Developer: Developer is permitted, but not required, to provide driveways to two or more properties.

TR – 23 Minimize industrial truck traffic on residential areas, identify potential truck routes and identify streets to be posted for no through trucks through the master plan process.

City application to Developer: The City will allow Developer to identify truck routes as part of the Master Plan; and supports truck routes off of 172nd Avenue from 9th Street to 184th Avenue, and 1st Street to 184th Avenue. Today, most of Developer's truck deliveries use City-trucks; although other operations that may be located on the HP Property may require travel truck deliveries.

TR – 24 Within the Urban Neighborhood Center areas, alleys will provide automobile access for residential land uses. Dwelling units should front to all streets including arterial roadways to create an active, interesting, and welcoming environment for pedestrians.

City application to Developer: With no residential use planned at this time as part of the Project on the HP Property, the City concludes this policy is not applicable to this aspect of the Project.

Traffic Calming and Street Character (p. 45)

TR – 25 Street designs shall incorporate a full range of integrated urban traffic calming strategies to achieve safe, context sensitive roadways.

TR – 26 Street designs shall incorporate principles of context sensitive design to support active, attractive and healthy urban environments.

City application to Developer: These policies use mandatory language, but are conceptual in content. The City intends to apply these policies to require Developer to comply when practical and reasonable when considering traffic flow, safety, and design.

Transit Facilities (p. 45)

TR – 27 Vancouver Transportation Services, Vancouver Community Planning, CTRAN and property owners will continue to evaluate the need for a major transit hub to accommodate transit needs within Section 30 and evaluate potentials for transit systems such as bus rapid transit.

TR – 28 Master plans should include transit facilities (e.g. bus turnouts and shelters) where required by the City, and consistent with Section 30 roadway standard plans.

City application to Developer: The Developer is not required to locate a transit facility on land it owns. Developer is required to master plan to accommodate transit stops on or near arterial streets or local streets in its reasonable discretion and in coordination with public transportation providers.

General Utility (pp. 56 and 58)

PU – 1 Coordinated utility planning for the whole of Section 30 is essential to cost-efficient service provisions. Locate easements to consider future utilities' needs and be consistent with existing plans.

PU – 2 Include within sanitary sewer and water construction plans the design and construction of all facilities necessary for development of the site.

PU – 3 Coordinate pipe and pump station sizes to serve no less than the plan's land use build out assumptions.

PU – 4 Consider an efficient relationship between road and infrastructure line design and layout, and minimize utility line locations outside of existing or proposed rights-of-way.

PU – 5 Encourage and provide opportunities within rights-of-way for new energy systems piping or cabling needs.

PU – 6 Agreements between property owners that demonstrate how future public utilities will be extended beyond a proposed project are encouraged to be documented with the city.

City application to Developer: These policies are generally applicable to Developer subject to evaluation with Public Works. Further, during the master planning process the application of these policies will be considered in the context of planned uses, with reasonable growth for potentially higher density uses for those areas that remain unplanned. The City concludes fiber optic cables are part of "cabling needs" under PU-5, and Developer may install such cabling.

Sanitary Sewer (p. 58)

PU – 7 Provide a maximum of two public pump stations located at low points with gravity sewers extending outward to serve higher elevation areas. One main pump station is preferable.

PU – 8 Interim systems should not be allowed.

PU – 10 Design new sewer lines to allow for sequential development.

> City application to Developer: Developer and the City understand that one sanitary sewer pump station will be required to serve the Project and the City requires that the sanitary sewer pump station be addressed in the Master Plan for the HP Property. The City may consider Developer's submission of an interim sanitary sewer service solution for Phase 1 to direct link to SE 1st Street/CTC because Phase 1 will not create intensive wastewater needs and the location of the sanitary sewer pump station cannot be determined until the location of 184th Avenue and 9th Street are designed for Subsequent Phases. Developer's Type II review of Phase 1 buildings will require evidence of the interim solution and agreement from the neighboring property owner to allow the direct link. Once the Area 2 Pump Station is constructed, likely near 9th Street, Developer's Phase 1 buildings will disconnect from the interim solution and pump to the new pump station, as specified in HP's Development Agreement and at Developer's sole cost and expense to disconnect from the interim solution.

PU – 9 Development with more intensive industrial wastewater needs shall be responsible for any needed additional improvements including pre-treatment and added or larger sewer mains, and an added or larger pump station with a longer force main to a "to be determined" discharge location.

> City application to Developer: Developer represents that, at this time, it does not have industrial wastewater planned as part of Phase 1. The City shall review any proposed industrial wastewater improvements at the time of Master Plan review, or upon Developer's request for review pursuant to VMC 20.690.050(D) in effect on the date of HP's Development Agreement.

Water (p. 58)

PU – 11 Promote sustainability through water conservation and the use of water collection systems and existing wells.

> City application to Developer: Developer is permitted, in its sole discretion, but not required, to reuse greywater, use existing wells for non-potable purposes (although no wells are located on the HP Property), rainwater collection, or install green roofs. Developer shall make commercially reasonable efforts to design its Project for sustainable water conservation, thereby achieving this aspirational goal of the Subarea Plan.

PU – 12 Design new internal water line systems to maximize system looping.

PU – 13 Design new internal water lines to allow for sequential development.

City application to Developer: Developer may not be required to use internal water line systems to maximize system looping for Phase 1 if there is no looping to maximize. However, Developer will be required to maximize system looping and design for sequential development as part of the Master Plan.

PU – 14 Coordinate new water lines with existing 12-inch water mains, connecting gaps in the existing system around the boundary of Section 30 where necessary for adequate service. Provide at a minimum 12 inch water mains on the perimeter of Section 30 and at least one 10-inch or larger water main in an east/west direction in the approximate center of the planning area.

City application to Developer: The City shall review Developer's proposed water mains for Phase 1 during the Type II review to determine that new water mains will be installed to meet the need for future expansion of the Project and development of Section 30. All other water main size choices and plans to connect gaps in the existing system around the boundary of Section 30 shall be designed to provide adequate service as part of the master plan process, through collaboration with adjacent landowners within Section 30.

Stormwater (p. 59)

PU – 16 Section 30 stormwater shall be managed within Section 30 plan area.

PU – 17 Require where physically feasible, low impact development stormwater management techniques including, but not limited to, decentralized infiltration facilities, compost filters within landscaped excavated basins, and various forms of vegetation.

PU – 18 When necessary based on physical feasibility, allow stormwater management techniques that combine low impact development and regional facilities.

PU – 19 Restrict individual development stormwater facility design in impacting other properties from surface and ground water runoff, particularly those at lower elevations.

PU – 20 Provide a geotechnical report prior to the design and construction of stormwater facilities including, general soil characterization, infiltration rates, and groundwater elevation.

PU – 21 Promote street right-of-way design to include sufficient width to accommodate stormwater facilities and/or integrated stormwater facilities with trails, shared paths, or greenways.

PU – 22 Provide appropriate stormwater methods that consider separately the industrial use portion and the non-industrial use portion of a site.

PU - 23 An integrated approach to greenway, trail and stormwater plans is encouraged to allow for intermittent flooding during major storm events.

PU – 24 Use of public open space for accommodating the 100-year storm event may be allowed.

City application to Developer: The City intends to apply these standards to Developer, to the extent Developer needs to connect to a public stormwater system, provided that

surface and subsurface natural rock infiltration partially occurs on private property within Section 30 to control water quality. Only after treatment and infiltration on private property shall stormwater feed into public right of way and public stormwater system areas owned and maintained by the City.

Private Streets

The Subarea Plan states that specific roadway alignments are not prescribed in the plan. In addition, chapter 20.690 VMC does not prohibit private streets. Further, the City has reviewed VMC 11.80.040(C)(1)(e) to conclude that the specific Section 30 Subarea Plan governs street design in Section 30 and that the Section 30 Subarea Plan and Design Guidelines do not prohibit private streets to serve the Project. In addition, the City determines that approval of private streets internal to the multi-building proposal in Phase 1 and Subsequent Phases will allow for the potential future dedication to a public street system should the master planning process result in a request from Developer to layout the streets in a public manner. Further VMC 11.080.040(C)(2) allows private streets in industrial developments. To the extent that VMC 11.080.050(B) is inconsistent with either VMC 11.080.040(C)(2), the Subarea Plan or Section 30 Design Guidelines, the City intends to resolve the inconsistency in favor of the specific allowance of private streets under VMC 11.080.040(C)(2) based on the reasons set forth here.

EXHIBIT 7

KITTELSON & ASSOCIATES

851 SW 6th AVENUE, SUITE 600
PORTLAND, OR 97204
P 503.228.5230 F 503.273.8169

September 5, 2019 Project #: 23182

Matt Oyen
PacTrust
15350 SW Sequoia Parkway, Suite 300
Portland, OR 97224

RE: Section 30 Property Due-Diligence

Dear Matt,

Per your request, below is an updated summary of transportation considerations to help inform your due-diligence assessment.

TRIP GENERATION ESTIMATE

Per the *Trip Generation Manual, 10th Edition*[1] development of 700,000 square feet of office space is estimated to generate:

- 5,565 Daily Trips (assuming Corporate Headquarters trip rate or 7,006 Daily Trips using the General Office trip rate)
- 684 weekday AM peak hour trips (588 in, 96 out)
- 723 weekday PM peak hour trips (116 in, 607 out)

TRAFFIC IMPACT FEE ESTIMATE (TIF)

- The development site is located in the Cascade TIF District ($223 fee/daily trip currently)
- Current TIF estimate based on 700,000 square feet of Corporate Headquarters is $1,054,846 (by comparison, the general office rate is estimated at $1,327,987). The final TIF amount is subject to determination by the City at the time of building permit issuance (current rates may increase).

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[1] The City of Vancouver adopted use of the *Trip Generation Manual, 10th Edition* for trip estimation in 2019. Weekday AM and PM peak hour trip data for the Corporate Headquarters use cited in the *Trip Generation Manual, 10th Edition* is limited to one study and is therefore not applicable and General Office was assumed. The peak hour trip rate for General Office in the 10th Edition is less than the Corporate Headquarters trip rate in the 9th Edition. Daily trip rates for Corporate Headquarters cited in the *Trip Generation Manual, 10th Edition* are based on 8 studies and appear reasonable for use in estimating daily trips.

- The development site also subject to Mill Plain Boulevard TIF Overlay, estimated at $47,302 based on 700,000 square feet of Corporate Office Headquarters (by comparison, the General Office rate is estimated at $59,551). The Overlay fee is also subject to final determination by the City at the time of building permit issuance.

VESTED TRIPS

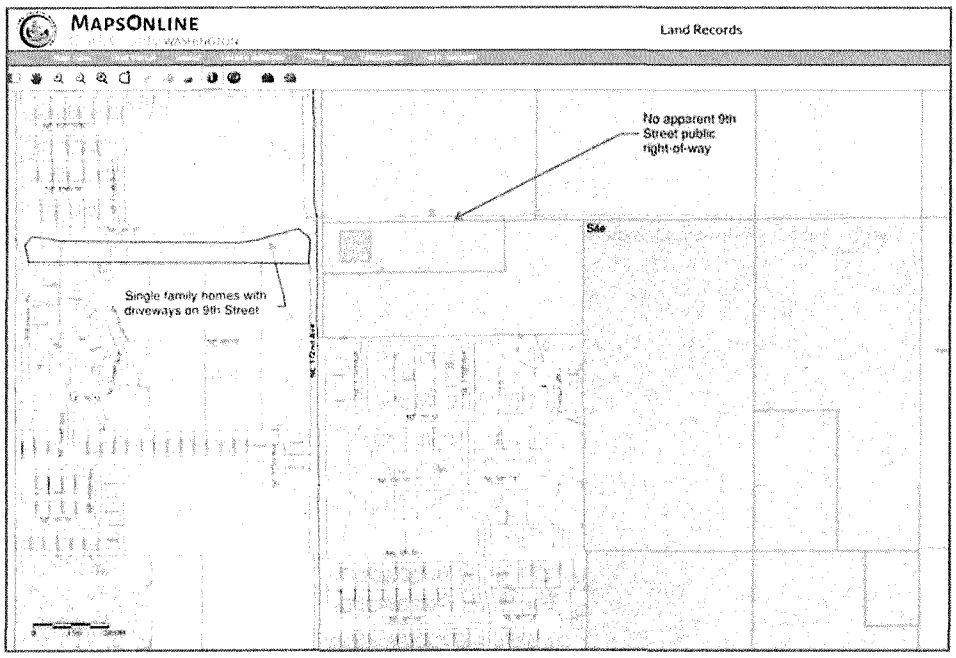
The former mining sites associated with some of the potential redevelopment area should have trip vesting for TIF purposes as well as concurrency review. Some studies of historic traffic volumes may be available from the respective property owners.

TRANSPORTATION NEEDS

The following infrastructure needs and considerations were identified based on review of studies in the area as well as dialogue with City of Vancouver staff. A formal traffic impact study and concurrency review will be required to obtain site development approvals and will provide a more detailed assessment.

- We assume SE 1st Street will be completed between SE 162nd Avenue and SE 192nd Avenue and that SE 184th Avenue will serve the site, linking the site to SE 1st Street at a new roundabout.
- The site could potentially benefit from a connection to SE 9th Street to the north (and half-street frontage improvements presumably would be required)
  - NE 9th Street is planned as a new three-lane urban collector (one lane in each direction plus center left-turn lane) and is a circulation route in the Section 30 Sub Area Plan concept.
    - NE 9th Street construction is an unfunded project in the 2019-2024 Transportation Improvement Program (TIP).
  - It appears there may not currently be a public right-of-way available linking the proposed development site with NE 172nd Avenue along the planned NE 9th Street corridor (see Exhibit 1 below).

Exhibit 1. 9th Street Connectivity Considerations



- As shown in Exhibit 1, the SE 9th Street corridor between SE 172nd Avenue and SE 167th Avenue serves single family homes with direct driveway access (some of which are highlighted above). Potential cut through traffic considerations will likely be an issue for local residents along the roadway.

- Connecting SE 9th Street to the site would likely trigger the need for improvements at:
  - SE 9th Street/SE 172nd Avenue (currently stop-controlled)
    - Potential need for north/south left-turn lanes (appears to require widening north intersection approach to the east)
    - Potential need for separate east-west left-turn lanes
    - Potential need for future roundabout or traffic signal
  - SE 9th Street/SE 162nd Avenue (currently stop-controlled)
    - Potential need to restrict westbound left-turn movement or signalize the intersection

- An alternative site-access option that could be considered (subject to right-of-way availability) would be to construct a new north approach to the existing SE 177th Avenue/SE 1st Street intersection. We anticipate the north approach would have a three-lane section

(one through lane in each direction plus a left-turn lane). This intersection is expected to be signalized in the future.

NEXT STEPS

The information above will be further assessed in the future as part of a formal traffic impact study. Most of the projects above, if required, could be made TIF creditable.

Please let me know if you would like to discuss or if you have questions.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Chris Brehmer, PE
Senior Principal Engineer

EXHIBIT 8

CORE PUBLIC IMPROVEMENTS CERTIFICATION

Certification time period from _____, ___, 20__ to _____, ___, 20__

Developer submits and certifies that it has met or exceeded the applicable thresholds as set forth in the agreement and as indicated herein: Cost to construct Core Public Improvements during the time period listed above: $_____

Attached hereto, Developer has furnished a list of the costs to construct the Core Public Improvements, similar in form to the following example:

Vendor	PO Number	Invoice Number	Invoice Date	Scope of Work	Check Number	Date Paid	$ Amount
EXAMPLE XYZ Co.	1234000	1111111	1.1.2021	Grading	1234	2.1.2021	$23,685,509.41

DEVELOPER

By:_____ Date:_____

Printed Name & Title:_____

STATE OF WASHINGTON)
) ss.
County of Clark)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument, on oath stated that (he/she) was authorized to execute the instrument and acknowledged it as the _____ of HP INC. to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

GIVEN under my hand and official seal on _____, 20____.

_____
Notary Public for Washington

EXHIBIT 9

DESCRIPTION OF DEVELOPER'S ABILITY TO MEET INFRASTRUCTURE REQUIREMENTS FOR THE PHASE 1 PROPERTY

As set forth in the Recitals of the HP Development Agreement, the Subarea Plan was adopted more than 15 years ago when the City anticipated development to occur on a parcel-by-parcel basis instead of a coordinated effort led by Developer's catalyzing Project, involving a significant portion of Section 30's privately owned land. The Subarea Plan anticipates some flexibility in its application and is referred to as a framework that envisioned joint effort for development between the City and property owners and between the Developer and its neighbors. Developer, through this Development Agreement signifies its willingness to join this endeavor to turn the framework into a reality and transform Section 30 into the neighborhood envisioned in the plan. Given this context, the City considers the Developer's proposal as an unique catalyst that deserves the City's attention and direction in advance of land use application review for Phase 1 and master planning for Subsequent Phases to allow achievement of the vision set forth in the Subarea Plan. To the extent that it is determined that code amendments are required to support the below application of the code, the City agrees to pursue such amendments; however, the City shall not be obligated to approve any such code amendment.

Capitalized terms have the same meaning as set forth in the HP Development Agreement unless otherwise specified in this exhibit.

The HP Property is zoned ECX and anticipates reclamation activity for existing mining operations approved by the Washington State Department of Natural Resources and development consistent with this zoning, including office, research and development, industrial services, manufacturing and production, light industrial uses, as well as the potential for occupant-supported small scale retail, restaurant, accessory uses, and related parking and associated onsite improvements. Phase 1 will be constructed on the southeastern corner of the Developer's Property as shown on Exhibit 3 of the HP Development Agreement – that portion of the HP Property in closest proximity to SE 1st Street, allowing for a continuation of commercial development and use of existing infrastructure. Therefore, the contemplated development is consistent with existing and surrounding land use.

The HP Property is currently a quarry with variable elevations ranging from 215 to 245 feet. Surrounding elevations include the English Family Vineyard property to the west at an elevation of 288 feet, the CTC Section 30, LLC property to the east at an elevation of 284 feet, and property to the north ranging from 225 to 235 feet.

Developer intends to develop the site to prepare for finished grades between 2 and 4% across the Phase 1 Property. Developer intends to fill the southern most portion of the Phase 1 Property to an approximate elevation of 246 feet, and other portions to an approximate elevation of 257 feet. Slopes to the west are intended to be less than 10% grade.

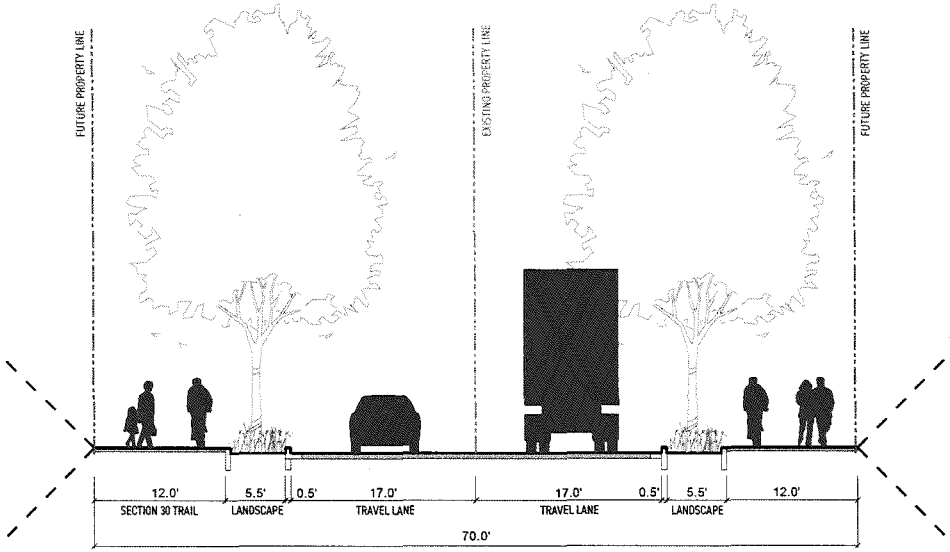
In addition, extension of SE 184th Avenue across SE 1st Street will occur during Phase 1 to provide transportation access to the HP Property. The extension will be approximately 1,000 linear feet and HP will construct this stub road as a Core Public Improvement. The extension will be built at an elevation to service the CTC Section 30, LLC property to the east of the HP Property. The Parties agree that extending SE 184th Avenue approximately 1000 feet north to serve the Phase 1 Property should be coordinated with construction scheduled to occur to improve SE 1st Street.

As Phase 1 is developed, a short-term sewer system is contemplated to allow Developer to connect to lift or pump stations outside of Section 30. The City has verified and will analyze at land use review the proposed design of the short-term sewer infrastructure. Notwithstanding the short-term solution, Developer shall install appropriate sewer infrastructure to allow transition to a permanent solution once the location of the Area 2 Pump Station is determined in the master planning process and installed as part of the extension of SE 184th Avenue to connect to SE 9th Street, consistent with the terms of the HP Development Agreement.

A public recreational trail is conceptually located on or near the HP Property in the Subarea Plan. Section 8 of the HP Development Agreement addresses this public recreational trail.

EXHIBIT 10

OPTION WITH 17' TRAVEL LANE



OPTION WITH CENTER TURN LANE

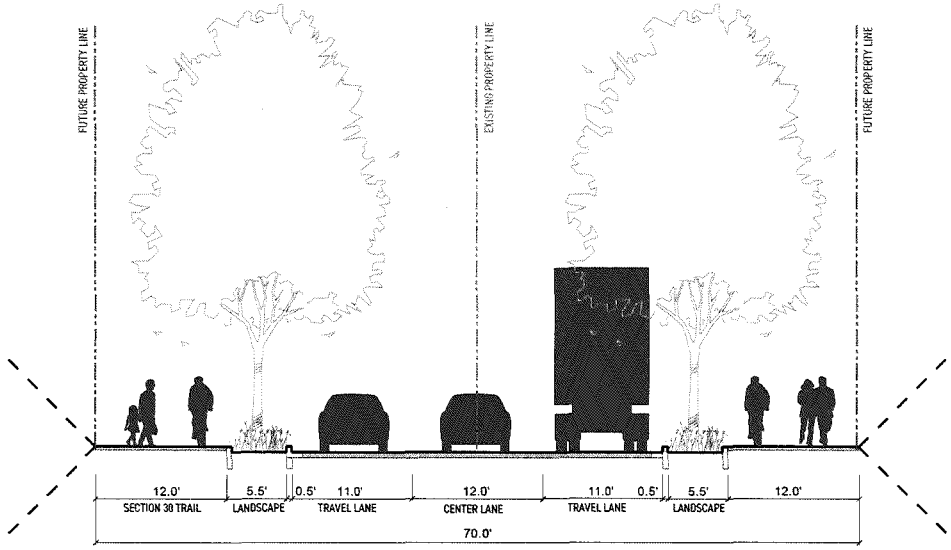


Exhibit 10
Page 1 of 1

PROPOSED 184TH ROADWAY SECTION

OCTOBER 31, 2019

ZGF

Clark Auditor Thu Dec 19 16:26:09 PST 2019 5684394 Page 52

EXHIBIT 11

ANNUAL CERTIFICATION

Annual Certification for 20_____

Developer submits and certifies that it has met or exceeded the applicable thresholds as set forth in the agreement and as indicated herein.

Number of jobs located at site: _____

Average wage of jobs at site: _____

DEVELOPER

By:_____ Date:_____

Printed Name & Title:_____

STATE OF WASHINGTON)
) ss.
County of Clark)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument, on oath stated that (he/she) was authorized to execute the instrument and acknowledged it as the _____ of HP INC. to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

GIVEN under my hand and official seal on _____, 20__.

_____
Notary Public for Washington

HP EAST Master Plan

Appendix D - Transportation Analysis

KITTELSON & ASSOCIATES
851 SW 6th AVENUE, SUITE 600
PORTLAND, OR 97204
P 503.228.5230 F 503.273.8169

September 5, 2019 Project #: 23182

Matt Oyen
PacTrust
15350 SW Sequoia Parkway, Suite 300
Portland, OR 97224

RE: Section 30 Property Due-Diligence

Dear Matt,

Per your request, below is an updated summary of transportation considerations to help inform your due-diligence assessment.

TRIP GENERATION ESTIMATE

Per the *Trip Generation Manual, 10th Edition*[1] development of 700,000 square feet of office space is estimated to generate:

- 5,565 Daily Trips (assuming Corporate Headquarters trip rate or 7,006 Daily Trips using the General Office trip rate)
- 684 weekday AM peak hour trips (588 in, 96 out)
- 723 weekday PM peak hour trips (116 in, 607 out)

TRAFFIC IMPACT FEE ESTIMATE (TIF)

- The development site is located in the Cascade TIF District ($223 fee/daily trip currently)
- Current TIF estimate based on 700,000 square feet of Corporate Headquarters is $1,054,846 (by comparison, the general office rate is estimated at $1,327,987). The final TIF amount is subject to determination by the City at the time of building permit issuance (current rates may increase).

---

[1] The City of Vancouver adopted use of the *Trip Generation Manual, 10th Edition* for trip estimation in 2019. Weekday AM and PM peak hour trip data for the Corporate Headquarters use cited in the *Trip Generation Manual, 10th Edition* is limited to one study and is therefore not applicable and General Office was assumed. The peak hour trip rate for General Office in the 10th Edition is less than the Corporate Headquarters trip rate in the 9th Edition. Daily trip rates for Corporate Headquarters cited in the *Trip Generation Manual, 10th Edition* are based on 8 studies and appear reasonable for use in estimating daily trips.

- The development site also subject to Mill Plain Boulevard TIF Overlay, estimated at $47,302 based on 700,000 square feet of Corporate Office Headquarters (by comparison, the General Office rate is estimated at $59,551). The Overlay fee is also subject to final determination by the City at the time of building permit issuance.

VESTED TRIPS

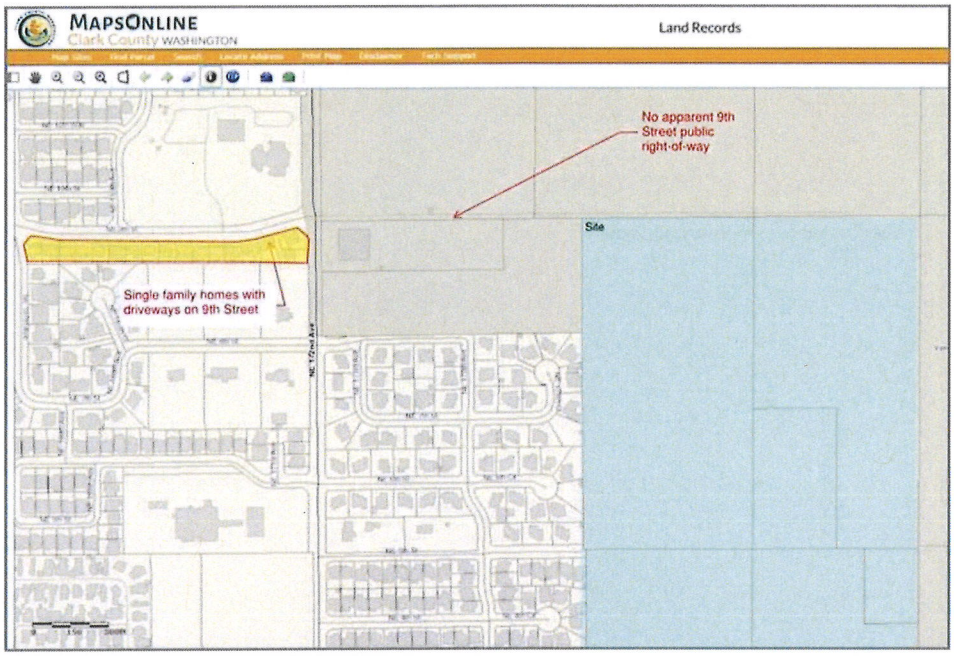
The former mining sites associated with some of the potential redevelopment area should have trip vesting for TIF purposes as well as concurrency review. Some studies of historic traffic volumes may be available from the respective property owners.

TRANSPORTATION NEEDS

The following infrastructure needs and considerations were identified based on review of studies in the area as well as dialogue with City of Vancouver staff. A formal traffic impact study and concurrency review will be required to obtain site development approvals and will provide a more detailed assessment.

- We assume SE 1st Street will be completed between SE 162nd Avenue and SE 192nd Avenue and that SE 184th Avenue will serve the site, linking the site to SE 1st Street at a new roundabout.
- The site could potentially benefit from a connection to SE 9th Street to the north (and half-street frontage improvements presumably would be required)
    - NE 9th Street is planned as a new three-lane urban collector (one lane in each direction plus center left-turn lane) and is a circulation route in the Section 30 Sub Area Plan concept.
        - NE 9th Street construction is an unfunded project in the 2019-2024 Transportation Improvement Program (TIP).
    - It appears there may not currently be a public right-of-way available linking the proposed development site with NE 172nd Avenue along the planned NE 9th Street corridor (see Exhibit 1 below).

Exhibit 1. 9th Street Connectivity Considerations



- As shown in Exhibit 1, the SE 9th Street corridor between SE 172nd Avenue and SE 167th Avenue serves single family homes with direct driveway access (some of which are highlighted above). Potential cut through traffic considerations will likely be an issue for local residents along the roadway.

- Connecting SE 9th Street to the site would likely trigger the need for improvements at:
  - SE 9th Street/SE 172nd Avenue (currently stop-controlled)
    - Potential need for north/south left-turn lanes (appears to require widening north intersection approach to the east)
    - Potential need for separate east-west left-turn lanes
    - Potential need for future roundabout or traffic signal
  - SE 9th Street/SE 162nd Avenue (currently stop-controlled)
    - Potential need to restrict westbound left-turn movement or signalize the intersection
- An alternative site-access option that could be considered (subject to right-of-way availability) would be to construct a new north approach to the existing SE 177th Avenue/SE 1st Street intersection. We anticipate the north approach would have a three-lane section

(one through lane in each direction plus a left-turn lane). This intersection is expected to be signalized in the future.

NEXT STEPS

The information above will be further assessed in the future as part of a formal traffic impact study. Most of the projects above, if required, could be made TIF creditable.

Please let me know if you would like to discuss or if you have questions.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Chris Brehmer, PE
Senior Principal Engineer

Person, Mark

From: Phillip Alexander <ltpaalexander@gmail.com>
Sent: Sunday, November 3, 2024 1:03 PM
To: Person, Mark
Cc: Anna Krecic
Subject: East Master Plan SEPA Determination of Nonsignificance

Follow Up Flag: Follow up
Flag Status: Completed

You don't often get email from ltpaalexander@gmail.com. Learn why this is important

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

PRJ-169273 / LUP-84555

Please add me to the list for a notice of the public hearing.

Is there a set of Architectural and Mechanical plans of the project available for the public to review?

I disagree with the city's assumption that this project will not create a significant environmental impact without going through a proper environmental study.

This project includes research and manufacturing activities immediately adjacent to and upwind of a residential neighborhood. This neighborhood sits on the edge of the English pit, effectively at the same elevation as any exhaust system serving these research and manufacturing activities.

This neighborhood already regularly smells of the petrochemical exhaust from the concrete plant adjacent to the HP site. An environmental study would help determine if a high plume exhaust fan would be appropriate to protect this neighborhood from the chemical byproducts produced by research and manufacturing activities.

Thank you,
Phil Alexander
529 NE 172nd Ave

Jennifer M. Bragar
Attorney
Admitted in Oregon, Washington, and California
jbragar@tomasilegal.com

TBD
TOMASI BRAGAR DUBAY

121 SW Morrison Street, Suite 1850
Portland, Oregon 97204
Tel 503-894-9900
Fax 971-544-7236
www.tomasilegal.com

November 22, 2024

BY EMAIL

Mark Person
City of Vancouver
415 West 6th Street
Vancouver, WA 98660

RE: HP Inc. – HP East Master Plan, City File No. PRJ-169273/LUP-84555
Applicant's Response to Public Comment

Dear Mr. Person,

This office represents HP Inc. (the "Applicant" or "HP") in the review of HP Inc. – HP East Master Plan application for a portion of HP's property located at 18208 SE 1st Street, Vancouver, City File No. PRJ-169273/LUP-84555 (the "application"). This letter responds to public comments received by the City during the noticed public comment period, in accordance with the City of Vancouver's ("City") notice of application and optional SEPA Determination of Nonsignificance mailed and published October 25, 2024. The City is well-within the bounds of SEPA to issue a Determination of Nonsignificance ("DNS") as consistent with the City's Section 30 Urban Employment Center Plan ("Subarea Plan"), Section 30 Urban Employment Center Design Guidelines ("Design Guidelines"), and the applicable approval standards under the Vancouver Municipal Code ("Code" or "VMC").

One public comment requested the City require preparation of an environmental impact statement under SEPA based on concerns about pollution that may result from research and manufacturing activities from eventual development of the property. The comment requests a full environmental study to determine if a high plume exhaust fan would protect the adjacent residential neighborhood from chemical byproducts from research and manufacturing activities. However, since none of the particular uses or building locations are being determined in the HP East Master Plan, it would be premature to analyze whether the specific uses or building locations would represent a significant environmental impact. A later site plan approval review process will require SEPA review and is the appropriate time to consider the type of specific impacts raised in the comment letter. As discussed in detail below, an environmental impact statement is not required under SEPA at this time, and a DNS is the appropriate determination.

///

I. A DNS is appropriate at this time because the HP East Master Plan defers the decision and authorization of the final location of buildings and uses in those buildings to a later site plan review.

The HP East Master Plan proposes review of a master planned development at the site pursuant to the Section 30 Subarea Plan and VMC 20.690. The components of the development that may impact potential air impacts have not been designated in the HP East Master Plan. As appropriate in this context under SEPA, HP's SEPA Environmental Checklist (the "SEPA Checklist") has been prepared to assess all impacts that can reasonably be foreseen at this time.

The HP East Master Plan is a procedural step required pursuant to the Section 30 Subarea Plan before HP submits specific site plans for ultimate development of the property. Allowing for further SEPA review at the time of development is a sanctioned approach. *Spokane County v. East Washington Growth Management Hearings Board*, 176 Wn.App. 555, 579, 309 P.3d 673 (2013).

The HP East Master Plan includes a full site utilization plan that provides an "overall impression of proposed development" but, at this time, does not determine the specific building and use mix that may occur on the property. VMC 20.690.060 and HP East Master Plan at pp. 70-72. The Master Plan will be built out in phases, for which HP will determine the building and use mix based on market conditions, internal employee demand, and other factors at the time of individual site plan applications. *Id*.

The SEPA Checklist incorporates this future site plan review process and explains that the analysis of these potential air impacts referenced by the public comment will necessarily occur when the uses have been determined,

> "Plans for buildings and their uses have not been finalized and future emissions information is not currently available. As building use plans are finalized revisions will be made to a SEPA Checklist if it is determined that the project will include any additional sources of air emissions." SEPA Checklist, p. 7.

These use decisions will come later as part of a subsequent site plan review that will implement the high level master plan, and it is consistent with the SEPA process to perform additional environmental review based on those impacts at that time of site plan application. *Spokane County,* 176 Wn. App. at 579.

The City's approval of the HP East Master Plan does not authorize or commit HP to any specific development scheme that would be the basis for assuming particular air quality impacts. *Id*. Thus, an environmental impact statement as to the potential impacts identified by the public comment would have no factual basis and will be addressed at site plan review.

///

CONCLUSION

For all the foregoing reasons, the additional information provided herein, and the application materials previously submitted, the application meets the approval standards, including the City's exercise of the Optional SEPA DNS review process. HP requests approval of the HP East Master Plan and the DNS. Thank you for your attention to this submittal.

Sincerely,

Jennifer Bragar

cc: (all by email)
Cary Driskell
Jonathan Young
Soo Anderson
client

HP EAST Master Plan

Appendix B - Development Agreement

5684394 AGR
Total Pages: 53 Rec Fee: $155.50
eRecorded in Clark County, WA 12/19/2019 04:29 PM
TOMASI SALYER MARTIN
SIMPLIFILE LC E-RECORDING

AFTER RECORDING RETURN TO:
Jennifer Bragar
Tomasi Salyer Martin
121 SW Morrison Street, Suite 1850
Portland, OR 97204

DOCUMENT TITLE: Development Agreement

GRANTOR: HP Inc., a Delaware corporation

GRANTEE: City of Vancouver, a Washington municipal corporation

ABBREV. LEGAL DESCRIPTION: #26 SEC 30 T2NR3EWM 20A; #11 SEC 30 T2N R3EWM 32.88A; #17 & #23 SEC 30 T2N R3EWM 8.50A; #64 SEC 30 T2N R3EWM 1.50A; #27 SEC 30 T2N R3EWM 10A; #13 SEC 30 T2N R3EWM 20A; #57 SEC 30 T2N R3EWM 4.40A; #56 SEC 30 T2N R3EWM 15.60A; #55, #58 SEC 30 T2N R3EWM 10A

ASSESSOR'S PROPERTY TAX PARCEL/ACCOUNT NUMBERS:

176386-000	176424-000	176417-000	
176374-000	176387-000	176416-000	
176380-000	176376-000	176418-000	

DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF VANCOUVER AND HP INC. RELATING TO THE DEVELOPMENT COMMONLY KNOWN AS PROJECT GREENFIELD

This DEVELOPMENT AGREEMENT ("Agreement") is entered into this 16th day of December, 2019, by and between the City of Vancouver ("City") a municipal corporation under the laws of the State of Washington and HP Inc., a Delaware corporation ("Developer" or "HP") (collectively the "Parties"), pursuant to RCW 36.70B.170-.210 and chapter 20.250 of the Vancouver Municipal Code ("VMC").

RECITALS

WHEREAS, the City is a first-class city incorporated under the laws of the State of Washington and has the authority to enact laws and enter into agreements to promote the health, safety and welfare of its citizens including the authority to regulate land use and development of property;

WHEREAS, HP is a Delaware corporation that has had a presence in the City for 38 years, and contributes and will continue to contribute to the greater Vancouver community;

WHEREAS, HP embraces the opportunity and responsibility to positively impact the communities where its employees live, work, and do business. Community service is a value so deeply ingrained at HP that employees are offered paid volunteer hours and are encouraged to apply for the Time-off Community Support Grant, which sponsors employees to volunteer full-time for a week. In addition to time, HP offers donation matching for employees, grants for non-profit organizations, and sponsorships in their communities. In Vancouver alone, an average of 1,500 volunteer hours per year are completed within the local community through HP's Community Outreach team in support of a range of nonprofits including, but not limited to, Oregon and Clark County Food Bank, Columbia Springs, Humane Society of Southwest Washington, Fort Vancouver Regional Library, Avamere and Kamlu Resort, Vancouver Watershed Alliance, Firstenburg, Lifeline Connections, Washington Trails Association, Evergreen Habitat for Humanity, Sharehouse, Camp Hope, and Global Watershed Shoreline;

WHEREAS, HP's local Site Council funds approximately Twenty Thousand Dollars ($20,000.00) annually for HP's Community Outreach team to organize and complete these projects, along with sponsorships and donations. Each fall, HP Vancouver employees vote for local 501(c)3 organizations to receive the HP Imagine Grant, supporting programs that align with the Foundation's mission by focusing on education and technology related learning experiences for underrepresented and/or underserved communities. In 2019, three local charities were each awarded Nine Thousand Dollars ($9,000.00) through this grant. In addition, HP provides holiday giving trees, and is a PRIDE Rainbow;

WHEREAS, HP mentors and trains the next generation of innovators through its annual intern program; HP LIFE program, a learning initiative for entrepreneurs; WSU Vancouver Capstone project; iUrbanTeeniPitch project; Camas Girls in STEM; and other programs;

WHEREAS, Developer's community involvement and commitment will continue well into the future as a result of this Agreement;

WHEREAS, Developer has a purchase and sale agreement for real property consisting of approximately 68 acres located within property commonly referred to as Section 30 in the City of Vancouver which property is described with particularity in Exhibit 1 ("Property");

WHEREAS, the Developer has an option to purchase real property consisting of approximately 30 acres located within property commonly referred to as Section 30 in the City of Vancouver which property is described with particularity in Exhibit 2 ("Additional Property");

WHEREAS, the Property and Additional Property is collectively referred to as "HP Property."

WHEREAS, the Developer intends to conduct reclamation activity for existing mining operations approved by the Washington State Department of Natural Resources and develop the HP Property to accommodate a national, multi-building development of up to 1,500,000 gross square feet of building space, with office, research and development, industrial services, manufacturing and production, light industrial uses, as well as the potential for occupant-supported small scale retail, restaurant, accessory uses, and related parking and associated onsite improvements across the HP Property (the "Project");

WHEREAS, buildout of the Project is expected to occur in multiple phases over the next fifteen years;

WHEREAS, Phase 1 of the Project will involve development of one or more structures that will together comprise up to 330,000 gross square feet of office, research and development, and light industrial uses, as well as the potential for occupant-supported small scale retail, restaurant, accessory space, and related parking and associated onsite improvements ("Phase 1");

WHEREAS, Developer may purchase additional property in the future within Section 30 and the Developer anticipates, with the City's consent, annexing such additional property into this Agreement ("Annexed Property");

WHEREAS, Section 30 consists of approximately 553 acres of land historically and primarily used for aggregate extraction and processing, where 140 acres of Section 30 property is publicly-owned property held by Clark County, City of Vancouver, and the Bonneville Power Association;

Clark Auditor Thu Dec 19 16:26:09 PST 2019 5684394 Page 3

WHEREAS, in 2009 the City adopted the Section 30 Urban Employment Center plan (the "Subarea Plan") that establishes planning goals and policies for timely and predictable redevelopment of Section 30 following cessation of aggregate activities;

WHEREAS, the Developer's Project is the first project to implement the Section 30 Subarea Plan and requires a significant public and private investment to fund common infrastructure including, but not limited to, streets, sidewalks, power, gas, communications, stormwater, and water and sewer utilities that will benefit the Project, future development in Section 30, and the general public by fulfilling the goals of the Subarea Plan;

WHEREAS, the Subarea Plan anticipated that development would occur parcel by parcel, as compared to Developer's catalyzing Project of up to 98 acres;

WHEREAS, the City has determined that this Agreement will facilitate orderly buildout of the planned improvements, will further promote growth management and planning objectives of the City for Section 30, and will improve the economic vitality of the City;

WHEREAS, the City has determined that flexibility is found within the Subarea Plan policies, Section 30 Design Guidelines, and implementing code under chapter 20.690 Vancouver VMC to enable this unique Project to successfully and efficiently master plan for development to occur, and that this flexibility provides the City the opportunity to consider the flexible application of such policies, guidelines, and standards during the land use review process for the Project consistent with this Agreement;

WHEREAS, the Parties intend that they shall take further actions and execute further documents necessary or appropriate to implement the intent of this Agreement;

WHEREAS, the Washington State Legislature enacted RCW 36.70B.170-.210 to strengthen the land use planning process and reduce the costs of development by authorizing the City to enter into a private agreement with a landowner regarding the development of its real property located within the City's jurisdiction; and

WHEREAS, pursuant to RCW 36.70B.200 and VMC 20.250.050, this Agreement was subject to public notice on or about December 9, 2019, a City Council workshop was held on December 9, 2019, and a hearing was held before the City of Vancouver Council on December 16, 2019. The City authorized execution of this Agreement by Resolution No. M-4054 adopted on December 16, 2019.

NOW THEREFORE, in consideration of the promises, covenants, and provisions set forth in this Agreement, the receipt and adequacy of which consideration is acknowledged, the Parties agree as follows:

///

Clark Auditor Thu Dec 19 16:26:09 PST 2019 5684394 Page 4

AGREEMENT

Section 1. Incorporation of Recitals and Exhibits

The recitals set forth above and the exhibits attached hereto are by this reference incorporated into the Agreement as though set out in full.

Section 2. Purpose

The purpose of this Development Agreement is to:

(a) Provide for the mix of uses allowed by this document for development of the Project;

(b) Provide a process to review Phase 1 and Developer's Master Plan for Subsequent Phases;

(c) Provide the building permit review fees to apply to the Project;

(d) Provide a framework for how business license surcharge fees will apply to the Project;

(e) Reserve transportation capacity for HP's future development of the Project governed by this Development Agreement;

(f) Provide for the availability and use of transportation impact fee reductions for Developer's future development of the Property governed by this Agreement;

(g) Provide a process for Developer to reserve sanitary sewer and associated infrastructure capacity for the Project;

(h) Reserve Developer's right to connect to any Section 30 public stormwater system for the Project subject to Section 4(d)(iii) below; and

(i) Vest the Project to Development Standards as provided in Section 10 below to the HP Property, and any later Annexed Property that is added to this Agreement.

Section 3. Effective Date and Term

(a) Effective Date

The effective date shall be the date of the adoption of a resolution by the City of Vancouver Council approving this Agreement.

(b) Term

The term of this agreement shall be fifteen (15) years from the effective date. Developer shall have one (1) five (5) year option to extend this Agreement, subject to approval by the City

in its sole discretion through a Type I review process. Subsequent extension requests may be approved by the City as an amendment to this Agreement.

(c) Modification

This Agreement may be modified, extended or terminated only upon the written agreement of Developer and the City.

Section 4. Proposed Development

(a) Maximum Allowable Development and Uses

The HP Property is zoned Employment Center Mixed Use (ECX). The ECX zoning code in effect as of the date of this Agreement, and the current chapter 20.690 VMC allow the Project. This Agreement governs development of the Project on the HP Property and timing of such development shall be based on need and market conditions determined in Developer's sole discretion. Any proposal to develop the HP Property that is not consistent with the Project, including development of more than a cumulative total of 1,500,000 gross square feet of building space, shall be subject to then-applicable provisions of the VMC. The HP Property shall not be developed with any of the following uses:

Group Living
Community Recreation
Park & Ride Facilities: Structure
Vehicle Fuel Sales
Rail Lines/Utility Corridors
Uses listed under RCW 36.70B.170(3)(e)

(b) Phases

i. Phase 1

Phase 1 shall occur on the southeastern portion of the Property in the general area depicted on Exhibit 3 ("Phase 1 Property").

ii. Subsequent Phases

The remaining allowable development may be spread out over one or more phases across the HP Property depicted on Exhibit 3 ("Subsequent Phases").

(c) Annexed Property

The terms of this Agreement shall apply to Annexed Property, if the Agreement is amended to add such Annexed Property during the term of this Agreement in the City's sole and absolute discretion. Any Annexed Property shall be incorporated into the definition of HP Property.

(d) Standards

Pursuant to RCW 36.70B.170(3), the Parties identify the following non-exclusive list of standards applicable to the Project on the HP Property (collectively "Development Standards").

i. Permitted Uses, Zoning, and Standards

The permitted land uses and development regulations for development, and other standards applied to the Project on the HP Property include those in chapters 20.440 (Industrial Districts), 20.690 (Section 30 Employment Center Plan District), 20.925 (Landscaping), 20.960 (Signage), and 20.945 (Parking and Loading) VMC in effect on the date of the adoption of this Agreement. The City has considered the applicability of these standards to the Project on the HP Property, as set forth in Exhibit 4, and will apply the standards consistent with Exhibit 4 to the Project.

ii. Planning Goals and Objectives

The planning goals adopted by the City in the Subarea Plan shall be the policy guidance and the foundation for all future development of the Project on HP Property. The City has considered the conceptual Project layout, inclusive of building shape and massing, and road alignments in Exhibit 5. Based on this conceptual visualization of the Project, the City has analyzed the Subarea Plan to determine the applicability of the plan policies to the Project on HP Property, as set forth in Exhibit 6, and will apply the policies consistent with Exhibit 6 for Phase 1 and the Master Plan to Developer's Project as long as they do not materially deviate from the conceptual layout in Exhibit 5.

iii. Surface and Groundwater

All future development of the Project on HP Property shall be subject to the City of Vancouver Stormwater Management standards, chapter 14.25 VMC. The Parties agree that the expectation for the development of HP Property and subsequent development across Section 30 shall require each property owner to manage stormwater quality on its own property prior to releasing stormwater to a public stormwater collection facility. The City acknowledges that native gravels provide the best stormwater infiltration, and that as a result of the mined condition few areas within Section 30 retain native gravel. The City will prioritize retention of areas with native gravel for stormwater infiltration for all development in Section 30, especially within areas near the Subarea Plan's conceptual location for 9th Street. The City may establish a local improvement district or similar mechanism to finance a Section 30 public stormwater facility. In the event the City constructs a public stormwater facility or accepts the dedication of a public stormwater facility, the City shall allow the Developer to connect to the system subject to satisfaction of all applicable code provisions and payment of any connection fee or charges, including, but not limited to, local improvement district fees.

iv. Water Service

Water service for the Project shall be designed and constructed in accordance with the City of Vancouver Water Design and Construction Requirements. Water service shall be

provided by the City. The Developer shall provide potable water infrastructure on HP Property to serve the Project at its cost, and the costs of provision of public infrastructure are governed by Sections 4(e) and 7 of this Agreement.

v. Sewer Service

Sanitary sewer service for the Project shall be designed and constructed in accordance with the City of Vancouver General Requirements and Details for the Design and Construction of Public Sanitary Sewers. Sewer service shall be provided by the City. The Developer shall provide sanitary sewer infrastructure on the HP Property to service the Project at its cost, and other provision of public infrastructure is governed by Section 8 of this Agreement. The Subarea Plan anticipates that a sanitary sewer pump station and associated infrastructure will be installed to serve Area 2 of Section 30, where the HP Property is located and Developer shall construct the sanitary sewer pump station ("Area 2 Pump Station"), pursuant to Section 8(c) of this Agreement. By this Agreement Developer reserves 143,000 gallons per day of capacity in the Area 2 Pump Station and associated public infrastructure, equal to the anticipated sanitary sewer demand for the 1,500,000 gross square feet of development associated with the Project; provided, however, that the reserved capacity shall not be available unless (i) the Area 2 Pump Station is constructed; (ii) Developer provides the City with a minimum twenty-four (24) months advance written notice of its need to utilize the capacity, which shall be accomplished by Developer's request for a pre-planning meeting for the master planning process for the Project; and (iii) Developer has paid all applicable fees and charges required by the City to use the reserved capacity that Developer shall pay in proportionate share as the Subsequent Phases are developed and sewer capacity is used by the Project.

vi. Road Standards

Roads and rights of way for the Project shall be designed and constructed in accordance with chapter 20.690 VMC, the Subarea Plan and Section 30 Design Guidelines, and consistent with Exhibits 4 and 6, and Section 8(b) of this Agreement.

vii. Other Development Standards

Development of the Project shall comply with all other applicable Development Standards including, but not limited to, chapters 11.70 (Transportation Concurrency), 14.08 (Connections to Public Sewers), 20.770 (Tree, Vegetation, and Soil Conservation), 20.909 (Escrow and Assurances), 20.910 (Exceptions and Interpretations), 20.912 (Fences and Walls), 20.915 (Impact Fees), 20.935 (Off-Site Impacts), 20.970 Solid Waste Disposal and Recycling), and 20.985 (Visual Clearance) VMC, in effect on the date of the adoption of this Agreement.

(e) Infrastructure Financing Tools

Developer may apply for use of chapter 11.10 VMC (Local Finance Tools), VMC 14.04.235, and VMC 14.04.285 effective on the date of Developer's application for development to obtain reimbursement for certain expenditures that qualify under these provisions.

(f) Other Property Development Agreements

A portion of the Phase 1 Property is subject to the following development agreement:

English Development Agreement, Recorded Document No. 4413045

The Additional Property is subject to the following development agreement:

Pacific Rock Development Agreement, Recorded Document No. 4096886, as modified and restated in Recorded Document No. 4443223

A portion of the Additional Property is subject to the following development agreement:

Glacier NW Development Agreement, Recorded Document No. 3925154

The HP Property is subject to the following development agreement:

One Pacific Corporation Development Agreement ("One Pacific Agreement"), Recorded Document No. 3925154

(collectively "Pre-Existing Development Agreements"). The Pre-Existing Development Agreements shall remain in full force and effect unless and until land use applications for the Project are submitted and approved, with the exception of the One Pacific Agreement that shall remain in full force and effect. Upon issuance of a permit to Developer for the Project, this Agreement shall supersede and replace the Pre-Existing Development Agreements applicable to the portion of the HP Property covered by such Project permit; provided, however, that the One Pacific Agreement shall remain in full force and effect until the City receives the full balance owing under the Westridge SDC in place at the time of this Agreement (which as of November 1, 2019 had a balance owing of $693,200.81 to the City) by Developer or other responsible parties.

(g) Reservation of Transportation Capacity

In anticipation of Developer's Project, a traffic study, attached as Exhibit 7, was completed for Developer to determine the average daily trips, and p.m. peak hour trips generated by HP's Project of up to 700,000 gross square feet of development consistent with land use designation 714 in the International Traffic Engineer ("ITE") *Trip Generation Manual, 10th Edition* (2019). Developer submitted this traffic study to the City in association with this Agreement. The traffic study estimated that future development as contemplated herein will create 723 p.m. peak hour trips. For the purpose of vesting trips under this Agreement, 723 p.m. peak hour trips will be used as the vested amount of p.m. peak hour trips during the period of this Agreement and any extensions.

The City hereby reserves for Developer for use throughout the Project of up to 700,000 gross square feet of buildings occupied by uses consistent with land use designation 714 in the

ITE *Trip Generation Manual, 10th Edition* (2019) for the term of this Agreement, the following transportation capacity consistent with the number of trips calculated in the traffic study for purposes of transportation concurrency, chapter 11.70 VMC: 5,565 daily trips. The City shall make complete transportation concurrency findings related to the Project at the time of development review for individual buildings, phases, and Master Plan approvals up to 700,000 gross square feet of buildings.

Any development exceeding 700,000 gross square feet of buildings on the HP Property, or not consistent with land use designation 714 in the ITE *Trip Generation Manual, 10th Edition* (2019) will not be governed by this traffic report, will require an updated traffic report, and a new concurrency determination.

In the event that the City of Vancouver proposes an alternative traffic capacity vesting mechanism acceptable to both Parties, the Parties may mutually agree to modify certain provisions of this Section 4(g).

Section 5. Reserved Capacities

Section 4 of this Agreement reserves capacity for sanitary sewer, and vehicular trips (collectively "Reserved Capacities"). As contemplated under Section 12 of this Agreement, Developer may come into ownership of the full 98 acres, or some portion, thereof. In the event that Developer does not purchase all of the HP Property, the reserved capacities shall be reserved only for land owned by Developer and covered by this Agreement. For purposes of this section, the definition of "owned by Developer" means the possession, direct or indirect, of the power to direct or cause the direction of the management and policies of a person, whether through the ownership of voting securities, by contract, or otherwise, and the terms "controlling" and "controlled" have the meanings correlative to the foregoing. As used herein, "Affiliate" shall mean any person or entity that directly, or indirectly through one or more intermediaries, controls, is controlled by or is under common control with Developer. For purposes of this Section 5, owned by Developer shall include (i) any transfer to a subsidiary, Affiliate of Developer, parent company, any company that owns 50% or more of the voting stock of Developer, (ii) any collateral security transfers in connection with any debt or equity financing or transfers pursuant to a foreclosure or a deed in lieu thereof; (iii) transfers to any Affiliate of Developer; (iv) transfers in connection with a sale of all or substantially all of Developer's assets or its stock; (v) transfers in connection with a lease back of the HP Property or all improvements thereon by Developer; (vi) the sale or transfer of shares of Developer, including, without limitation, transfers of shares that would change Developer from a publicly traded company to a privately held one; (vii) transfer made in connection with a portfolio sale of two (2) or more buildings; or (viii) transfers to any "spin off" from, or business unit of Developer. The transfers described in (i) through (viii) are herein together called "Permitted Transfers". Permitted Transfers will carry forward any Reserved Capacities in this Agreement. Any other transfer of HP Property, except a Permitted Transfer, will not be entitled to a transfer of any Reserved Capacities. Developer shall have sole discretion to distribute Reserved Capacities across HP Property and any Annexed Property that may be added to this Agreement in the future.

Section 6. Traffic Impact Fees

(a) Project Designation for Calculating Traffic Impact Fees ("TIF")

TIF for the Project shall be assessed using land use code designation 714 in the ITE *Trip Generation Manual, 10th Edition* (2019); provided, however, that any development of the HP Property that does not meet the intent of ITE land use code designation 714 shall be assessed TIF based on the appropriate ITE designation as determined by the City in its sole discretion.

(b) TIF Business Development Incentive

The City Council will hold a public hearing to (1) extend the Business Development TIF Incentive in chapter 20.915 VMC; and (2) consider an amendment to chapter 20.915 VMC to reduce Traffic Impact Fees by 50%, up to a maximum of $200,000, for any business that (1) relocates 700 or more employees with a median salary of equal to 125% of current median individual income, as set by the federal department of Housing and Urban Development for the Portland-Vancouver USA ("TIF Ordinances"). In the event that the City adopts the foregoing Business Development TIF Incentive mechanism that is acceptable to both Parties, the Parties may mutually agree to modify certain provisions of this Section 6(b). Nothing in this Section 6 shall be construed to obligate the City to approve the TIF Ordinances.

(c) TIF Credits

Provided all criteria in chapter 20.915 VMC are satisfied, the Developer shall be entitled to TIF credits pursuant to VMC 20.915.090 for constructing a collector arterial off of SE 1st to serve Phase 1 (e.g. extension of 184th Avenue), and any other east/west collector arterial off of 184th connecting to 172nd Avenue and 192nd Avenue (e.g. construction of 9th Street). To the extent the credit exceeds the Developer's TIF assessment for Phase 1, Developer may apply any excess credit to Subsequent Phases during the term of this Agreement. Developer is permitted to accumulate TIF credits for any qualifying road projects it constructs throughout the term of this Agreement and any extensions thereof, provided, however that TIF credits will not be available if the City contributes City Reinvestment Funds to cover the full cost of a qualifying road project pursuant to Section 7 of this Agreement. In the event the City issues a partial contribution to Developer for qualifying road projects, Developer shall be entitled to TIF credits for the portion the Developer funded provided the criteria of chapter 20.915 VMC are satisfied. Any TIF credits for the Project accumulated by Developer will not be deducted from the City's Reinvestment Funds.

(d) Applicability of TIF Incentive

As contemplated under Section 12 of this Agreement, Developer may come into ownership of the full 98 acres, or some portion, thereof. In the event that Developer does not purchase all of the HP Property, this Section 6 shall only apply to Developer's owned HP Property, subject to Permitted Transfers.

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(e) Dedications

Once Developer dedicates real property for public infrastructure, subject to the City's acceptance, the City shall maintain the system located on City property.

Section 7. City Contribution Towards Section 30 Redevelopment Infrastructure

(a) Funding to Coincide with Developer's Phased Development

Developer's Project will be the first project to develop under the Subarea Plan and will require a significant investment in infrastructure. Infrastructure constructed by the Developer for the Project will facilitate development of the rest of Section 30. As set forth in this Section 7 and considering these unique circumstances the City agrees to reinvest up to Ten Million Dollars ($10,000,000.00) ("City Reinvestment Funds") towards Core Public Improvements defined in Section 7(b) of this Agreement.

i. Phase 1

The contribution of City Reinvestment Funds for Core Public Improvements in Phase 1 shall be limited to Three Million Five Hundred Thousand Dollars ($3,500.000.00) that may be used as soon as Developer submits a complete building permit application for Phase 1 improvements. Any unused amount of City Reinvestment Funds allocated in Phase 1 may, in Developer's sole discretion, be applied to Core Public Improvements in Subsequent Phases.

ii. Subsequent Phases

The contribution of the City Reinvestment Funds during the Subsequent Phases shall be limited to Six Million Five Hundred Thousand Dollars ($6,500,000.00) that may be used once Developer submits a complete building permit application for a building that will cause the total square footage of development in the Subsequent Phases to meet or exceed 330,000 gross square feet.

(b) Funds to be Spent on Core Public Improvements

The City Reinvestment Funds shall be used to construct or contribute to Core Public Improvements. To qualify as a core public improvement the infrastructure must provide a public benefit to future redevelopment of Section 30 ("Core Public Improvements"). Examples of Core Public Improvements include, but are not limited to, collector arterials (inclusive of all frontage improvements including sidewalks, roundabouts, landscaping, street lighting, and water mains), public recreational trails, public transportation facilities, public stormwater collection facilities and related infrastructure, public water facilities and related infrastructure, public sanitary sewer facilities and related infrastructure. Notwithstanding whether the Developer decides to utilize the City Reinvestment Funds for particular Core Public Improvements, the City agrees that the following public infrastructure improvements shall, so long as the above criteria are met, be considered Core Public Improvements eligible for reimbursement: the extension of 184th Avenue

from Phase 1 to 9th Street, construction of 9th Street between 172nd Avenue and 184th Avenue, payment of System Development Charge fees (including the One Pacific Agreement related fees), any Developer-dedicated public recreational trail, and construction of Area 2 Pump Station and related infrastructure as contemplated in the Subarea Plan. Without limiting the foregoing, the City shall make Section 30 public infrastructure improvements a top priority in the City's grant writing program and other public funding plans.

(c) Method of Contributing City Reinvestment Funds

Developer may, in its sole discretion, use City Reinvestment Funds to contribute to all or a portion of Developer's costs to construct a Core Public Improvement or to fully fund City construction of a Core Public Improvement. In the event the Core Public Improvement includes land dedicated to the City, the value of the land dedicated for such improvement may, at Developer's option, be included as an actual cost of construction. The land valuation of the dedicated property shall equal the Developer's cost to acquire the property calculated on a square foot basis.

In no event will Developer be permitted to recover City Reinvestment Funds through available cost recovery mechanisms including, but not limited to, those cost recovery mechanisms identified in Section (4)(e) of this Agreement. The City reserves and retains all rights to recover City Reinvestment Funds used for Core Public Improvements and may use any recovered City Reinvestment Funds in its sole and absolute discretion.

i. City Construction of Core Public Improvements

Developer may request that the City construct a Core Public Improvement. Developer shall identify the Core Public Improvement by providing the City with notice that includes build-ready plans for the City's review and approval. The City may, in its sole discretion, agree to construct the Core Public Improvement based on terms and conditions it deems appropriate; provided, however, that the City shall not construct a Core Public Improvement unless there are sufficient City Reinvestment Funds to cover the full cost of construction. The City shall signify its agreement to construct a Core Public Improvement by providing Developer with an estimated cost to construct the Core Public Improvement, an estimated construction schedule, and terms and conditions, if any, within thirty (30) days of receipt of the build-ready plans ("Construction Terms"). Developer shall notify the City in writing within fifteen (15) days of its receipt of the Construction Terms of its election to have the City proceed with construction of the Core Public Improvement. If notice is not provided as set forth in this Section, it shall be presumed that the City will not construct the Core Public Improvement.

Nothing in this Section 7(c)(i) shall be construed to obligate the City to construct a Core Public Improvement for Developer within a certain timeframe or at a pre-determined cost. Developer acknowledges that City construction of a Core Public Improvement requires that it comply with chapter 39.12 RCW and procurement practices in chapter 3.05 VMC. If Developer elects to have the City proceed with construction, the estimated cost shall be immediately

deducted from available City Reinvestment Funds. The City shall provide Developer with its actual cost of construction within thirty (30) days of completion. If actual costs of construction are less than the estimated costs, the difference shall be credited back to the City Reinvestment Fund balance. If actual costs exceed the estimated costs the difference shall be deducted from the City Reinvestment Fund balance, or paid by the Developer if there are insufficient City Reinvestment Funds remaining.

ii. Core Public Improvement Constructed by Developer

Developer may choose to construct a Core Public Improvement and request full or partial contribution for the costs from the City Reinvestment Funds. Developer shall identify the Core Public Improvement and the amount of contribution it seeks in the Type II review application for Phase 1 or in the Master Plan for Subsequent Phases. To be eligible for contribution, the Core Public Improvement must (i) be bid and constructed pursuant to City procurement practices in chapter 3.05 VMC, as amended; (ii) be constructed in full compliance with chapter 39.12 RCW, as amended; (iii) meet all applicable City, State, or Federal standards; (iv) be constructed in a good and workmanlike manner; and (v) dedicated to the City after passing all City inspections. Developer shall provide documentation substantially in the form of Exhibit 8 attached hereto, of the cost to construct the Core Public Improvement for contribution after the inspection occurs. Developer shall also submit documentation that all applicable City procurement procedures and the requirements of chapter 39.12 RCW were followed, including, but not limited to, all forms submitted to the Department of Labor and Industries. The City shall have thirty (30) days to review documentation provided by Developer in relation to a contribution request for a Core Public Improvement and the Parties shall resolve all documentation matters within forty-five (45) days of submittal, unless otherwise mutually agreed. Any contribution for construction activity undertaken by Developer shall be subject to inspection. The City shall schedule a requested contribution inspection within thirty (30) days from Developer's request. The City shall provide the requested contribution to Developer within sixty (60) days of passing inspection or dedication of the Core Public Improvement to the City, whichever occurs sooner.

Developer may, at its sole option, request partial contribution of City Reinvestment Funds for the Core Public Improvement. In such a case, Developer reserves the right to apply to recover the non-City Reinvestment Funds pursuant to available cost recovery mechanisms including, but not limited to, latecomer's agreements under chapters 11.10 and 14.04 VMC. By way of example only, if Developer constructs the Area 2 Pump Station contemplated under Section 4(d)(v) of this Agreement, Developer may seek a partial contribution of City Reinvestment Funds to cover Developer's proportionate share of the cost and fund the remaining cost with its own monies. Developer could then apply for a latecomer agreement to recover the money it contributed to the cost to construct the Area 2 Pump Station.

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Section 8. City Processing and Review of Project Permits

(a) Project Type

i. Phase 1

Pursuant to VMC 20.690.030(D), the City determines that Phase 1 will not have area wide infrastructure or land use implications and shall be processed as a Type II decision provided that Phase 1 satisfies the conditions in Section 8(b) through 8(f) of this Agreement. A description of the Phase 1 Property in Exhibit 9 in relation to surrounding properties provides information to conclude that adequate infrastructure can be achieved in the short term while Developer's master planning for Subsequent Phases occurs.

ii. Subsequent Phases

Subsequent Phases of the Project shall be processed using the master planning process contained in VMC 20.690.050 in effect as of the date of this Agreement. The Phase 1 Property shall be incorporated in any future master plan involving adjacent HP Property. This Section 8(a)(ii), shall survive termination of this Agreement, except that the survival language shall sunset upon (i) approval of Developer's Master Plan for Subsequent Phases (including the Phase 1 Property); or (ii) construction of 184th Avenue between SE 1st Street and SE 9th Street, the construction of SE 9th Street between 172nd Avenue and 184th Avenue, and the Area 2 Pump Station.

(b) Road Infrastructure

Phase 1 shall include design of a full-width, thirty-four (34) foot curb-to-curb collector arterial extending from SE 1st Street in the approximate location of 182nd Avenue and 184th Avenue ("184th") to serve the Phase 1 Property, consistent with the right of way depicted in Exhibit 10 with Developer improving the street sufficient for two-way vehicular traffic, inclusive of a 12 foot recreational trail subject to Section (8)(d) of this Agreement ("184th Extension"). The 12 foot recreational trail satisfies the requirement for the trail identified in Section 8(d) of this Agreement.

Developer acknowledges and agrees that two roundabouts are contemplated at intersections along 184th between SE 1st Street and SE 9th Street and may be located on all or a portion of the HP Property. The location of such roundabouts will be selected during the master planning process for Subsequent Phases. Developer shall dedicate, at no cost to the City but subject to Section 7 of this Agreement, land necessary to construct such roundabouts and any planned collector arterials from said roundabouts. To the extent the 184th Extension is located entirely on the Phase 1 Property, Developer shall allow access to 184th through the Phase 1 Property at no cost. This Section 8(b), shall survive termination of this Agreement, except that the survival language shall sunset upon (i) approval of Developer's Master Plan for Subsequent Phases (including the Phase 1 Property); or (ii) construction of 184th Avenue between SE 1st

Street and SE 9th Street, the construction of SE 9th Street between 172nd Avenue and 184th Avenue, and the Area 2 Pump Station.

(c) Sewer Infrastructure

Phase 1 shall provide all required sanitary sewer infrastructure in the 184th right of way to connect to the Area 2 Pump Station, including gravity lines that will carry sewer flows from Phase 1 to the sanitary sewer pump station and a force main to carry sewer flows from the sanitary sewer pump station to SE 1st Street. Developer may construct the Area 2 Pump Station as contemplated in the Subarea Plan as part of Phase 1, or temporarily connect to a sanitary sewer pump station outside of Section 30 to service Phase 1; provided, however that Developer agrees that the Area 2 Pump Station shall be constructed, consistent with Section 4(d)(v) of this Agreement, within three (3) years of issuance of the first certificate of occupancy for a Phase 1 building. The deadline to construct the Area 2 Pump Station may be extended in the City's sole discretion in the event Developer demonstrates good faith progress towards a Master Plan for Subsequent Phases and eventual construction of the station. Upon completion of the Area 2 Pump Station Developer shall connect Phase 1 to the sanitary sewer pump station at its sole cost and expense.

(d) Dedication of Public Recreational Trail

The Subarea Plan contains a conceptual location for a public recreational trail on the western boundary of the HP Property. The recreational trail location in the Subarea Plan is conceptual and allows for deviation to be determined through the master plan process, however, to meet the goals of the Subarea Plan the recreational trail must be open to the public and must connect north to a location near 9th Street and west towards 172nd Avenue along or near the northern boundary of the HP Property. The City agrees that in the event the trail is located on HP Property and maintained in Developer's ownership it shall be considered a trail used solely for recreational use purposes. Any other purpose specified in any other City document related to any public recreational trail on HP Property is superseded by this Agreement.

To satisfy this Subarea Plan goal, in Phase 1 Developer shall design and construct a 12 foot recreational trail adjacent to 184th. The trail shall be designed to allow for future connectivity along 184th and connection to 9th Street in Subsequent Phases as will be designed during the master plan process. Upon dedication of the recreational trail to the City, the City shall maintain the trail.

(e) Boundary Slopes and Final Elevations

Developer's design of the Phase 1 boundary slopes and final elevations is to be consistent with the description in Exhibit 9.

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(f) State Environmental Policy Act ("SEPA")

i. Existing SEPA Documents

The City adopted a Determination of Nonsignificance ("DNS") in accordance with SEPA requirements when the Subarea Plan was adopted in 2009 through Ordinance No. M-3930 in relation to File Numbers CPZ2009-00010/SEP2009-00025. The DNS explained that future development within Section 30 would require compliance with SEPA.

ii. Project SEPA Compliance

Consistent with Ordinance No. M-3930 and the DNS, all applications for the Project shall comply with the State Environmental Policy Act, chapter 43.21C RCW and chapter 20.790 VMC. The Developer shall implement all mitigation measures imposed during the SEPA process for Phase 1 and Subsequent Phases of the Project.

(g) City Review Team

The City shall form an experienced, multi-disciplinary review team to review all applications associated with the Project. The review team shall be coordinated by a manager who shall serve as the designated point of contact for the Project.

(h) Streamlined Permitting

The City will utilize its streamlined review process for land use, engineering, and building permit review that provides for consolidated and expeditious approvals and permit review for the Project at no additional charge. The City commits to completing its review of land use, engineering, and building plans, studies and associated application material within ninety (90) calendar days of submittal. Review time may be added by the City if application materials remain incomplete within two review cycles or if more than three civil engineering reviews are required. This timeframe shall not apply to the master plan process necessary for Subsequent Phases of the Project. Instead, the City shall endeavor to make a decision on any Developer proposed Master Plan subject to this Agreement within one hundred twenty (120) calendar days from the date the Master Plan application is deemed complete.

(i) Permit Fees

The City shall cap the valuation of the Project for the sole purposes of calculating building permit review and inspection fees pursuant to VMC 17.08.130(G), Table I as follows:

Phase 1 – Building construction and investment for the first phase of the Project is estimated to have a value of Fifty Million ($50,000,000.00) to Eighty Million Dollars ($80,000,000.00). The City shall cap the valuation at Ten Million Dollars ($10,000,000.00) for purposes of assessing fees under VMC 17.08.130(G).

Subsequent Phases – The City shall cap the valuation at Ten Million Dollars ($10,000,000.00) for purposes of assessing fees under VMC 17.08.130(G) in Subsequent Phases.

Therefore, the City shall cap the valuation at Ten Million Dollars ($10,000,000.00) for purposes of assessing fees under VMC 17.08.130(G) for each building permit application for the Project on HP Property and Annexed Property, and that cap will be applied separately to each permit during the term of this Agreement and any extensions thereof.

(j) Applicability of Section 8

As contemplated under Section 12 of this Agreement, Developer may come into ownership of the full 98 acres, or some portion, thereof. In the event that Developer does not purchase all of the HP Property, this Section 8 shall only apply to Developer's owned HP Property, subject to Permitted Transfers.

Section 9. Business License Surcharge Fees

(a) Business License Surcharge Fee

Upon application for building permits to construct Phase 1, business license surcharge fees assessed against Developer under chapter 5.04 VMC (as it may be amended) shall not exceed ninety dollars per full-time employee and shall not be assessed against more than seven hundred ninety-nine (799) full time employees. This Section 9(a) shall expire on December 31, 2024; provided, however, that Developer may, at its option, elect to terminate this provision prior to December 31, 2024. Upon termination of this Section 9(a), Developer shall be subject to then-existing business license surcharge fees.

(b) Anticipated Code Amendment

The City Council will hold a public hearing to consider an amendment to chapter 5.04 VMC regarding Business License Surcharge fees to consider a five-year waiver of the per employee annual business license surcharge fee for companies that relocate employees from outside the City boundary and employees already located within the City boundary under the following circumstances:

- A minimum of 700 employees earning no less than 125% of current median individual income, as set by the federal department of Housing and Urban Development for the Portland-Vancouver USA.
- For companies relocating employees located in the City to other locations within the City, the employees are relocated to an owner-occupied building or group of buildings comprising a minimum of 200,000 square feet in an Employment Center Plan District.

The City will hold a public hearing to consider an amendment to chapter 5.04 VMC regarding Business License Surcharge fees to consider an extension of the waiver of the per employee annual business license surcharge fee for companies eligible for the waiver that expand employment by 20% above the currently employed numbers in the City where 75% of the new employment offer no less than 125% of current median individual income, as set by the federal department of Housing and Urban Development for the Portland-Vancouver USA.

In the event that the City of Vancouver proposes the contemplated code amendment in a form acceptable to both Parties, then the Parties may mutually agree to modify certain provisions of this Section 9. Nothing in this Section 9 shall be construed to obligate the City to adopt a code amendment.

(c) Verification and Employment Decline

During the term of the incentive, the Developer shall provide the City with a sworn statement verifying that the number of employees and salary meets or exceeds the applicable thresholds for the waiver in substantial compliance with the form attached hereto as Exhibit 11. The City, or its designee, may, no more than once per year, request information to verify applicable thresholds have been met. In the event that the code amendment contemplated above is enacted and the parties mutually agree to modify this Agreement, if employment or salary declines below the thresholds specified in the applicable code provision, the Developer shall reimburse the City for the relevant reduction and/or waived business license surcharge fees during the period of noncompliance with the thresholds.

Section 10. Vested Rights

The Development Standards of the VMC, inclusive of all provisions referenced in Section 4(d) of this Agreement that are in effect on the date of this Agreement shall apply to the Project, except as otherwise provided in this Agreement and as follows:

Public Health and Safety

The City reserves the authority to modify one or more of the standards or requirements of development for the HP Property during the term of the Agreement, after notice, a public hearing, and adoption of findings and conclusions, to the extent required to avoid a serious threat to public health or safety, as provided in RCW 36.70B.170.

State and Federal Law

This Agreement does not relieve Developer of any obligations to comply with state or federal laws or regulations of any kind, including, but not limited to, those related to endangered species or stormwater. The Project shall not be vested against the application of development standards imposed by virtue of federal or state preemption of the City's regulatory authority.

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State and International Building Codes

The International Building Code and International Fire Code in effect in the State of Washington on the date of filing a complete application for a building permit shall apply to all new development of the HP Property, unless mutually agreed to between the Parties.

Charges and Fees

This Agreement does not vest Developer to plan review fees, system development charges, or impact fees, except as otherwise provided in this Agreement.

Any amendments or additions made during the term of this Agreement to zoning or development regulations, transportation concurrency regulations, SEPA regulations and substantive SEPA policies or other laws, ordinances, comprehensive plan policies or other policies governing land development which may be applicable to the Project shall not apply to or affect the conditions of the Project, except as otherwise provided in this Agreement. Developer may request to be bound by future amendments to the VMC. This vesting provision shall be applicable, without limitation, to all land use applications, permits, uses and development of the Project that occur on the HP Property within the term of this Agreement. This vesting shall continue beyond the term of this Agreement as to any implementing land use application in process or granted by the City during the term of this Agreement, for the normal term of approval of any such application, permit, or approval.

Section 11. Authority

Developer represents and warrants to the City that it has ownership or control of the HP Property as that term is used in RCW 36.70B.170 and that its signatory has the authority to enter into this Agreement and bind the HP Property thereto. The City represents that its signatory has full power and authority to execute and deliver this Agreement on behalf of the City. Each Party will defend, indemnify, and hold harmless the other Party and signatory from any claim that he or she was not fully authorized to execute this Agreement on behalf of the person or entity for who he or she signed.

Section 12. Applicability of the Agreement, Binding on Successors, and Recording

This Agreement shall be effective and binding upon proper execution and delivery by the City and Developer. As contemplated under the recitals, Section 1, and Section 12 of this Agreement, Developer may come into ownership of the full 98 acres, or some portion, thereof. In the event that Developer does not purchase all of the HP Property, this Agreement shall only apply to Developer's owned HP Property, subject to Permitted Transfers. This Agreement shall run with the land and be binding upon and inure to the benefit of the successors, successors in title and assigns of Developer and upon the City as to all of the HP Property (or any portion thereof) that Developer acquires, and will be binding and enforceable against each Party in accordance with the terms herein. This Agreement shall be recorded with the Clark County

Clark Auditor Thu Dec 19 16:26:09 PST 2019 5684394 Page 20

Auditor against the HP Property. Developer may sell or otherwise lawfully dispose of all or any portion of the Developer acquired HP Property to another person, corporation, partnership, or other entity who shall be bound by and benefitted by the requirements and terms of this Agreement, except as set forth in Section 5 of this Agreement.

Section 13. Further Discretionary Actions

Nothing in this Agreement shall be construed to limit the authority of the City to process development applications for the HP Property, including one or more building permits, under the processes established by the City; provided, however those processes shall not impose any conditions inconsistent with the provisions of the Agreement.

Section 14. Interpretation; Severability

(a) Interpretation

The Parties intend this Agreement to be interpreted to the full extent authorized by law as an exercise of the City's authority to enter into such agreements, and this Agreement shall be construed to reserve to the City only that police power authority which is prohibited by law from being subject to a mutual agreement with consideration.

(b) Severability

If any provision of this Agreement is determined by a court of law to be unenforceable or invalid, then the remainder of the Agreement shall remain in full force and effect. Further, as to those provisions held by a court of law to be unenforceable, the Parties shall confer and agree to amend the Agreement to implement the mutual intent of the Parties to the maximum extent allowed by law.

Section 15. Waiver

Failure by either Party at any time to require performance by the other Party of any of the provisions hereof shall in no way affect the Parties' right hereunder to enforce the same, nor shall any waiver by the Party of the breach hereof be held to be a waiver of any succeeding breach or a waiver of this nonwaiver clause.

Section 16. Amendment

This Agreement shall not be amended without the express written approval of the City and Developer (or its successors, successors in title and assigns with respect to the HP Property in which they have an interest). The Vancouver City Council must approve, in its sole discretion, all amendments to this Agreement by ordinance or resolution. The City agrees to present to the City Council any Developer requested amendment within ninety (90) days of such request, unless the Parties mutually agree otherwise.

Section 17. Headings

The headings in this Agreement are inserted for reference only and shall not be construed to expand, limit, or otherwise modify the terms and conditions of this Agreement.

Section 18. Governing Law and Venue

This Agreement shall be construed with, and governed by, the laws of the State of Washington. The Parties agree to venue in the Superior Court for Clark County, State of Washington, to resolve any disputes that may arise under this Agreement.

Section 19. Attorneys' Fees

Should it be necessary for any Party to this Agreement to initiate a legal proceeding against the other Party to adjudicate any issues arising hereunder, the Party that substantially prevails shall be entitled to recover from the other Party such sum as the court or arbitrator may adjudge reasonable attorneys' fees, costs, expenses, and disbursements (including the fees and expenses of expert and fact witnesses) reasonably incurred or made by the substantially prevailing Party in preparation to participate in mediation or arbitration, to bring suit, during suit, on appeal, on petition for review, and in enforcing any judgment or award, from the other Party or Parties.

Section 20. Default

In the event either Party fails to perform the terms and provisions of this Agreement, which failure continues uncured for a period of sixty (60) days following written notice from the other Party (unless the Parties have mutually agreed in writing to extend this period) shall constitute a default under this Agreement. Any notice of default shall specify the nature of the alleged default and, where appropriate, the manner in which the alleged default may be satisfactorily cured. If the nature of the alleged default is such that it cannot be reasonably cured within the sixty (60) day period, then the commencement of actions to cure the alleged default within the sixty (60) day period and diligent prosecution of such actions necessary to complete the cure of the alleged default, shall be deemed to be a cure within the sixty (60) day period. Upon a default that is not cured as provided above, the non-defaulting Party may institute legal proceedings to enforce the terms of this Agreement or terminate this Agreement. If the default is cured, then no default exists, and the noticing Party shall take no further action. In recognition of the possible assignment and sale of portions of the HP Property (see Section 12) any claimed default shall relate as specifically as possible to the portion of the HP Property involved and any remedy against any party shall be limited to the extent possible to the owners of such portion of the HP Property with remedies that do not adversely affect the rights, duties or obligations of any other non-defaulting owner of portions of the Property not in default under this Agreement.

///

Section 21. Cooperation

The City and Developer shall take such action (including, but not limited to, the execution, acknowledgement and delivery of documents) as may reasonably be requested by the other party for the implementation or continuing performance of this Agreement. In the event of any administrative, legal, or equitable action or proceeding instituted by any person or party to this Agreement challenging the validity of any provision of this Agreement, or any subsequent action taken consistent with this Agreement, the parties shall cooperate in defending such action or proceeding to settlement or final judgment, including all appeals. The City and Developer shall select its own legal counsel and retain such counsel at its own expense.

Section 22. No Third-Party Beneficiaries

This Agreement is made and entered into for the sole protection and benefit of the Parties hereto and their successors and assigns. No other person shall have any right of action based upon any provision of this Agreement.

Section 23. Notice

All communications, notices, and demands of any kind under this Agreement shall be in writing and delivered by (a) a nationally recognized overnight courier, or (b) deposited in the U.S. mail, certified mail postage prepaid, return receipt requested, and as follows:

To the City:	City of Vancouver, City Attorney Attn: Jonathan Young 415 SW 6th Street Vancouver, WA 98660
To the Developer:	JLL 260 Forbes Avenue, Suite 1300 Pittsburgh, PA 15222 Attn: Lease Administration – HP Inc.
With a copy to:	HP Inc. 1501 Page Mill Road Palo Alto, CA 94304 Attn: Global Functions Legal Jennifer Bragar Tomasi Salyer Martin 121 SW Morrison St, Suite 1850 Portland, OR 97204

Section 24. Construction

This Agreement is the product of negotiation and drafting by both Parties and their legal counsel, and it shall be deemed to have been drafted by no Party individually but as a joint effort of the Parties. The Parties intend this Agreement to be interpreted to the full extent authorized by law. To the extent of any conflict with any City regulations which may otherwise govern the HP Property, the terms and conditions of this Agreement shall prevail.

Section 25. Entire Agreement

This Agreement consists of the Resolution approving the Agreement, the Agreement, Exhibits 1-11. This Agreement constitutes the final and complete expression of the Parties on all subjects relating to the terms herein. This Agreement supersedes and replaces all prior agreements, discussions and representations on all subjects discussed herein, without limitation, except as set forth in Section 4(f). No Party is entering into this Agreement in reliance on any oral or written promises, inducements, representations, understandings, interpretations or agreements other than those contained in this Agreement and the exhibits hereto.

Section 26. Vancouver Municipal Code Provisions and Standards

The City shall maintain a binder with a printed copy of all Development Standards governing development of the Project as set forth in this Agreement, including but, not limited to, the Subarea Plan, the City of Vancouver Stormwater Management Standards, City of Vancouver Water Design and Construction Requirements, and City of Vancouver General Requirements and Details for the Design and Construction of Public Sanitary Sewers, to be signed by each Party.

Dated this 16th day of December, 2019

CITY OF VANCOUVER, a municipal corporation

By: _____
Eric J. Holmes, City Manager

HP, INC., a Delaware corporation

By: _____
HEAD OF RE STRATEGY, HP

Attest

_____
Natasha Ramras, Chief Financial Officer
City of Vancouver

Approved as to form

Jonathan Young, City Attorney

STATE OF WASHINGTON)
) ss.
County of Clark)

I certify that I know or have satisfactory evidence that Eric J. Holmes is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument, on oath stated that (he/she) was authorized to execute the instrument and acknowledged it as the City Manager of the City of Vancouver to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

GIVEN under my hand and official seal on 12-16-19, 2019.

JENNIFER JILL BROWN
Commission Expires 01-23-2023
NOTARY PUBLIC
License Number 6277
STATE OF WASHINGTON

Notary Public for Washington

[notary continues on the next page]

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Santa Clara

On Dec 18, 2019 before me, Phuong Nguyen Kane
(insert name and title of the officer)

personally appeared Keith Tabacek,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

PHUONG NGUYEN KANE
Notary Public – California
Santa Clara County
Commission # 2230767
My Comm. Expires Feb 9, 2022

Signature Phuong Nguyen Kane (Seal)

EXHIBIT 1

LEGAL DESCRIPTION OF PROPERTY

PARCEL I:
THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE WILLAMETTE MERIDIAN IN CLARK COUNTY, WASHINGTON.

PARCEL II:
THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE WILLAMETTE MERIDIAN, CLARK COUNTY, WASHINGTON.

PARCEL III:
A NON-EXCLUSIVE EASEMENT FOR INGRESS AND EGRESS AND UTILITIES, INCLUDING BUT NOT LIMITED TO THE RIGHT TO CONSTRUCT AND MAINTAIN A PRIVATE ROAD FOR HEAVY HAULING OF AGGREGATE AND EQUIPMENT UNDER, OVER AND ACROSS THE EAST 60 FEET OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE WILLAMETTE MERIDIAN, AS SET FORTH IN THE AMENDED AND RESTATED EASEMENT AGREEMENT RECORDED MARCH 19, 2009 AS RECORDING NO. 4541545.

PARCEL IV:
THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE WILLAMETTE MERIDIAN, CITY OF VANCOUVER, CLARK COUNTY, WASHINGTON.

EXCEPT ANY PORTION LYING WITHIN SOUTHEAST FIRST STREET.

ALSO EXCEPT THAT REAL PROPERTY SITUATED IN THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE WILLAMETTE MERIDIAN, CITY OF VANCOUVER, CLARK COUNTY, WASHINGTON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 30; THENCE NORTH 01°36'19" EAST ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER A DISTANCE OF 455.55 FEET; THENCE SOUTH 27°07'48" EAST A DISTANCE OF 147.46 FEET; THENCE SOUTH 88°12'07" EAST A DISTANCE OF 177.17 FEET; THENCE SOUTH 43°23'44" EAST A DISTANCE OF 34.77 FEET; THENCE SOUTH 01°45'27" WEST A DISTANCE OF 296.45 FEET TO THE SOUTH LINE OF SAID

SOUTHEAST QUARTER OF SECTION 30; THENCE NORTH 89°22'11" WEST ALONG SAID SOUTH LINE A DISTANCE OF 271.90 FEET TO THE POINT OF BEGINNING.

EXCEPT ANY PORTION LYING WITHIN THE PUBLIC RIGHT-OF-WAY.

CONTAINING 7.719 ACRES, MORE OR LESS.

EXHIBIT 2

LEGAL DESCRIPTION OF ADDITIONAL PROPERTY

REAL PROPERTY SITUATED IN THE CITY OF VANCOUVER, CLARK COUNTY, WASHINGTON, BEING THE WEST HALF OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 30, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE WILLAMETTE MERIDIAN.

TOGETHER WITH:

REAL PROPERTY SITUATED IN THE CITY OF VANCOUVER, CLARK COUNTY, WASHINGTON, BEING DESCRIBED AS THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 30, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE WILLAMETTE MERIDIAN.

EXCEPTING THEREFROM:

BEGINNING ATTHE SOUTHEAST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 30; THENCE NORTH 01° 37' 33" EAST ALONG THE EAST LINE OF SAID NORTHWEST QUARTER A DISTANCE OF 97.35 FEET; THENCE SOUTH 79° 30' 36" WEST TO A POINT ON THE SOUTH LINE OF SAID NORTHWEST QUARTER A DISTANCE OF 477.79 FEET; FROM WHICH POINT THE SOUTHEAST CORNER OF SAID NORTHWEST QUARTER BEARS SOUTH 88° 44' 01" EAST A DISTANCE OF 467.16 FEET; THENCE SOUTH 88° 44' 01" EAST A DISTANCE OF 467.16 FEET TO THE POINT OF BEGINNING.

CONTAINING 29.548 ACRES, MORE OR LESS.

SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.

EXHIBIT 3

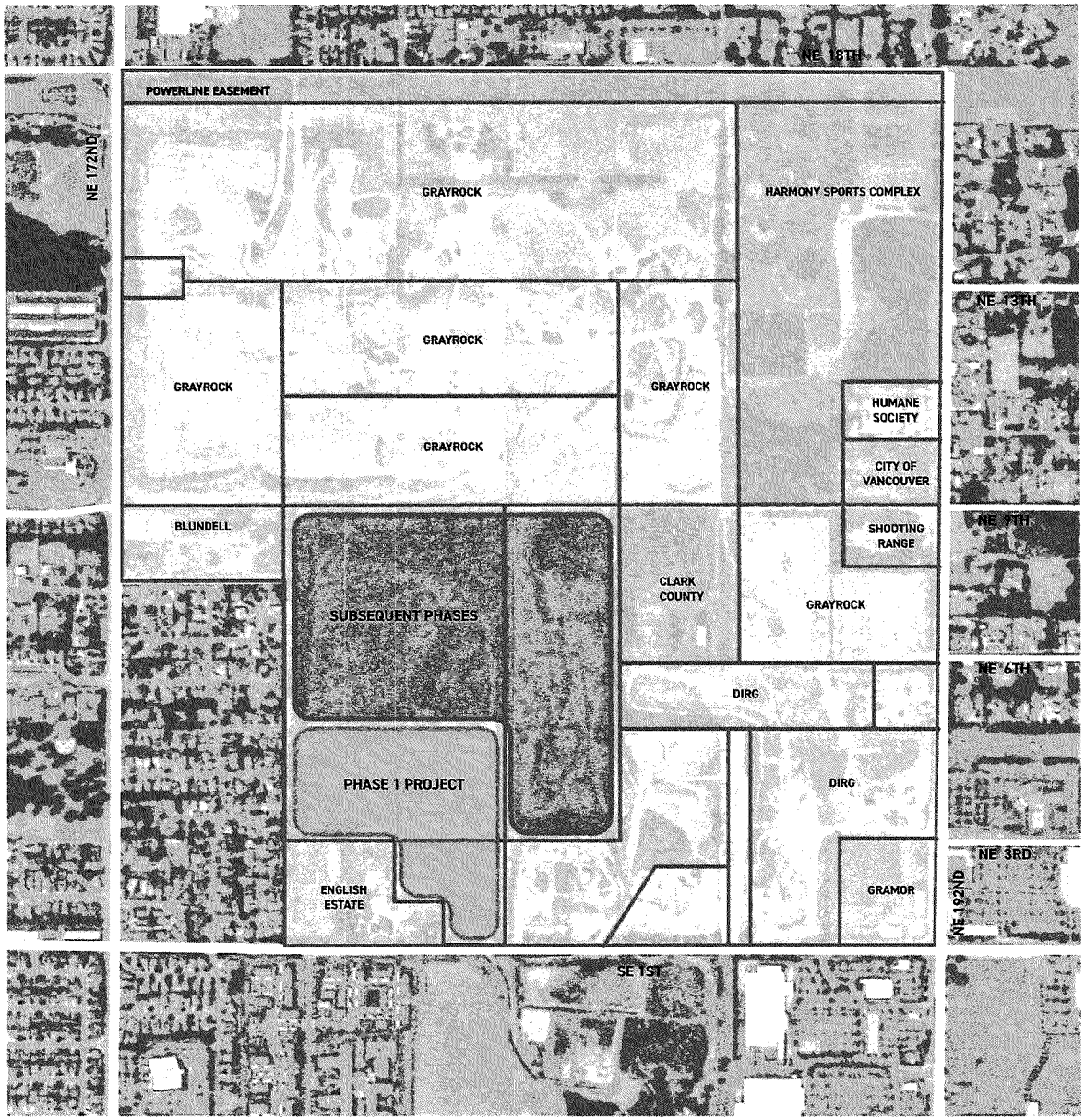

Exhibit 3
Page 1 of 1

CONCEPTUAL PROJECT DIAGRAM

OCTOBER 23, 2019

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EXHBIT 4

Vancouver Municipal Code:

Applicability to the Multi-Tenant Building aspect of Developer's Project

The City intends to apply the following Vancouver Municipal Code standards to the Project on the HP Property that includes reclamation activity for existing mining operations approved by the Washington State Department of Natural Resources, and accommodates a national, multi-building development of up to 1,500,000 gross square feet of building space, with office, research and development, industrial services, manufacturing and production, light industrial uses, as well as the potential for occupant-supported small scale retail, restaurant, accessory uses, and related parking and associated onsite improvements, and any associated Phase 1 review, Master Plan review, and/or future phase site plan reviews associated with this aspect of Developer's Project. As set forth in the Recitals of the HP Development Agreement, the Subarea Plan was adopted more than 15 years ago when the City anticipated development to occur on a parcel-by-parcel basis instead of a coordinated effort led by Developer's catalyzing Project, involving a significant portion of Section 30's privately owned land. The Subarea Plan anticipates some flexibility in its application and is referred to as a framework that envisioned joint effort for development between the City and property owners and between the Developer and its neighbors. Developer, through this Development Agreement signifies its willingness to join this endeavor to turn the framework into a reality and transform Section 30 into the neighborhood envisioned in the plan. Given this context, the City considers the Developer's proposal as an unique catalyst that deserves the City's attention and direction in advance of land use application review for Phase 1 and master planning for Subsequent Phases to allow achievement of the vision set forth in the Subarea Plan. To the extent that it is determined that code amendments are required to support the below application of the code, the City agrees to pursue such amendments; however, the City shall not be obligated to approve any such code amendment.

Capitalized terms have the same meaning as set forth in the HP Development Agreement unless otherwise specified in this exhibit.

VMC 20.440.030, Table 20.440.030-1:

> City application to Developer: All ECX uses listed in VMC Table 20.440.030-1 as permitted, limited, or conditional uses shall be allowed on the HP Property except as set forth in Section (4)(a) of the HP Development Agreement prohibiting specific uses on the HP Property.

VMC 20.690.040(D):

> ***VMC 20.690.040 Development Standards***

Development within the Plan District shall be subject to the development standards contained in VMC 20.440.040 and 20.440.050 except as modified herein. Urban Neighborhood Overlay development is subject to the development standards contained in VMC 20.690.070, Section 30 Urban Neighborhood Overlay.

***

D. Building Setbacks.

1. Any development adjacent to the Principal Arterial streets bordering the Section 30 Plan District shall provide a 20 foot minimum landscaped setback from the back of sidewalk.

2. All other street setbacks shall be a landscaped 10 foot maximum from the back of sidewalk. An exception for up to a 20 foot maximum setback shall be allowed for proposed green street features, publicly accessible plazas, or due to topographic constraints.

3. New Heavy Industrial uses allowed by recorded Development Agreements shall provide a minimum 10 foot landscaped side and rear set back. Landscape shall include shrubs to form a six foot high buffer screen 95% opaque year-round.

4. All landscaped setbacks shall at a minimum meet the Section 30 Landscape Design Guidelines.

City application to Developer: Developer may submit a landscape plan under VMC 20.925.110 that at a minimum meets the OCI standards, unless the foregoing standards under VMC 20.690.040(D)(1)-(4) apply stricter standards for Phase 1.

Subsequent Phases of Developer's Project subject to the HP Development Agreement shall be subject to the Master Plan landscape plan requirement under VMC 20.690.050.

Developer's Phase 1 and the Master Plan will involve a mix of interface with public right of way, private streets, and local streets. VMC 20.690.040(D)(2) provides maximum setbacks for landscaped setbacks on streets, other than collector arterials, of 10 feet from the back of the sidewalk, with an exception allowed up to 20 feet. The City interprets this provision to apply to Developer's Project as a 10 foot minimum landscaped setback from the back of the sidewalk with the option to exceed the minimum to ensure architecturally sound design of landscaped setbacks taking into account factors including, but not limited to, pedestrian interface, vehicular circulation, and building design. Further, back of sidewalk shall also refer to any back of a public recreational trail that may be co-located on public rights of way, private streets, or local streets.

VMC 20.690.040(E):

VMC 20.690.040(E)

Parking spaces provided for individual uses shall be no less than 80 percent of the minimum required indicated in Table 20.945.070-2, and no more than 115 percent to the amount provided in Table 20.945.070-2. The planning official may approve parking beyond the maximum or a parking reduction from the required minimum based on a parking study that justifies the change. Structural parking is permitted subject to the design standards contained in VMC 20.945.060. Structural parking shall count toward the minimum but not the maximum number of parking stalls.

City application to Developer: The parking space description in Table 20.945.070-2 lists the minimum number of parking spaces associated with a particular use. The City may interpret VMC 20.690.040(E) to suggest that a maximum parking space limit applies to Section 30 development, subject to exceeding the maximum if a parking study is submitted. As stated above and throughout the HP Development Agreement, the Subarea Plan and implementing code did not envision a catalyzing development such as Developer's Project that incorporates a mix of uses on the scale of nearly 100 acres. In order to allow flexible, successful, and efficient development of nearly 100 acres within Section 30, the City will apply the foregoing provision to allow development of the HP Property with parking on the following terms and determines that these parking ratios and the concomitant requirement for a parking study in the course of development is consistent with this code provision because a parking study completed prior to development would have no context in terms of the performance of parking to serve Phase 1 of the Project.

Parking spaces shall be provided for in the following ratios:

Office uses	2.5 to 5 spaces per 1000 square feet
Research and Development uses	1.25 to 3 spaces per 1000 square feet
Light industrial uses	1.25 to 3 spaces per 1000 square feet
Occupant-supported retail, restaurant, and accessory uses	1 space per 250 square feet

Reference to occupant-supported retail, restaurant, and accessory uses is for parking for such uses that are primarily meant to be open to HP employees. Other such uses that are incidental to an office building will meet the parking ratios for Office uses listed above.

Consistent with the Design Guidelines of Section 30 and to ensure that parking is sufficient, readily accessible, and safe, Developer will conduct a parking study after Phase 1, as part of master planning. The parking study could provide different use scenarios for the different buildings and how parking will be brought into compliance

with the code as the Project develops. The overall parking plan could be conceptual with the understanding that it could change as the Project develops. In Subsequent Phases, Developer may modify the foregoing standard subject to review and approval by the City.

VMC 20.690.040(G):

VMC 20.690.040(G)

G. Roadways and Access.

1. Collector arterial roadway alignment shall be consistent with the conceptual roadway alignments shown in the Section 30 Employment Center Plan document.

2. Connections to streets that border Section 30 Plan District shall be substantially as shown in the Section 30 Employment Center Plan document.

3. All collector arterial to collector arterial intersections internal to the Plan District (excludes the four surrounding arterials) shall be roundabout intersections. Use of roundabouts for local roadway connections is also encouraged to promote system efficiency and create a unique identity.

4. Traffic calming and context sensitive design shall be incorporated into the design of all internal roadways.

5. The maximum block face length within the Plan District shall be 600 feet generally, and 300 feet in the Urban Neighborhood Overlay areas.

6. All new streets and street improvements shall meet the intent of the Section 30 Design Guidelines.

City application to Developer: The provisions of VMC 20.690.040(G)(2), (3), (5) and (6) will be applied consistent with the City's interpretation of the Subarea Plan in Exhibit 5 to the HP Development Agreement. In addition, given the scale of the Project area, the City agrees that Developer may seek approval for maximum block face length of "600 feet generally" to allow for some maximum block lengths of up to 700 feet as consistent with the use of "generally" in the code. Developer's Phase 1 does not currently intend to exceed a 600 foot block length. Therefore, any potential block lengths exceeding 600 feet will be reviewed as part of the master plan.

VMC 20.960.070(K):

VMC 20.960.070(K)

K. Industrial complex signs (free-standing signs).

1. Allowable Area: 1.5 square foot per face per lineal foot of industrial complex frontage up to a maximum of 250 square feet per face. Provided that an industrial complex with less than thirty-two (32) lineal feet of frontage shall be allowed a maximum thirty-two (32) square foot sign per face.

2. Number of Signs: 1 per complex frontage.

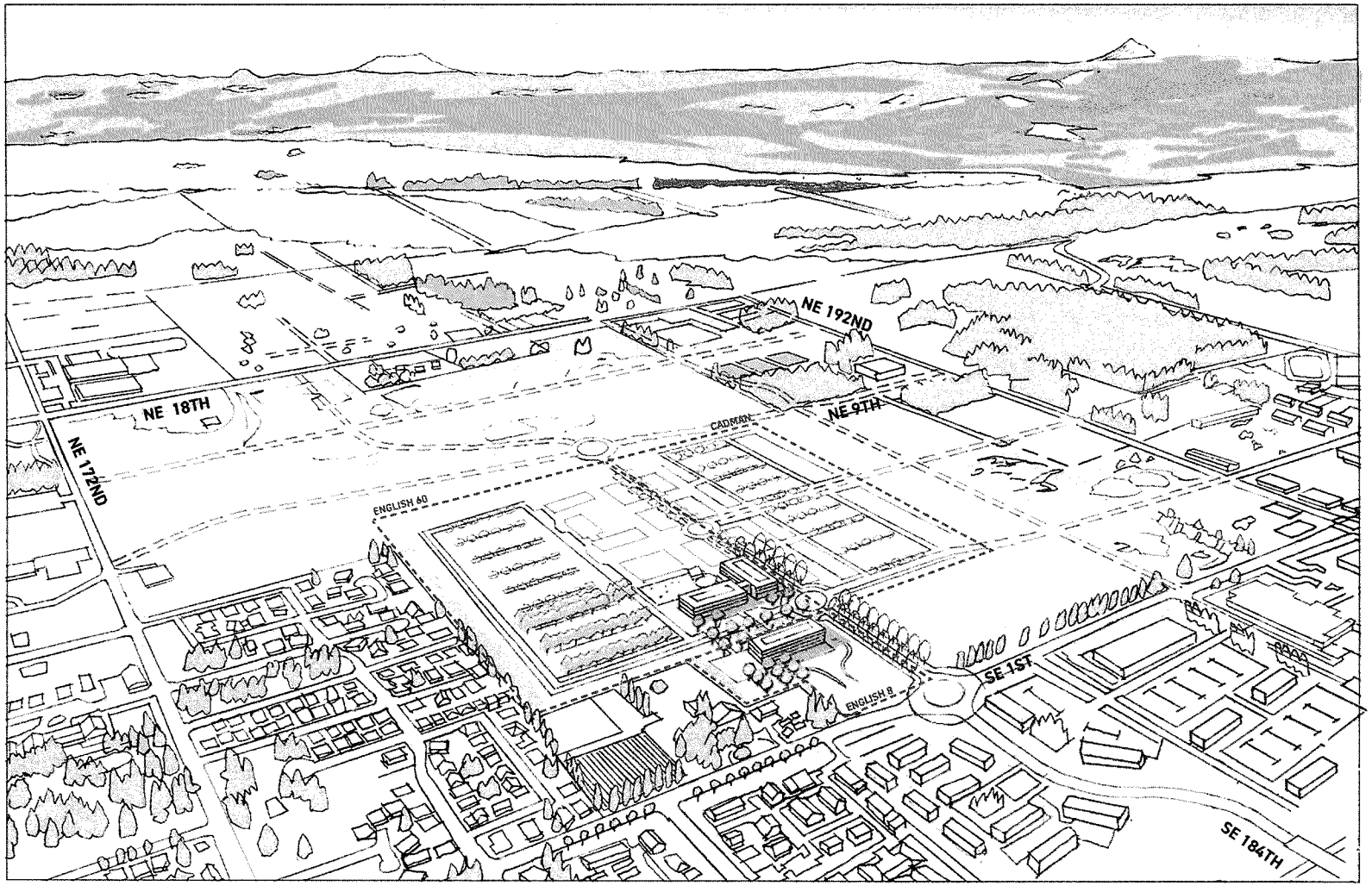
3. Height of Sign: Maximum 25 feet.

City application to Developer: The City's sign code does not address a situation such as a Developer's multi-building type development. As stated above and throughout the HP Development Agreement, the Subarea Plan, and implementing code did not envision a catalyzing development such as Developer's Project that incorporates a mix of uses on this scale. Further, the City's code does not define the term "industrial complex." Therefore, the City concludes that Developer may apply for signs allowed for an industrial complex under this provision for those signs that serve a particular building in a multi-building type environment. Thus, as applied to Phase 1, Developer may seek approval to install an industrial complex sign for each individual building constructed as part of Phase 1 and such sign installation could be consistent with the intent of the sign code and the Subarea Plan.

Consistent with chapter 20.960 VMC, all other signs not visible from a public right-of-way are exempt from review. VMC 20.960.070 does not have a sign type that refers to public recreational trails. The City views all recreational trail signs that may be located on HP Property as part of the master planning may be considered outside the sign types identified under VMC 20.960.070 and may be exempt from any sign maximum.

The City will allow Developer to establish a Project-wide sign program for signs visible from the public right-of-way as part of the master planning process.

EXHIBIT 5



Infrastructure locations are preliminary. Final locations will be determined through the master planning process

Exhibit 5
Page 1 of 1 **CONCEPTUAL PROJECT LAYOUT**

OCTOBER 23, 2019

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EXHIBIT 6

SUBAREA PLAN POLICIES

HP Section 30 Urban Employment Center Subarea Plan:

Applicability to the Multi-Tenant Building aspect of Developer's Project

The Subarea Plan (dated October 5, 2009) contains a combination of aspirational and mandatory policies. The City intends to apply the following Subarea Plan policies to the Project on the HP Property that includes reclamation activity for existing mining operations approved by the Washington State Department of Natural Resources and accommodates a national, multi-building development of up to 1,500,000 gross square feet of building space, with office, research and development, industrial services, manufacturing and production, light industrial uses, and reclamation activity for existing mining operations approved by the Washington State Department of Natural Resources, as well as the potential for occupant-supported small scale retail, restaurant, accessory uses, and related parking and associated onsite improvements, and any associated Phase 1 review, Master Plan review, and/or future phase site plan reviews associated with Developer's Project. As set forth in the Recitals of the GF Development Agreement, the Subarea Plan was adopted more than 15 years ago when the City anticipated development to occur on a parcel-by-parcel basis instead of a coordinated effort led by Developer's catalyzing Project, involving a significant portion of Section 30's privately owned land. The Subarea Plan anticipates some flexibility in its application and is referred to as a framework that envisioned joint effort for development between the City and property owners and between a Developer and its neighbors. Developer, through this Development Agreement signifies its willingness to join this endeavor to turn the framework into a reality and transform Section 30 into the neighborhood envisioned in the plan. Given this context, the City considers the Developer's proposal as a catalyst that deserves the City's attention and direction in advance of land use application review for Phase 1 and master planning for Subsequent Phases to allow achievement of the vision set forth in the Subarea Plan. To the extent that it is determined that Subarea Plan amendments are required to support the below application of the plan, the City agrees to pursue such amendments; however, the City shall not be obligated to approve any such code amendment.

Capitalized terms have the same meaning as set forth in the HP Development Agreement unless otherwise specified in this exhibit.

Intersection Spacing (p. 43)

TR-7 – Collector streets within Section 30 shall be spaced about 800 ft. apart with connections as generally depicted on the concept map. These are flexible corridors, so long as spaced to provide adequate collector level street access and sufficient capacity to all portions of Section 30 is provided.

TR-9 – To simultaneously promote continuous, smooth traffic flow, and slower travel speeds that promote safety for cars, trucks, pedestrians, and bikes; to conserve buildable land through

efficient use of public rights-of-way; to promote lower energy use through eliminating traffic lights and minimizing vehicle idling time; the Section 30 internal collector arterial intersections shall be single lane urban roundabouts with 100 to 130 foot inscribed circle diameter to accommodate all vehicle types that will access the site.

Access to Streets by Motorized Vehicles (p. 44)

TR-21 – Direct access to arterial streets, when allowed, should meet minimum intersection spacing requirements.

> City application to Developer: The City may apply TR-7, TR-9, and TR-21 to Developer to allow variation from the requirements as long as Developer provides 200 foot minimum separation between intersections of local collector streets as long as the design meets the intent of the policies. If this condition is met, the City may allow the possibility of restricted turn movements (e.g. right-in/right out). The roundabout design requirement under TR-9 is achieved if the design of the roundabout is similar to the design of the roundabout at the intersection of 1st Street/184th Avenue. The City further recognizes that should Developer vary in these ways, the development could comply with the intent of these provisions because these traffic control measures would achieve the goals set forth in the Subarea Plan. The Developer has the option to improve streets in a different configuration based on measured traffic flow subject to City review and approval. In addition, the Developer may seek approval to incorporate same-side ingress/egress for Developer's research and development buildings at the northern most boundaries of the HP Property for truck deliveries and low density (by head count) facility parking. The parties mutually acknowledge that in addition to the planned roundabouts along 184th, additional access to 184th between 1st Street and 9th Street will be necessary to provide adequate access to the Project. Upon review of Exhibit 5 to the HP Development Agreement, the City agrees that Developer may be permitted to include "right-in, right-out only" access to 184th between roundabouts where necessary for the Developer to construct safe and efficient circulation and necessary emergency access to future buildings and parking areas contemplated as part of the anticipated Master Plan for the Project. However, this permission for "right-in, right-out only" access shall not be construed as any exemption to the City's Street and Development standards (chapter 11.80 VMC). Further, the City will review in good faith any standards modification requests (*i.e.* road modification requests) under VMC 11.80.160 that are deemed necessary to achieve sufficient access to 184th to effectively implement the master plan vision for the Project. Parties with responsibility to construct certain streets and roundabouts will be identified during the master plan process. Developer has the option, but not the obligation, to provide that access to arterial streets meet minimum intersection spacing requirements, and such proposals shall be reviewed by the City in the master planning process.

Pedestrian Facilities (p. 43)

TR – 10 All trails and sidewalks shall be consistent with the connectivity and grade policies of the Plan.

TR – 11 To encourage pedestrian connectivity, development standards should describe allowed maximum slopes for trails or sidewalks constructed outside of the street development.

TR – 12 Sidewalks shall be developed consistent with typical street cross sections for collector and local access streets at a minimum. Wider sidewalks and additional landscaping are encouraged.

TR – 13 Mid-block and other safe pedestrian crossings shall be developed to provide very high pedestrian level of service, especially in mixed use urban neighborhoods.

TR – 14 Where possible and desirable, sidewalks and trails should be constructed of pervious surface, and be integrated into the storm water control plan.

Trail Linkages (p. 53)

OS – 14 Remaining side slopes, especially the western perimeter slopes created from past mining activities, should be considered as a combined green open space, stormwater infiltration, and perimeter trail system.

> City application to Developer: To the extent that the policies above contain mandatory language, the Development Agreement's Section 8 shall govern how those policies are treated for purposes of the public recreational trail associated with the HP Property. To the extent that Developer's western slopes are required for design and material purposes for Developer's Project, Developer retains sole discretion to make use of its western slopes in the design of Phase 1, the Master Plan, and Subsequent Phases of its Project as set forth in HP's Development Agreement. The City agrees that the cross sections for collector arterials, attached as Exhibit 10 to the HP Development Agreement, are consistent with typical cross sections for collector, private roads, and local access streets. Pedestrian crossings will be proposed during master planning based on the position of various structures and proposed uses, with the intent that crosswalks will be installed at roundabouts, and if necessary to serve connectivity, mid-block pedestrian crossings may be considered.

Parking – Motorized Vehicle (p. 44)

TR – 16 Off street parking should be located behind or to the side of structures in all districts with the exception of "tech flex" development, which may locate parking for customers only between the street and building front.

> City application to Developer: The intent of this policy is to prohibit parking in the area between a "building front" and a collector arterial so that parking is hidden from view from the vantage of a collector arterial. Developer's conceptual plan is consistent with this approach.

TR – 17 On street parking may be provided where appropriate and the parking spaces immediately adjoining a property shall be counted towards a development's overall parking requirement.

City application to Developer: On street parking is not planned for Developer's Phase 1. Developer shall continue to have the option to design for on street parking as part of the Master Plan and Subsequent Phases.

TR – 18 Joint use parking facilities are encouraged where peak parking lot use is different between adjoining users.

City interpretation and application to Developer: Developer is permitted, but not required, to provide joint use parking facilities.

TR – 19 Access between off street parking facilities without requiring street access to travel between lots is encouraged.

City application to Developer: Developer is permitted, but not required, to provide direct parking lot links. Developer is required to establish local streets for ingress and egress with parking areas for each building.

Access to Streets by Motorized Vehicles (p. 44)

TR – 22 Joint driveways accessing to two or more properties are encouraged.

City application to Developer: Developer is permitted, but not required, to provide driveways to two or more properties.

TR – 23 Minimize industrial truck traffic on residential areas, identify potential truck routes and identify streets to be posted for no through trucks through the master plan process.

City application to Developer: The City will allow Developer to identify truck routes as part of the Master Plan; and supports truck routes off of 172nd Avenue from 9th Street to 184th Avenue, and 1st Street to 184th Avenue. Today, most of Developer's truck deliveries use City-trucks; although other operations that may be located on the HP Property may require travel truck deliveries.

TR – 24 Within the Urban Neighborhood Center areas, alleys will provide automobile access for residential land uses. Dwelling units should front to all streets including arterial roadways to create an active, interesting, and welcoming environment for pedestrians.

City application to Developer: With no residential use planned at this time as part of the Project on the HP Property, the City concludes this policy is not applicable to this aspect of the Project.

Traffic Calming and Street Character (p. 45)

TR – 25 Street designs shall incorporate a full range of integrated urban traffic calming strategies to achieve safe, context sensitive roadways.

TR – 26 Street designs shall incorporate principles of context sensitive design to support active, attractive and healthy urban environments.

City application to Developer: These policies use mandatory language, but are conceptual in content. The City intends to apply these policies to require Developer to comply when practical and reasonable when considering traffic flow, safety, and design.

Transit Facilities (p. 45)

TR – 27 Vancouver Transportation Services, Vancouver Community Planning, CTRAN and property owners will continue to evaluate the need for a major transit hub to accommodate transit needs within Section 30 and evaluate potentials for transit systems such as bus rapid transit.

TR – 28 Master plans should include transit facilities (e.g. bus turnouts and shelters) where required by the City, and consistent with Section 30 roadway standard plans.

City application to Developer: The Developer is not required to locate a transit facility on land it owns. Developer is required to master plan to accommodate transit stops on or near arterial streets or local streets in its reasonable discretion and in coordination with public transportation providers.

General Utility (pp. 56 and 58)

PU – 1 Coordinated utility planning for the whole of Section 30 is essential to cost-efficient service provisions. Locate easements to consider future utilities' needs and be consistent with existing plans.

PU – 2 Include within sanitary sewer and water construction plans the design and construction of all facilities necessary for development of the site.

PU – 3 Coordinate pipe and pump station sizes to serve no less than the plan's land use build out assumptions.

PU – 4 Consider an efficient relationship between road and infrastructure line design and layout, and minimize utility line locations outside of existing or proposed rights-of-way.

PU – 5 Encourage and provide opportunities within rights-of-way for new energy systems piping or cabling needs.

PU – 6 Agreements between property owners that demonstrate how future public utilities will be extended beyond a proposed project are encouraged to be documented with the city.

City application to Developer: These policies are generally applicable to Developer subject to evaluation with Public Works. Further, during the master planning process the application of these policies will be considered in the context of planned uses, with reasonable growth for potentially higher density uses for those areas that remain unplanned. The City concludes fiber optic cables are part of "cabling needs" under PU-5, and Developer may install such cabling.

Sanitary Sewer (p. 58)

PU – 7 Provide a maximum of two public pump stations located at low points with gravity sewers extending outward to serve higher elevation areas. One main pump station is preferable.

PU – 8 Interim systems should not be allowed.

PU – 10 Design new sewer lines to allow for sequential development.

> City application to Developer: Developer and the City understand that one sanitary sewer pump station will be required to serve the Project and the City requires that the sanitary sewer pump station be addressed in the Master Plan for the HP Property. The City may consider Developer's submission of an interim sanitary sewer service solution for Phase 1 to direct link to SE 1st Street/CTC because Phase 1 will not create intensive wastewater needs and the location of the sanitary sewer pump station cannot be determined until the location of 184th Avenue and 9th Street are designed for Subsequent Phases. Developer's Type II review of Phase 1 buildings will require evidence of the interim solution and agreement from the neighboring property owner to allow the direct link. Once the Area 2 Pump Station is constructed, likely near 9th Street, Developer's Phase 1 buildings will disconnect from the interim solution and pump to the new pump station, as specified in HP's Development Agreement and at Developer's sole cost and expense to disconnect from the interim solution.

PU – 9 Development with more intensive industrial wastewater needs shall be responsible for any needed additional improvements including pre-treatment and added or larger sewer mains, and an added or larger pump station with a longer force main to a "to be determined" discharge location.

> City application to Developer: Developer represents that, at this time, it does not have industrial wastewater planned as part of Phase 1. The City shall review any proposed industrial wastewater improvements at the time of Master Plan review, or upon Developer's request for review pursuant to VMC 20.690.050(D) in effect on the date of HP's Development Agreement.

Water (p. 58)

PU – 11 Promote sustainability through water conservation and the use of water collection systems and existing wells.

> City application to Developer: Developer is permitted, in its sole discretion, but not required, to reuse greywater, use existing wells for non-potable purposes (although no wells are located on the HP Property), rainwater collection, or install green roofs. Developer shall make commercially reasonable efforts to design its Project for sustainable water conservation, thereby achieving this aspirational goal of the Subarea Plan.

PU – 12 Design new internal water line systems to maximize system looping.

PU – 13 Design new internal water lines to allow for sequential development.

City application to Developer: Developer may not be required to use internal water line systems to maximize system looping for Phase 1 if there is no looping to maximize. However, Developer will be required to maximize system looping and design for sequential development as part of the Master Plan.

PU – 14 Coordinate new water lines with existing 12-inch water mains, connecting gaps in the existing system around the boundary of Section 30 where necessary for adequate service. Provide at a minimum 12 inch water mains on the perimeter of Section 30 and at least one 10-inch or larger water main in an east/west direction in the approximate center of the planning area.

City application to Developer: The City shall review Developer's proposed water mains for Phase 1 during the Type II review to determine that new water mains will be installed to meet the need for future expansion of the Project and development of Section 30. All other water main size choices and plans to connect gaps in the existing system around the boundary of Section 30 shall be designed to provide adequate service as part of the master plan process, through collaboration with adjacent landowners within Section 30.

Stormwater (p. 59)

PU – 16 Section 30 stormwater shall be managed within Section 30 plan area.

PU – 17 Require where physically feasible, low impact development stormwater management techniques including, but not limited to, decentralized infiltration facilities, compost filters within landscaped excavated basins, and various forms of vegetation.

PU – 18 When necessary based on physical feasibility, allow stormwater management techniques that combine low impact development and regional facilities.

PU – 19 Restrict individual development stormwater facility design in impacting other properties from surface and ground water runoff, particularly those at lower elevations.

PU – 20 Provide a geotechnical report prior to the design and construction of stormwater facilities including, general soil characterization, infiltration rates, and groundwater elevation.

PU – 21 Promote street right-of-way design to include sufficient width to accommodate stormwater facilities and/or integrated stormwater facilities with trails, shared paths, or greenways.

PU – 22 Provide appropriate stormwater methods that consider separately the industrial use portion and the non-industrial use portion of a site.

PU - 23 An integrated approach to greenway, trail and stormwater plans is encouraged to allow for intermittent flooding during major storm events.

PU – 24 Use of public open space for accommodating the 100-year storm event may be allowed.

City application to Developer: The City intends to apply these standards to Developer, to the extent Developer needs to connect to a public stormwater system, provided that

surface and subsurface natural rock infiltration partially occurs on private property within Section 30 to control water quality. Only after treatment and infiltration on private property shall stormwater feed into public right of way and public stormwater system areas owned and maintained by the City.

Private Streets

The Subarea Plan states that specific roadway alignments are not prescribed in the plan. In addition, chapter 20.690 VMC does not prohibit private streets. Further, the City has reviewed VMC 11.80.040(C)(1)(e) to conclude that the specific Section 30 Subarea Plan governs street design in Section 30 and that the Section 30 Subarea Plan and Design Guidelines do not prohibit private streets to serve the Project. In addition, the City determines that approval of private streets internal to the multi-building proposal in Phase 1 and Subsequent Phases will allow for the potential future dedication to a public street system should the master planning process result in a request from Developer to layout the streets in a public manner. Further VMC 11.080.040(C)(2) allows private streets in industrial developments. To the extent that VMC 11.080.050(B) is inconsistent with either VMC 11.080.040(C)(2), the Subarea Plan or Section 30 Design Guidelines, the City intends to resolve the inconsistency in favor of the specific allowance of private streets under VMC 11.080.040(C)(2) based on the reasons set forth here.

EXHIBIT 7

KITTELSON & ASSOCIATES

851 SW 6th AVENUE, SUITE 600
PORTLAND, OR 97204
P 503.228.5230 F 503.273.8169

September 5, 2019 Project #: 23182

Matt Oyen
PacTrust
15350 SW Sequoia Parkway, Suite 300
Portland, OR 97224

RE: Section 30 Property Due-Diligence

Dear Matt,

Per your request, below is an updated summary of transportation considerations to help inform your due-diligence assessment.

TRIP GENERATION ESTIMATE

Per the *Trip Generation Manual, 10th Edition*[1] development of 700,000 square feet of office space is estimated to generate:

- 5,565 Daily Trips (assuming Corporate Headquarters trip rate or 7,006 Daily Trips using the General Office trip rate)
- 684 weekday AM peak hour trips (588 in, 96 out)
- 723 weekday PM peak hour trips (116 in, 607 out)

TRAFFIC IMPACT FEE ESTIMATE (TIF)

- The development site is located in the Cascade TIF District ($223 fee/daily trip currently)
- Current TIF estimate based on 700,000 square feet of Corporate Headquarters is $1,054,846 (by comparison, the general office rate is estimated at $1,327,987). The final TIF amount is subject to determination by the City at the time of building permit issuance (current rates may increase).

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[1] The City of Vancouver adopted use of the *Trip Generation Manual, 10th Edition* for trip estimation in 2019. Weekday AM and PM peak hour trip data for the Corporate Headquarters use cited in the *Trip Generation Manual, 10th Edition* is limited to one study and is therefore not applicable and General Office was assumed. The peak hour trip rate for General Office in the 10th Edition is less than the Corporate Headquarters trip rate in the 9th Edition. Daily trip rates for Corporate Headquarters cited in the *Trip Generation Manual, 10th Edition* are based on 8 studies and appear reasonable for use in estimating daily trips.

- The development site also subject to Mill Plain Boulevard TIF Overlay, estimated at $47,302 based on 700,000 square feet of Corporate Office Headquarters (by comparison, the General Office rate is estimated at $59,551). The Overlay fee is also subject to final determination by the City at the time of building permit issuance.

VESTED TRIPS

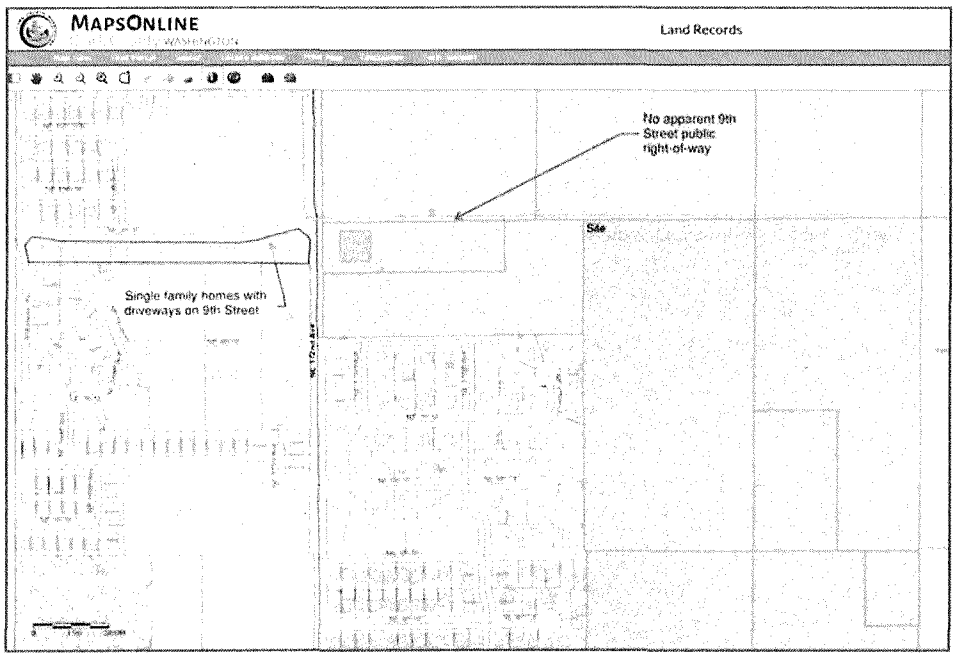
The former mining sites associated with some of the potential redevelopment area should have trip vesting for TIF purposes as well as concurrency review. Some studies of historic traffic volumes may be available from the respective property owners.

TRANSPORTATION NEEDS

The following infrastructure needs and considerations were identified based on review of studies in the area as well as dialogue with City of Vancouver staff. A formal traffic impact study and concurrency review will be required to obtain site development approvals and will provide a more detailed assessment.

- We assume SE 1st Street will be completed between SE 162nd Avenue and SE 192nd Avenue and that SE 184th Avenue will serve the site, linking the site to SE 1st Street at a new roundabout.
- The site could potentially benefit from a connection to SE 9th Street to the north (and half-street frontage improvements presumably would be required)
  - NE 9th Street is planned as a new three-lane urban collector (one lane in each direction plus center left-turn lane) and is a circulation route in the Section 30 Sub Area Plan concept.
    - NE 9th Street construction is an unfunded project in the 2019-2024 Transportation Improvement Program (TIP).
  - It appears there may not currently be a public right-of-way available linking the proposed development site with NE 172nd Avenue along the planned NE 9th Street corridor (see Exhibit 1 below).

Exhibit 1. 9th Street Connectivity Considerations



- As shown in Exhibit 1, the SE 9th Street corridor between SE 172nd Avenue and SE 167th Avenue serves single family homes with direct driveway access (some of which are highlighted above). Potential cut through traffic considerations will likely be an issue for local residents along the roadway.

- Connecting SE 9th Street to the site would likely trigger the need for improvements at:
  - SE 9th Street/SE 172nd Avenue (currently stop-controlled)
    - Potential need for north/south left-turn lanes (appears to require widening north intersection approach to the east)
    - Potential need for separate east-west left-turn lanes
    - Potential need for future roundabout or traffic signal
  - SE 9th Street/SE 162nd Avenue (currently stop-controlled)
    - Potential need to restrict westbound left-turn movement or signalize the intersection
- An alternative site-access option that could be considered (subject to right-of-way availability) would be to construct a new north approach to the existing SE 177th Avenue/SE 1st Street intersection. We anticipate the north approach would have a three-lane section

(one through lane in each direction plus a left-turn lane). This intersection is expected to be signalized in the future.

NEXT STEPS

The information above will be further assessed in the future as part of a formal traffic impact study. Most of the projects above, if required, could be made TIF creditable.

Please let me know if you would like to discuss or if you have questions.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Chris Brehmer, PE
Senior Principal Engineer

EXHIBIT 8

CORE PUBLIC IMPROVEMENTS CERTIFICATION

Certification time period from _____, ___, 20__ to _____, ___, 20__

Developer submits and certifies that it has met or exceeded the applicable thresholds as set forth in the agreement and as indicated herein: Cost to construct Core Public Improvements during the time period listed above: $_____

Attached hereto, Developer has furnished a list of the costs to construct the Core Public Improvements, similar in form to the following example:

Vendor	PO Number	Invoice Number	Invoice Date	Scope of Work	Check Number	Date Paid	$ Amount
EXAMPLE XYZ Co.	1234000	1111111	1.1.2021	Grading	1234	2.1.2021	$23,685,509.41

DEVELOPER

By:_____ Date:_____

Printed Name & Title:_____

STATE OF WASHINGTON)
) ss.
County of Clark)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument, on oath stated that (he/she) was authorized to execute the instrument and acknowledged it as the _____ of HP INC. to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

GIVEN under my hand and official seal on _____, 20____.

_____
Notary Public for Washington

EXHIBIT 9

DESCRIPTION OF DEVELOPER'S ABILITY TO MEET INFRASTRUCTURE REQUIREMENTS FOR THE PHASE 1 PROPERTY

As set forth in the Recitals of the HP Development Agreement, the Subarea Plan was adopted more than 15 years ago when the City anticipated development to occur on a parcel-by-parcel basis instead of a coordinated effort led by Developer's catalyzing Project, involving a significant portion of Section 30's privately owned land. The Subarea Plan anticipates some flexibility in its application and is referred to as a framework that envisioned joint effort for development between the City and property owners and between the Developer and its neighbors. Developer, through this Development Agreement signifies its willingness to join this endeavor to turn the framework into a reality and transform Section 30 into the neighborhood envisioned in the plan. Given this context, the City considers the Developer's proposal as an unique catalyst that deserves the City's attention and direction in advance of land use application review for Phase 1 and master planning for Subsequent Phases to allow achievement of the vision set forth in the Subarea Plan. To the extent that it is determined that code amendments are required to support the below application of the code, the City agrees to pursue such amendments; however, the City shall not be obligated to approve any such code amendment.

Capitalized terms have the same meaning as set forth in the HP Development Agreement unless otherwise specified in this exhibit.

The HP Property is zoned ECX and anticipates reclamation activity for existing mining operations approved by the Washington State Department of Natural Resources and development consistent with this zoning, including office, research and development, industrial services, manufacturing and production, light industrial uses, as well as the potential for occupant-supported small scale retail, restaurant, accessory uses, and related parking and associated onsite improvements. Phase 1 will be constructed on the southeastern corner of the Developer's Property as shown on Exhibit 3 of the HP Development Agreement – that portion of the HP Property in closest proximity to SE 1st Street, allowing for a continuation of commercial development and use of existing infrastructure. Therefore, the contemplated development is consistent with existing and surrounding land use.

The HP Property is currently a quarry with variable elevations ranging from 215 to 245 feet. Surrounding elevations include the English Family Vineyard property to the west at an elevation of 288 feet, the CTC Section 30, LLC property to the east at an elevation of 284 feet, and property to the north ranging from 225 to 235 feet.

Developer intends to develop the site to prepare for finished grades between 2 and 4% across the Phase 1 Property. Developer intends to fill the southern most portion of the Phase 1 Property to an approximate elevation of 246 feet, and other portions to an approximate elevation of 257 feet. Slopes to the west are intended to be less than 10% grade.

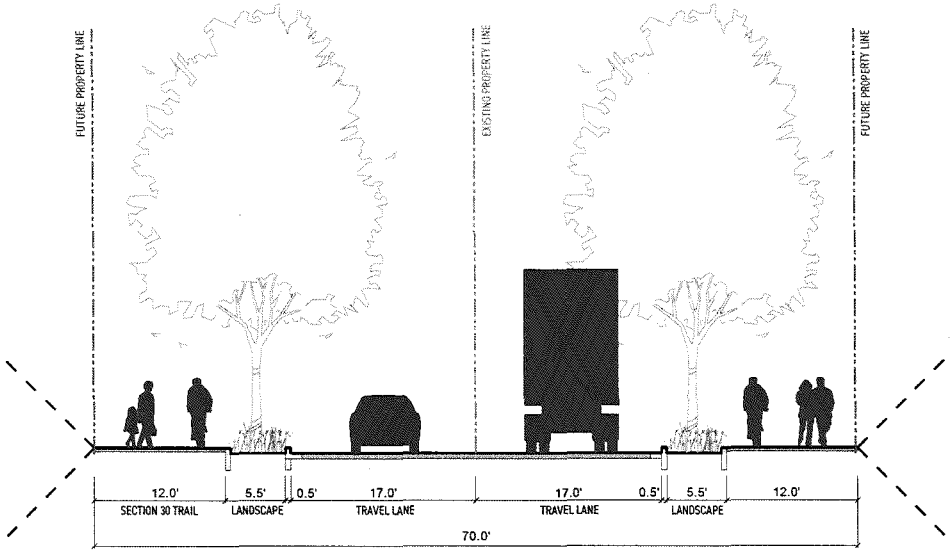
In addition, extension of SE 184th Avenue across SE 1st Street will occur during Phase 1 to provide transportation access to the HP Property. The extension will be approximately 1,000 linear feet and HP will construct this stub road as a Core Public Improvement. The extension will be built at an elevation to service the CTC Section 30, LLC property to the east of the HP Property. The Parties agree that extending SE 184th Avenue approximately 1000 feet north to serve the Phase 1 Property should be coordinated with construction scheduled to occur to improve SE 1st Street.

As Phase 1 is developed, a short-term sewer system is contemplated to allow Developer to connect to lift or pump stations outside of Section 30. The City has verified and will analyze at land use review the proposed design of the short-term sewer infrastructure. Notwithstanding the short-term solution, Developer shall install appropriate sewer infrastructure to allow transition to a permanent solution once the location of the Area 2 Pump Station is determined in the master planning process and installed as part of the extension of SE 184th Avenue to connect to SE 9th Street, consistent with the terms of the HP Development Agreement.

A public recreational trail is conceptually located on or near the HP Property in the Subarea Plan. Section 8 of the HP Development Agreement addresses this public recreational trail.

EXHIBIT 10

OPTION WITH 17' TRAVEL LANE



OPTION WITH CENTER TURN LANE

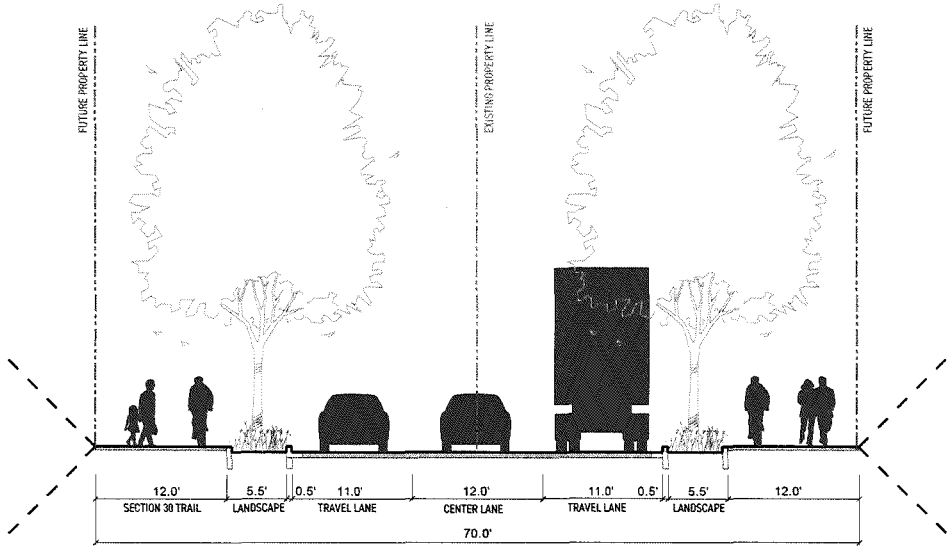


Exhibit 10
Page 1 of 1

PROPOSED 184TH ROADWAY SECTION

OCTOBER 31, 2019

ZGF

Clark Auditor Thu Dec 19 16:26:09 PST 2019 5684394 Page 52

EXHIBIT 11

ANNUAL CERTIFICATION

Annual Certification for 20_____

Developer submits and certifies that it has met or exceeded the applicable thresholds as set forth in the agreement and as indicated herein.

Number of jobs located at site: _____

Average wage of jobs at site: _____

DEVELOPER

By:_____ Date:_____

Printed Name & Title:_____

STATE OF WASHINGTON)
) ss.
County of Clark)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument, on oath stated that (he/she) was authorized to execute the instrument and acknowledged it as the _____ of HP INC. to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

GIVEN under my hand and official seal on _____, 20__.

_____
Notary Public for Washington

MEMORANDUM

DATE: February 11, 2025

TO: Chair Adigweme and Planning Commission members

FROM: Mark Person, Senior Planner, Community Development

RE: **HP East Master Plan**

CC: Rebecca Kennedy, Deputy Director, Community Development

Introduction
This workshop provides an overview of the proposed HP East Master Plan, which includes up to 1,500,000 square feet with a mix of office, research and development, industrial services, manufacturing and production, light industrial uses, as well as the potential for occupant-supported small scale retail, restaurant, accessory uses, and related parking and associated onsite improvements consistent with the Development Agreement over the entire 98 acres of HP ownership. The proposed HP East Master Plan addresses multimodal transportation access and circulation, street design, parking, potential building location and scale, grading elevations, landscaping and open space, tree canopy, and phasing of development.

A Type IV (legislative) review process is required, including workshop and public hearing review by the Planning Commission, which will forward a recommendation to the City Council. City Council then conducts a second public hearing and renders the final decision. The purpose of this workshop is to understand Planning Commission comments and questions prior to coming back for a public hearing next month.

Background/Overview
The proposed Master Plan is located within Section 30. Section 30 was annexed into the City of Vancouver on July 16, 2008. In 2009, the Section 30 Subarea Plan, Plan District and Design Guidelines were adopted. The plan envisions one of Vancouver's largest 21st Century urban employment centers that will attract emerging technology companies and provide for growth in family wage jobs.

Vancouver and HP entered into a Development Agreement in December of 2019 (Clark County Recorded Doc. 5684394).

The HP Master Plan for the 68 acre western portion of the HP property was reviewed and approved by Vancouver City Council in May 2021 (M-4126). Pursuant to the approved master plan, a portion of phase 1 that includes two buildings and associated improvements is currently under construction.

The HP East Master Plan is a proposal to master plan for HP's recent acquisition of an additional 30 acres of property in Section 30 that is located east of the planned extension of 184th Avenue as it extends from NE 3rd Street to near NE 9th Street. Future development of this 30-acre portion of HP's property will require site plan approval consistent with the HP East Master Plan.

Summary of Required Master Plan Components
Per VMC 20.690.050.B a master plan within Section 30 must include the following:
1. Proposed grading and final elevations for all portions of the site, including transitional grades to adjacent properties.
2. Proposed employment uses, including location, lot size, and floor area ratio for industrial, office and commercial uses.
3. Proposed residential uses including location, number of dwelling units and density.
4. Proposed location of any Urban Neighborhood Overlay areas governed by VMC 20.690.070.
5. Transportation analysis
6. Utility and Facility analysis
7. Analysis of impacts to the adjacent properties and mitigation proposed to achieve development envisioned in the Section 30 Employment Center Plan including future streets, roundabouts, grading, utility service, site drainage, trails and open space and land use location.
8. Full Site Utilization Plan, refer to VMC 20.690.060.
9. A master landscape plan.
10. Anticipated phasing of development, site ownership, or common management provisions, if any.
11. Provisions for buffering adjacent mining or heavy industrial activities if applicable, at a level of detail sufficient to judge adequacy of buffering from adverse noise, dust and visual impacts. Noise attenuation shall meet standards for maximum permissible environmental noise levels contained in WAC 173-60-040 for proposed uses.
12. Consistency between the Master Plan and the Section 30 Employment Center Plan and Plan policies.

Action, Timeline, Next Steps
Anticipated next steps include a City Council workshop on February 24, 2025, Planning Commission public hearing on March 11, 2025, and April 21, 2025 City Council public hearing.

Staff Contact:
Mark Person, Senior Planner, mark.person@cityofvancouver.us

Attachment(s):

1. HP East Master Plan Application
2. 2019 Development Agreement

CITY OF Vancouver WASHINGTON

HP East Master Plan

Planning Commission Workshop

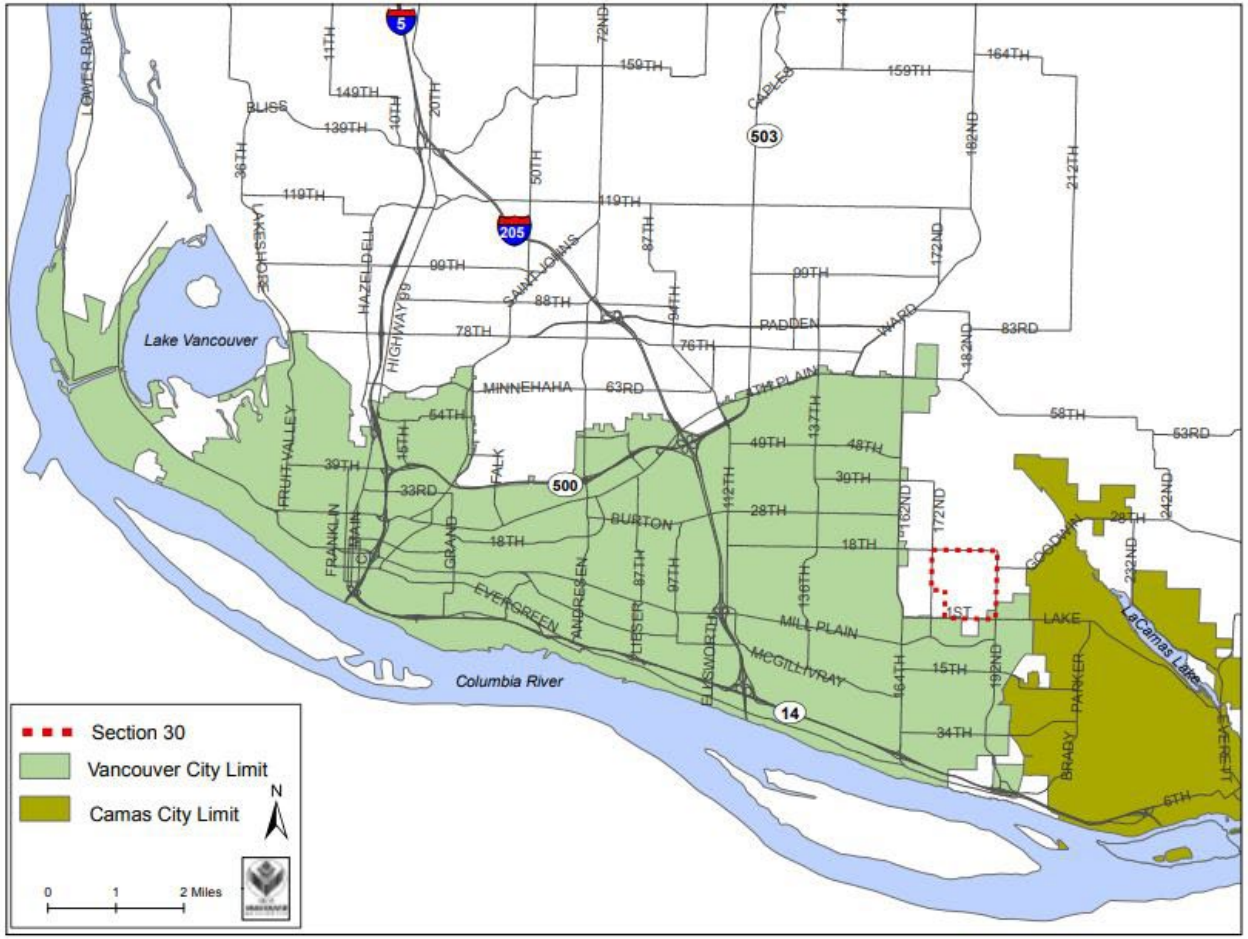
Mark Person, Senior Planner
Community Development Department
February 11, 2025

Overview

- History of Section 30
- Overview of Section 30 and Design Guidelines
- Area Planning/Context
- Site Form
- Infrastructure and Transportation
- Public Outreach
- Approval Criteria
- Next Steps

HP East Master Plan

History of Section 30

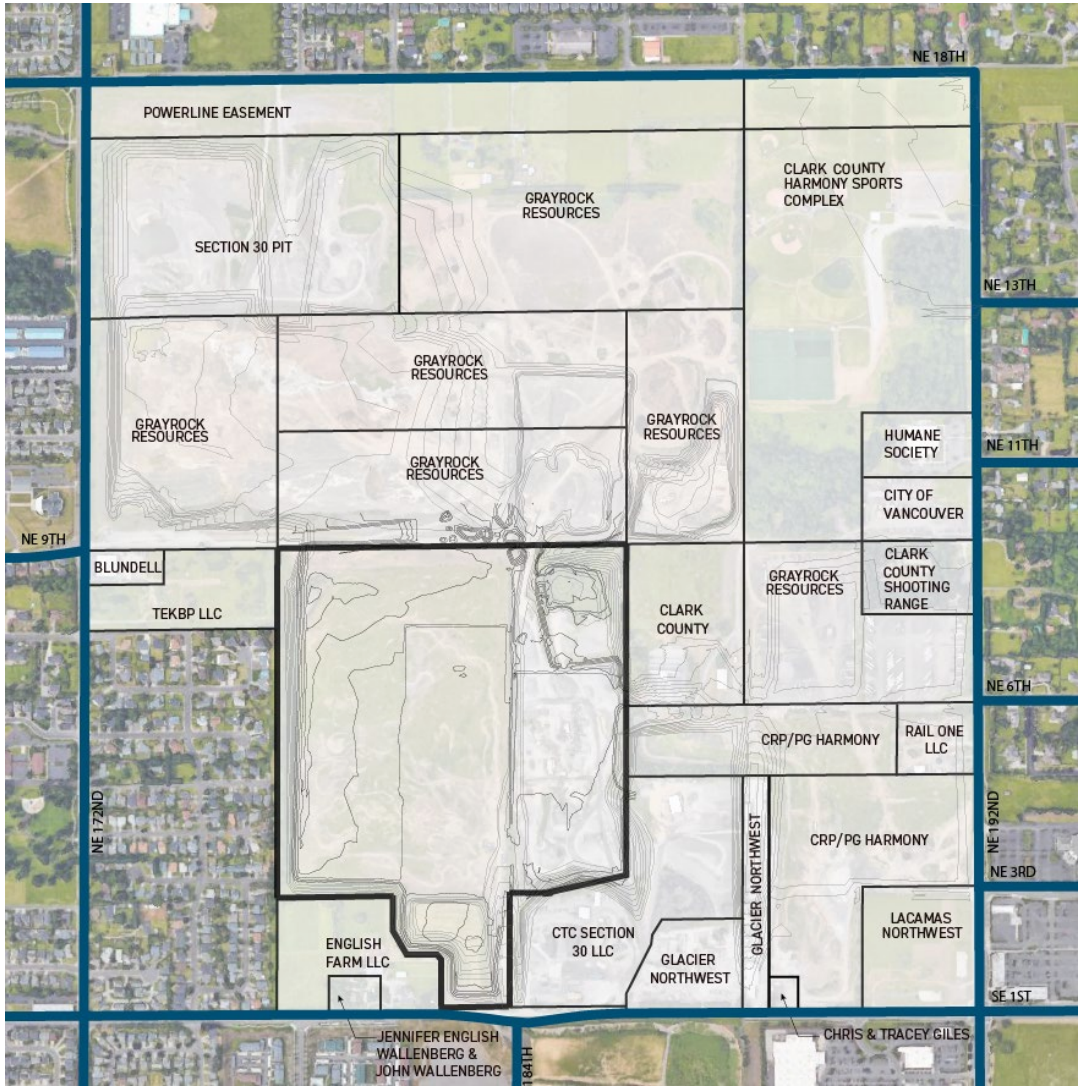


HP East Master Plan

Section 30 Property Ownership

Of the 553 acres, 140 acres of Section 30 is publicly owned by Clark County, the City of Vancouver, and the Bonneville Power Administration.

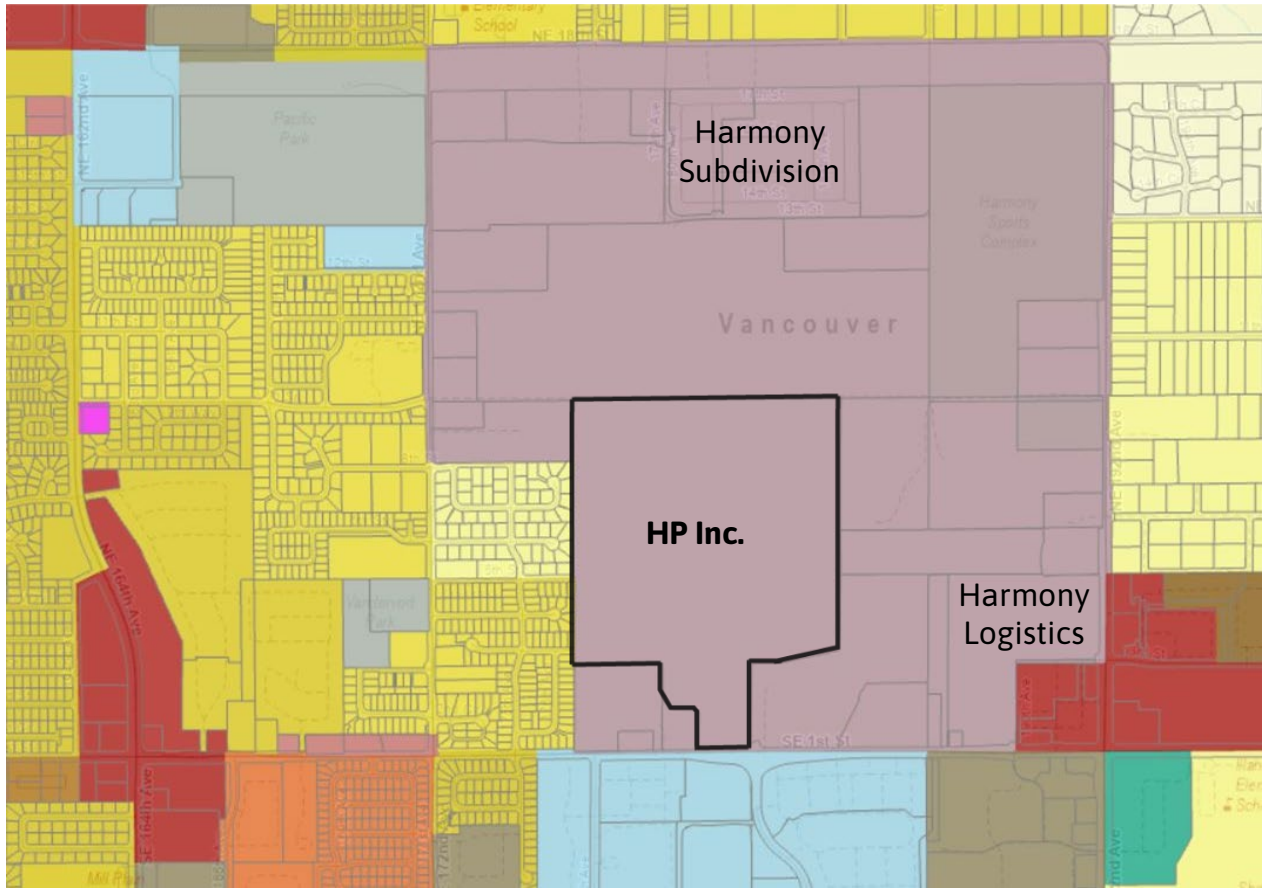
Other large property owners include CTC Section 30 LLC operated by PacTrust which owns property to the east of the HP property, and Grayrock Resources LLC property which is located to the north and northeast of the HP property.



HP East Master Plan

Section 30 Existing Conditions

- Section 30 carries an ECX zoning designation (with surface mining overlay district)
- Residential uses within the County to the north and west
- Columbia Tech Center to the south
- Residential and commercial uses to the east



HP East Master Plan

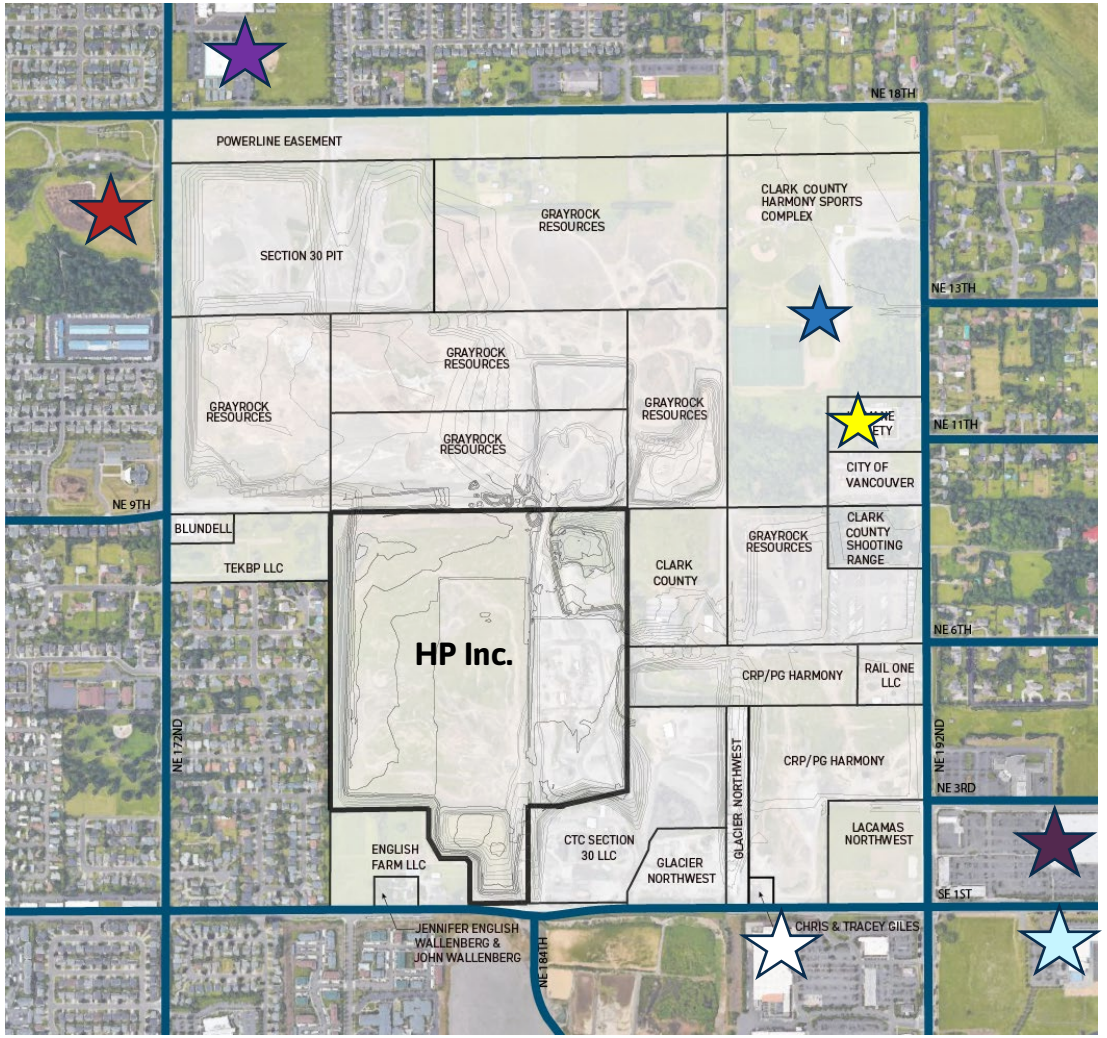
Existing and Surrounding Uses

Existing

- Harmony Sports Complex
- Humane Society of SW Washington

Surrounding

- Pacific Community Park
- Harmony Elementary School
- Illahee Elementary School
- Costco
- The Home Depot



HP East Master Plan

Section 30 Topography

Some areas of Section 30 are 90 feet below the adjacent street elevation

SE 1st Street Improvements include lowering the street to provide access to Section 30

- SE 1st Street Section has a single travel lane in each direction, as well as a protected bikeway and detached sidewalk in each direction
- West Phase of SE 1st Street (164th Ave to 177th Ave) was completed in Fall 2023
- East Phase of SE 1st Street (177th Ave to 192nd Ave) is currently under construction and will be completed in Fall 2025

HP East Master Plan

Existing HP Development Agreement

Vancouver and HP signed a development agreement in December of 2019 (site is not included in a pre-annexation development agreement PADA). The purposes of the Development Agreement as related to the HP East Master Plan are stated as:

- Provide for the mix of uses;
- Reserve transportation capacity for HP's future development;
- Provide for the availability and use of transportation impact fee reductions;
- Provide a process for Developer to reserve sanitary sewer and associated infrastructure capacity;
- Reserve Developer's right to connect to any Section 30 public stormwater; and
- Vest the development to Development Standards

HP East Master Plan

Redevelopment Opportunity

The development will transform a former aggregate extraction and processing area into a new employment center, with new infrastructure.

View is looking towards the northeast and shows current construction and temporary construction facilities

HP East Master Plan

Area Development

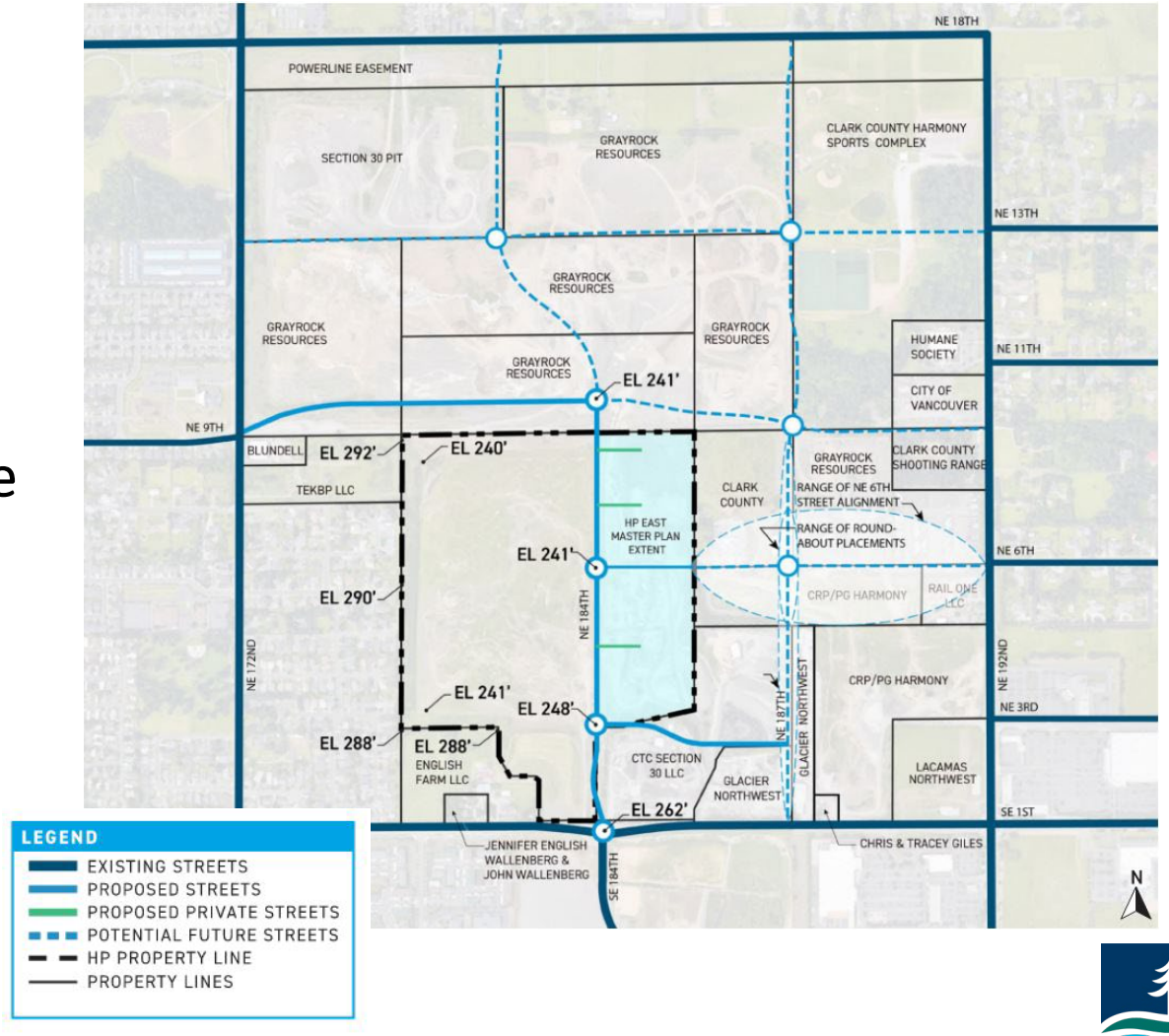
Conceptual aerial view of HP's East Master Plan area in relation to other Section 30 properties.

- The HP East Master Plan builds upon the framework adopted in the 2009 Section 30 Subarea Plan and Design Guidelines and is consistent with the approved DA and HP Master Plan to the west.
- Proposed mix of office, research & development and other uses consistent with ECX zoning and the HP-City of Vancouver Development Agreement.
- Circulation, infrastructure and landscape improvements will be included with each phase of development.
- Sloped banks on the eastern and northern boundaries will provide a natural buffer between the site and neighboring properties.

HP East Master Plan

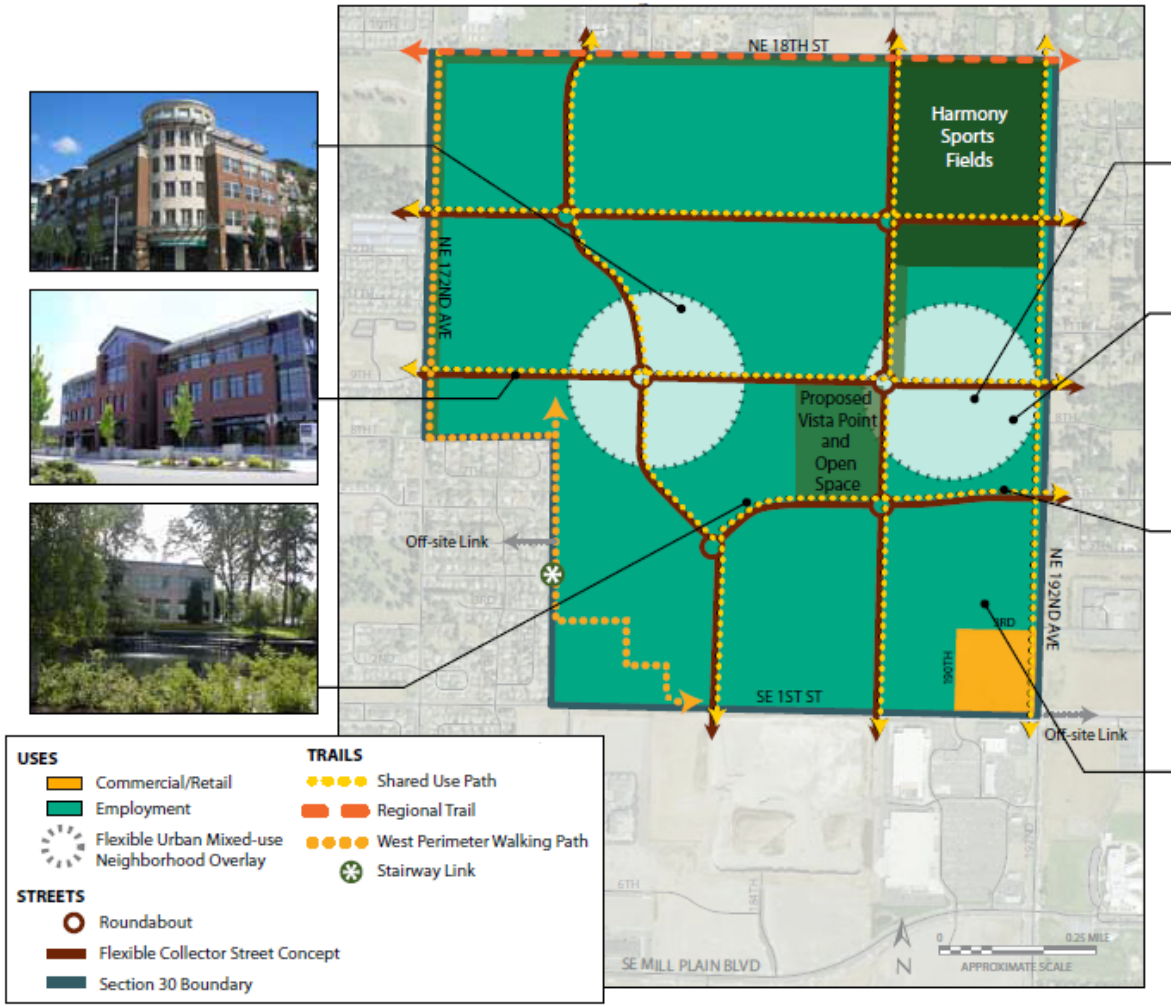
Site Elevations

- The HP East Master Plan takes advantage of post-reclamation elevations to use the existing features, 20 to 30 feet below the neighboring eastern properties, and uses the area features of Section 30 to create a sense of place.
- Finished grades along NE 184th will gently slope down from SE 1st Street to future intersection at NE 9th Street.



HP East Master Plan

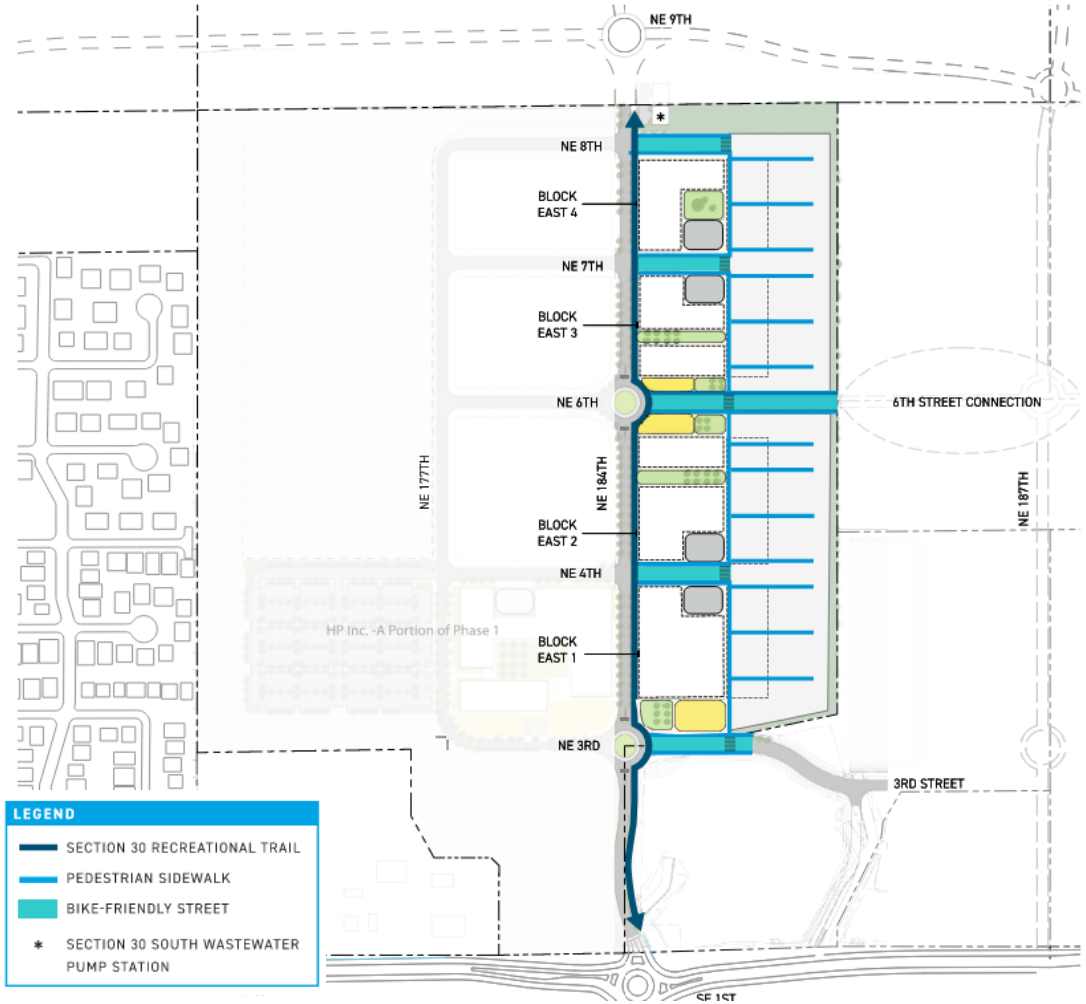
Access and Circulation from Section 30 Subarea Plan



HP East Master Plan

Anticipated Access and Circulation for HP Master Plan

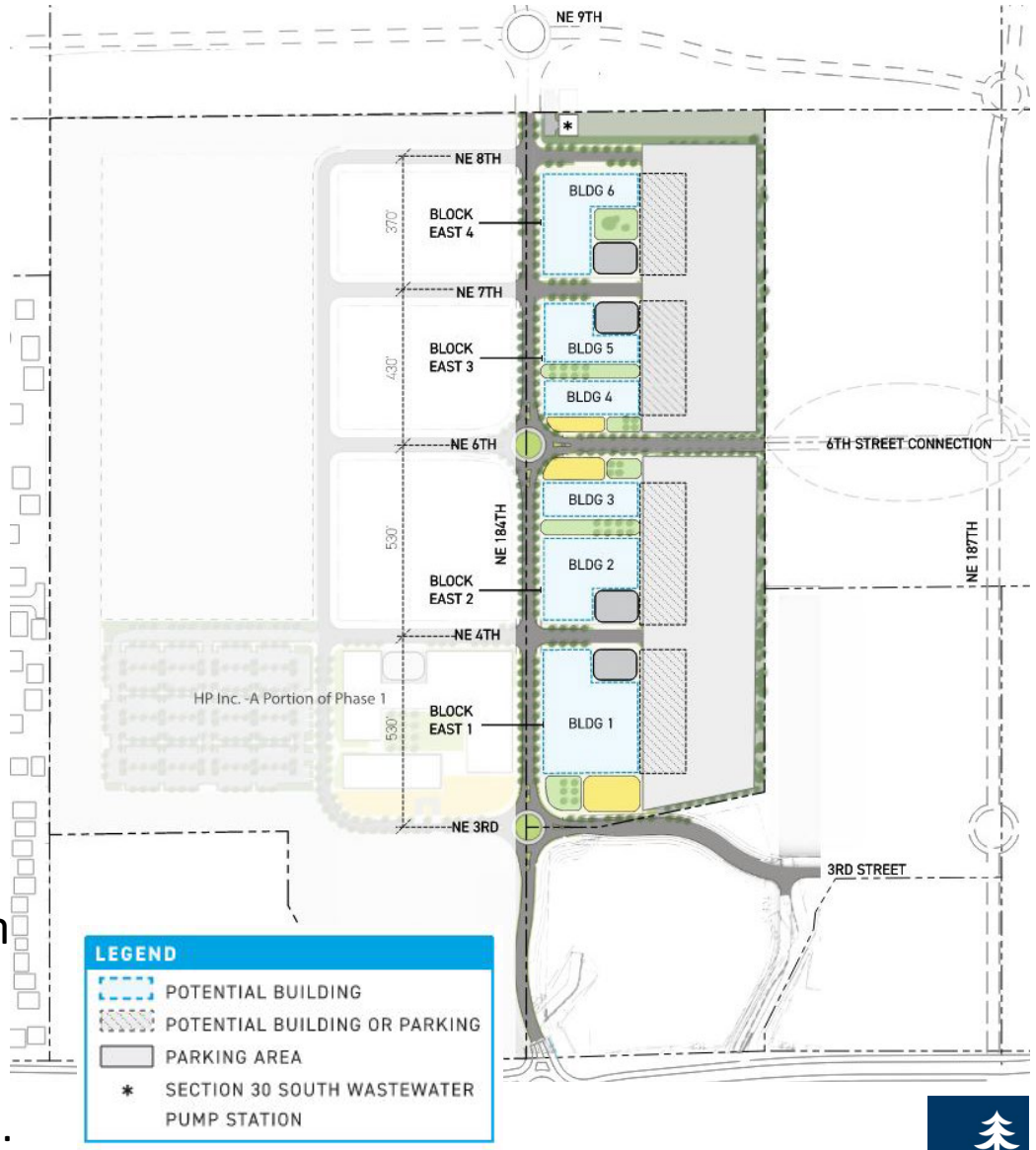
- Street connections provide the framework for a pedestrian and bike-oriented employment center, linking employees to commercial and residential neighborhoods within Section 30.
- Pedestrian facilities will include crosswalks at roundabouts, and a public multi-use trail along NE184th Avenue.
- The site provides adequate room for parking to serve full build out. In later phases HP may propose deck or structured parking over surface parking areas.



HP East Master Plan

Building Layout

- Access to the site will be from NE 184th Avenue. Private east-west streets create a series of blocks and provide access to building entrances, screened service yards, and parking.
- Buildings are anticipated to be scaled and massed to frame open space and create a human scale frontage along NE 184th and preserve pedestrian orientation.
- The development standards do not limit building height in the ECX zone and the City's code has no requirement to provide building heights in the Master Plan. The HP East Master Plan will take into consideration Mt. Hood views of residential neighbors to the west, consistent with the Subarea Plan and Design Guidelines.
- Building footprints are required and included in the Full Site Utilization Plan (FSUP). Development will be phased.



HP East Master Plan

Building Scale and Massing

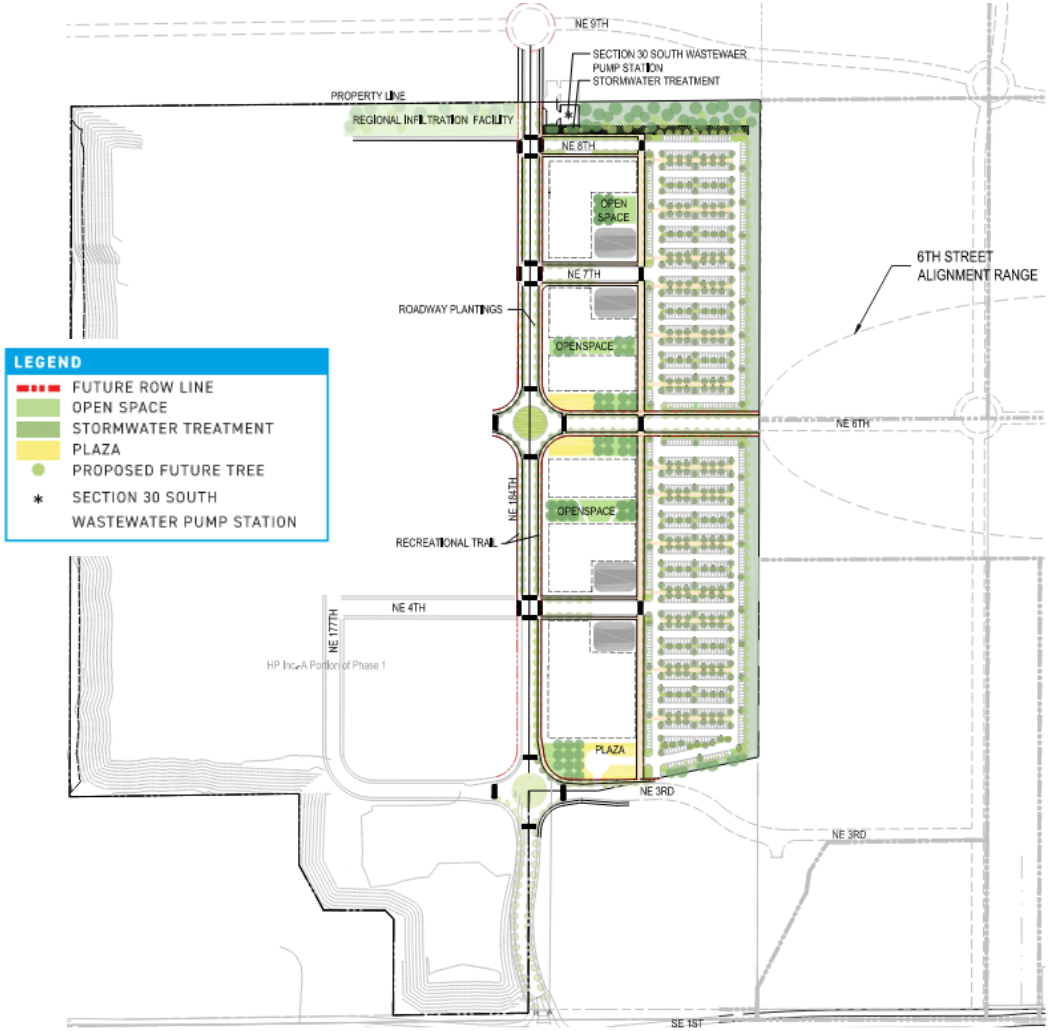
- Buildings will typically be urban in character and designed to be compatible with one another in scale, orientation, and massing.
- Variations in architectural details, materials and colors will be modulated to convey a “family resemblance” between buildings.
- Differences in appearance and grouping buildings will create a distinctive identity for each block within the larger development.

Conceptual view of Block East 2 and Block East 3 looking southwest from NE 6th Avenue

HP East Master Plan

Landscape Planning, Open Space and Plazas

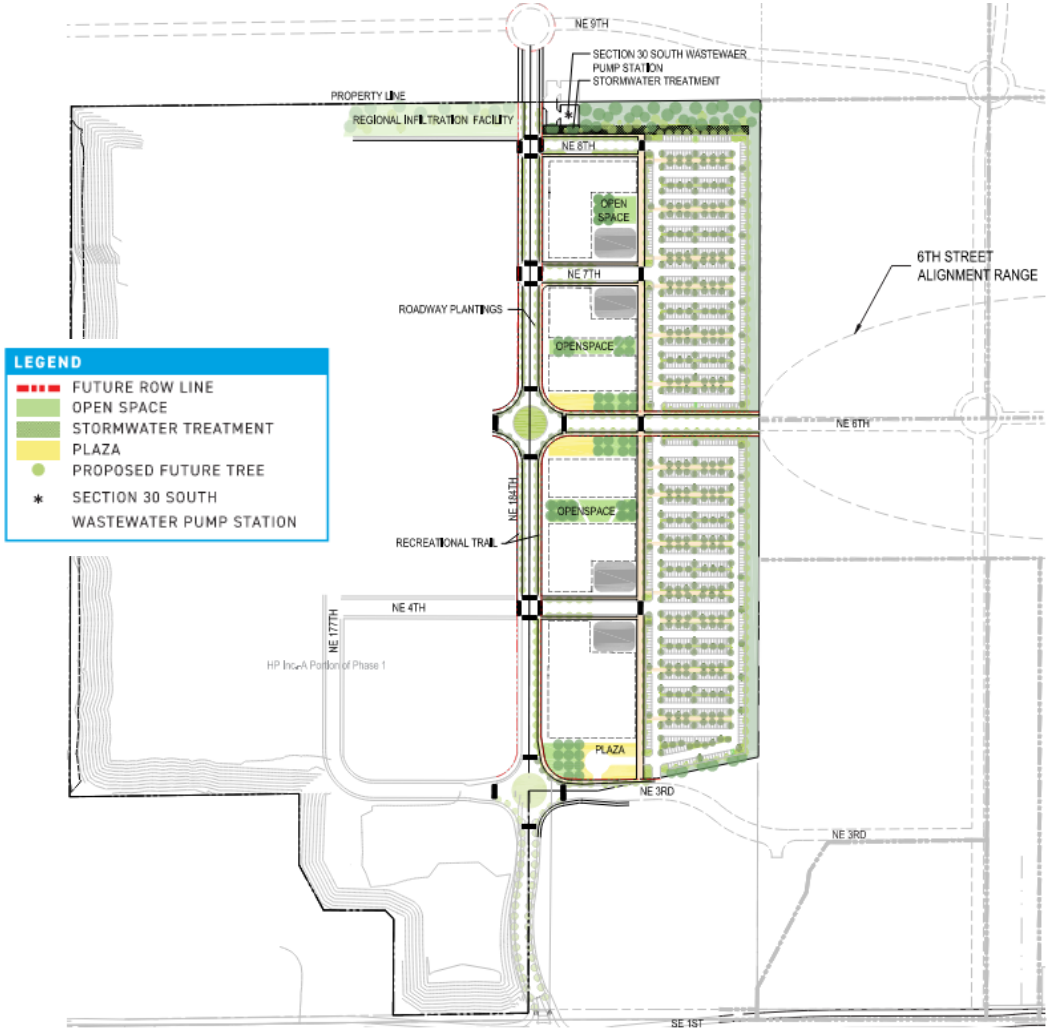
- The north and south entry will mark arrival to the HP East Master Plan areas. Areas along NE 184th Avenue at NE 1st and 9th Streets will be landscaped and provide welcoming entrances from both the south and north. The entry landscaping will include a mix of large and medium canopy trees to create a unifying entry to the HP Property.
- A public multi-use trail on the west side of NE 184th Avenue will connect the HP development to the neighborhood, park, and other features planned for Section 30.



HP East Master Plan

Landscape Planning, Open Space and Plazas continued

- Landscape design will include ample use of trees across the site, and along streets and in parking lots to achieve the City's canopy goals.
- Vegetated swales, and other landscaped areas will be designed in conjunction with stormwater treatment.



HP East Master Plan

Outdoor Plazas

- Buildings will be interspersed with open spaces and plazas providing occupants with outdoor leisure opportunities.
- Plazas and site open space will connect to the sidewalk network, private streets and multi-modal recreational trail along 184th Avenue.

Conceptual view of Block East 2 looking northeast from NE 184th Avenue

HP East Master Plan

Landscape Planning

The north and south entry will signify arrival to the HP East Master Plan areas. The sample images above show larger landforms that illustrate the opportunity to combine functional requirements of landscape design with a unique and identifiable design.

Street trees will line public and private streets, as well as delineate circulation routes through the parking area.

HP East Master Plan

Tree Canopy

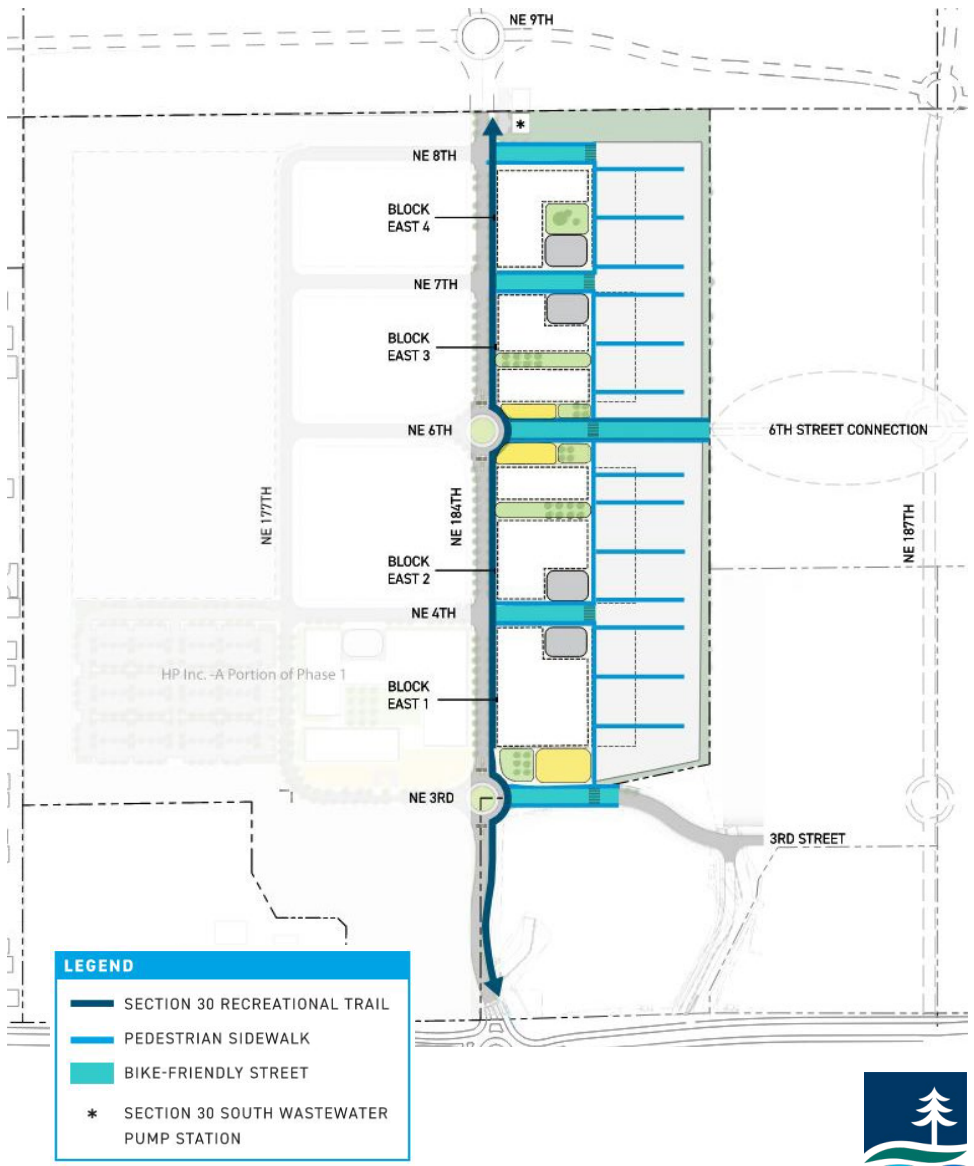
- As specified in the HP East Master Landscape Plan, approximately 700 trees will be planted to help achieve the City's canopy goals.
- Landscape at street corners will include a mix of large and medium canopy trees.
- Shrubs and groundcovers will surround the main entry features and the surrounding landscape areas will utilize a mix of drought tolerant low maintenance grasses.
- The eastern slopes will be planted with adaptive native grass seed mix to provide a green seasonal variety buffer and provide erosion control to the slopes.

Proposed tree plan

HP East Master Plan

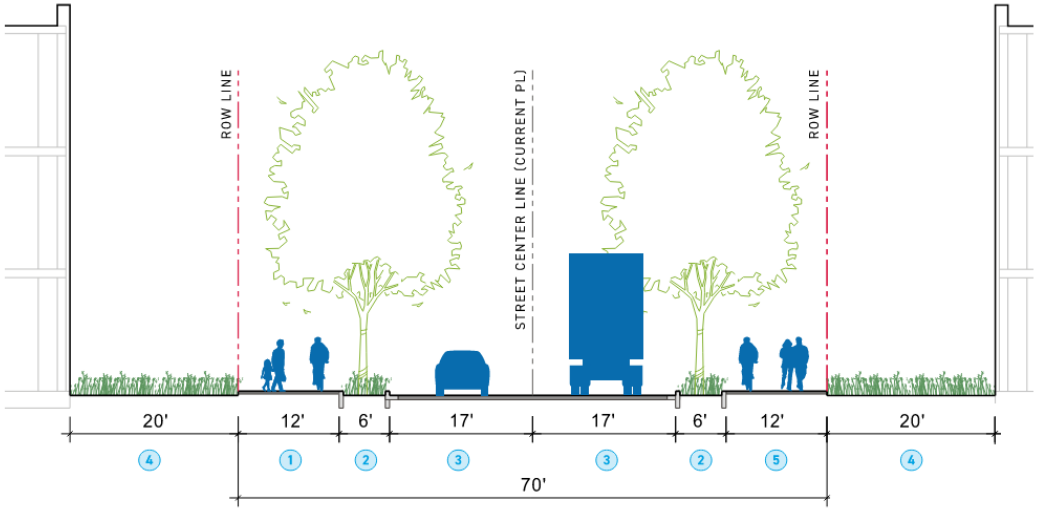
Multi-Modal Transportation

- In coordination with C-Tran, transit stop(s) along 184th to be installed as development extends north.
- Sidewalks will provide primary pedestrian circulation routes; secondary pedestrian routes will link buildings via open space.
- Bike friendly streets will be constructed on interior streets connecting to 184th Avenue.
- A 12’ wide public multi-use path on both sides of NE 184th Avenue will be constructed in phases with the extension of 184th Avenue.
- The HP East Master Plan provides a range of potential Transportation Demand Management measures.
- The HP East Master Plan is designed in a way to adapt to changes in personal transportation choices, including ample drop off zones for ride sharing.

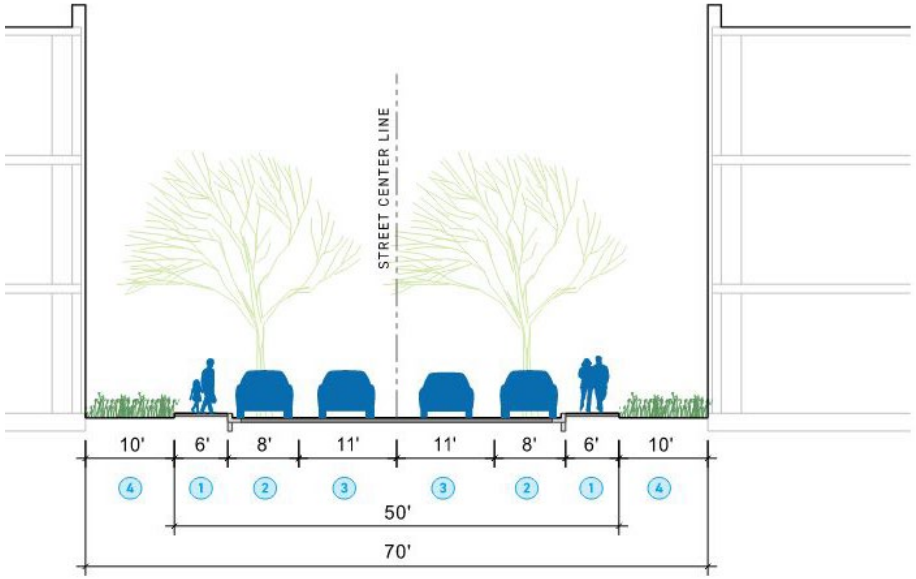


HP East Master Plan

Street Design



Cross section of NE 184th Avenue



Cross section of typical east-west Private Streets

KEY

1. SECTION 30 RECREATIONAL TRAIL
2. STORMWATER PLANTER
3. TRAVEL LANE
4. SETBACK
5. SHARED USE PATH

- In accordance with the Development Agreement, HP has vested 723 p.m. peak hour trips associated with the construction of up to 700,000 GSF of building area across its property.
- Consistent with the HP-City of Vancouver Development Agreement, a future traffic study will use ITE Trip Generation Manual, 10th Edition (2019) land use designation 714 to measure the traffic impacts for HP's further development beyond 700,000 GSF up to the 1.5 million GSF contemplated in the Development Agreement.

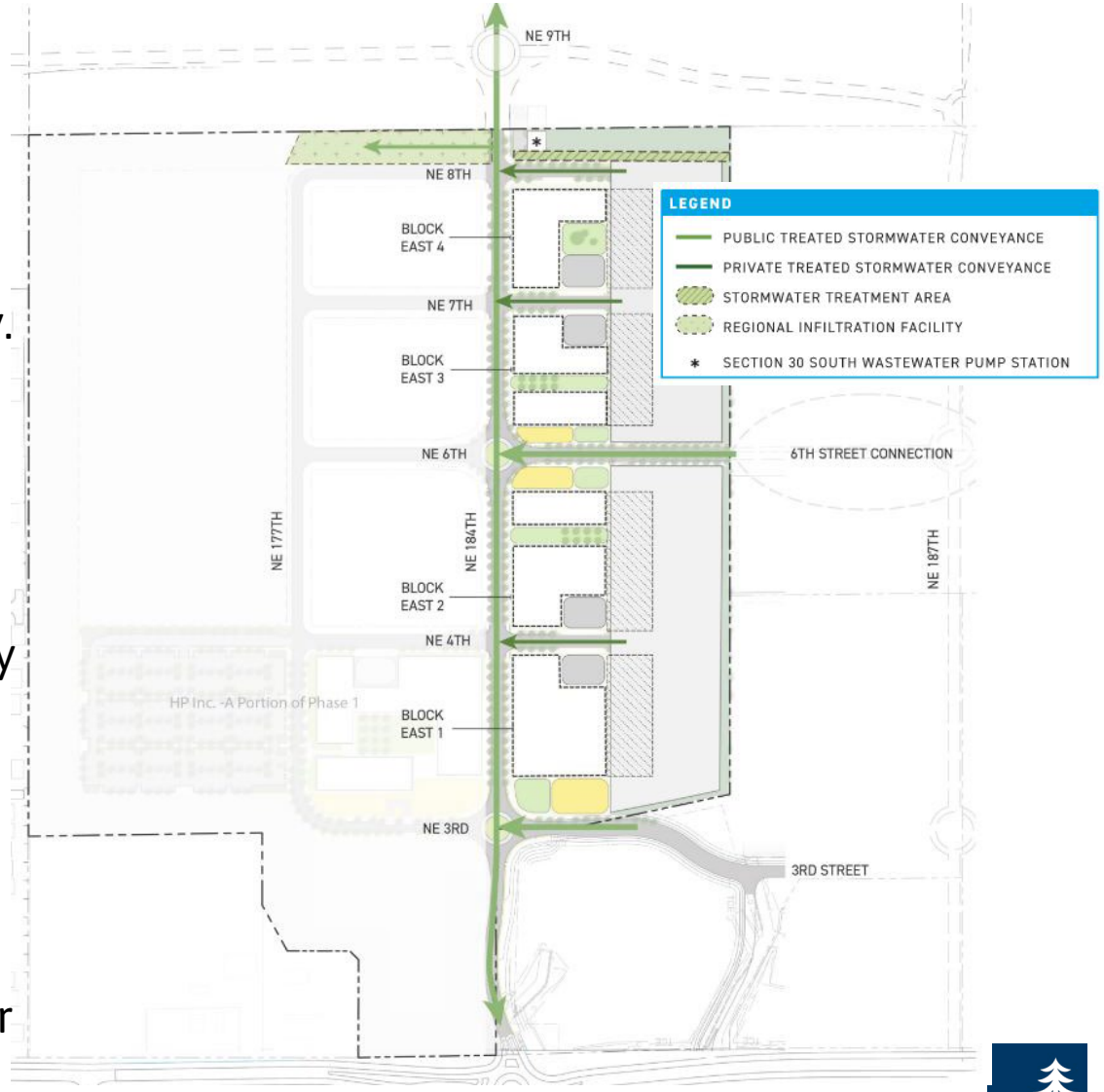
KEY

1. SHARED USE PATH
2. STORMWATER PLANTERS / DROP OFF
3. TRAVEL LANE
4. SETBACK

HP East Master Plan

Public Facilities and Management

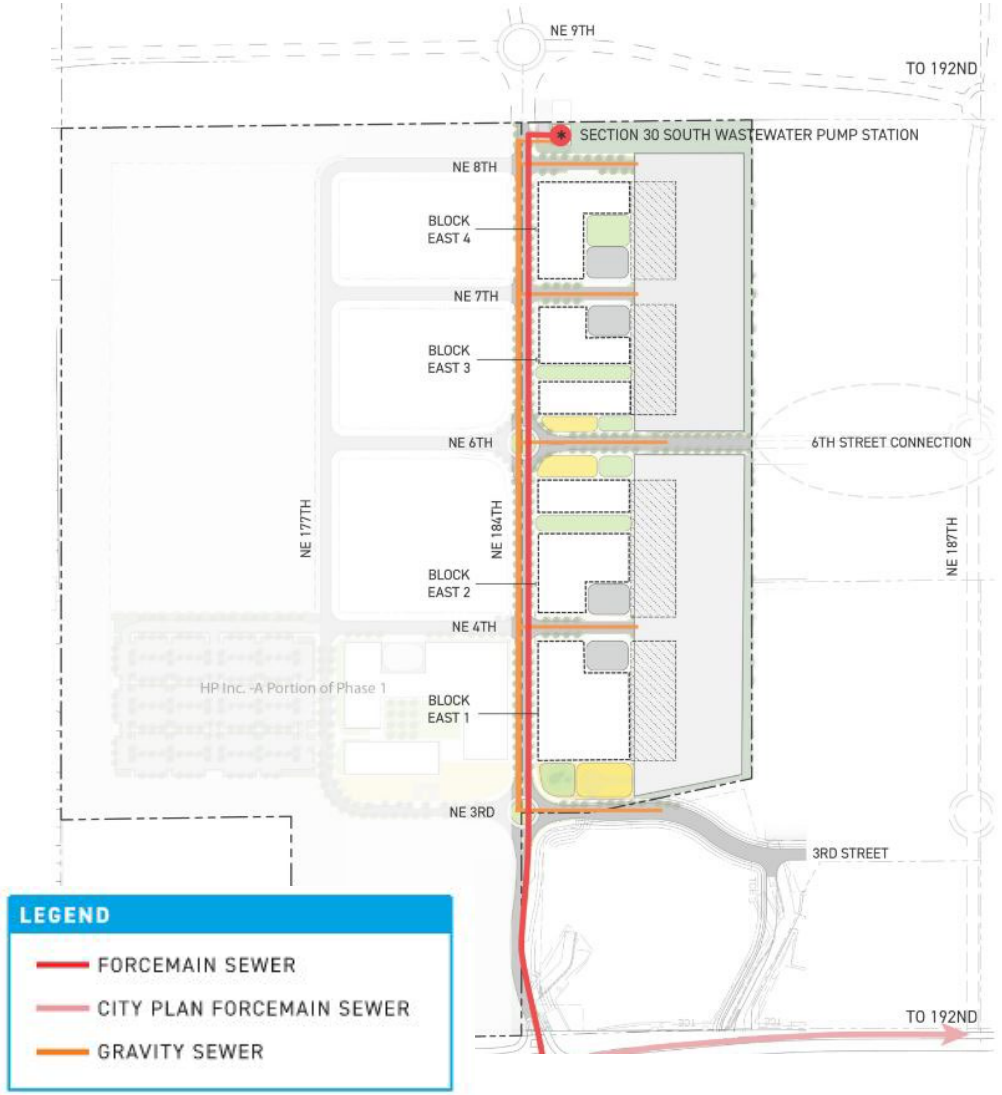
- Each property owner in Section 30 is to manage stormwater quality on its own property prior to releasing it to a public stormwater collection facility.
- Native gravels provide the best infiltration sites, and the City will prioritize reservation of areas that still have native gravel for stormwater infiltration especially near NE 9th Street.
- When the City constructs a public stormwater facility or accepts dedication of a stormwater facility, then HP may connect to it consistent with the HP East Master Plan and the HP-City of Vancouver Development Agreement.
- If onsite infiltration capacity is insufficient, HP's connection to the City maintained public stormwater facility is allowed.



HP East Master Plan

Public Facilities and Management

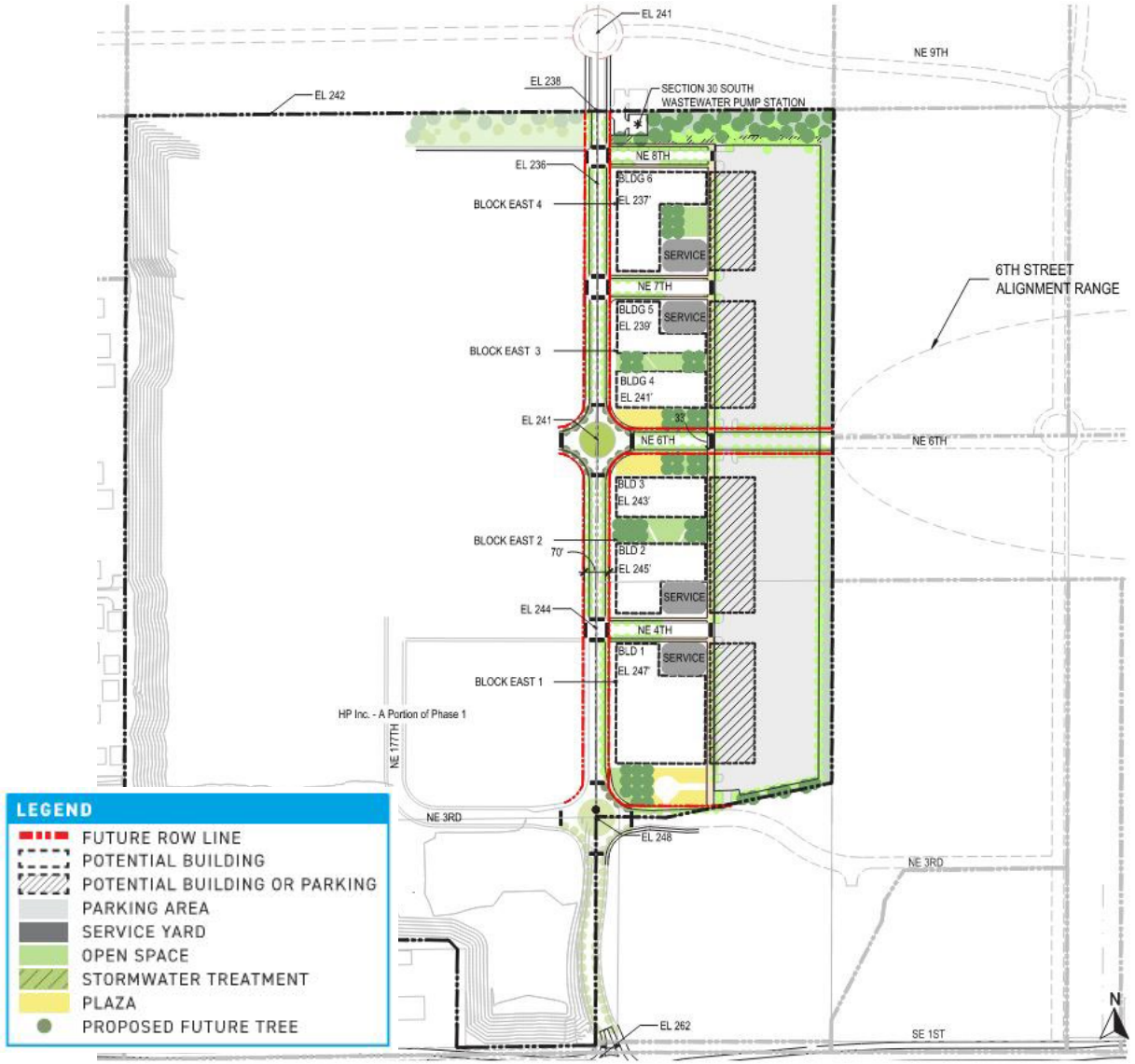
- Specific attention has been made to coordinate underground utilities as SE 1st Street is upgraded and 184th Avenue is extended north from SE 1st Street to NE 9th Street.
- Consistent with the HP-City of Vancouver Development Agreement, plans to design and construct the Section 30 South Wastewater Pump Station are underway.



HP East Master Plan

Full Site Utilization Plan

- The function of the Full Site Utilization Plan (FSUP) is to provide an overall impression of proposed development and to show how the development plan can flexibly respond to changing circumstances over the life of the HP East Master Plan.
- Building footprints on the FSUP show a possible configuration of buildings, parking and open space in each of the four blocks of development.



HP East Master Plan

Public Outreach

The applicant completed the following public outreach to date:

- Direct outreach to City Officials via virtual meetings held in the spring and summer of 2024.
- Coordination with other large property owners within Section 30, including Grayrock, CTC Section 30, Clark County, and CRP/PG Harmony Industrial to inform the HP East Master Plan content and coordination of Section 30 infrastructure.
- Direct outreach to residential neighbors west of HP's property to inform them of development activity.
- Coordination with utility, public service, and public transit providers.

City Staff sent a notice of application and Optional SEPA Determination of Nonsignificance to parties within 500' of the site.

HP East Master Plan

Approval Criteria

Master Plans shall be processed as a Type IV application considered initially by the Planning Commission with final decisions made by the City Council.

1. The Master Plan implements the Section 30 Employment Center Plan and requirements of this chapter.
2. Impacts from ongoing heavy industrial uses on adjacent properties will be buffered and mitigated.
3. The Master Plan is consistent with the Section 30 Design Guidelines or proposes standards that will achieve at least equal quality site development.
4. The Master Plan achieves the following objectives:
    a. Provides for the potential of more intense urban development in the future and for compatibility between different land uses by meeting VMC 20.690.060, Full Site Utilization Plan requirements.
    b. Provides safe, cohesive and connecting street and sidewalk system that is consistent with the Section 30 Employment Center Plan.

HP East Master Plan

Approval Criteria (cont.)

c. Plans and allows for connections to future development in the entire Plan District.

d. Generally meets the future collector street locations and substantially meets connections to streets outside of Section 30 as shown in the Section 30 Employment Center Plan document.

e. Provides a logical extension, continuation and interconnection of streets and bike/pedestrian access ways to serve circulation and access needs within the Section 30 Employment Center Plan document and adjoining neighborhoods.

f. Provides a multi-directional access and circulation to the street system similar to that provided by a traditional street grid with streets intersecting at 90-degree angles at regular intervals of 200 to 600 feet.

g. Provides full multimodal infrastructure and on-site facilities that promote the use of transit, pedestrian, and bike modes, as contemplated in the Section 30 Employment Center Plan.

HP East Master Plan

Approval Criteria (cont.)

h. Provides for a cohesive public utility (water, sewer, and stormwater) network that facilitates service to all areas within the Plan District, meets Section 30 Employment Center Plan policies and 20.690.060, Full Size Utilization plan.

i. Provides for an integrated park/open space and trail network that meets the standards of the Vancouver-Clark Parks & Recreation Comprehensive Parks, Recreation & Open Space Plan and substantially meets the intent of the Section 30 Employment Center Plan Open Space, Trails and Public Facility policies.

j. Provides landscaping that includes trees that will create an attractive community, maximize the use of native plant materials and meet the intent of the Section 30 Design Guidelines.

k. Establishes property grades and finished elevations that allow for balanced grade transitions between properties.

l. Retaining walls shall meet the intent of Section 30 Design Guidelines.

m. Provides for shared parking where feasible.

n. Meets SEPA requirement.

HP East Master Plan

Next Steps

- City Council Workshop – February 24, 2025
- Planning Commission Public Hearing – anticipated March 11, 2025
- City Council Public Hearing – anticipated April 21, 2025
- Members of the public may contact staff to be added to the list for notices of the public hearings

Thank You

Mark Person, Senior Planner,
mark.person@cityofvancouver.us

HP East Master Plan

Catalyst for Development

- The approximate 30-acre site is included in the Development Agreement.
- The City's Master Plan process embodies the plan for full site development.
- Infrastructure improvements include creation of the street network and pedestrian connections.
- HP East Master Plan will utilize recent improvements to provide water service, sanitary sewer facilities and stormwater treatment.
- Coordination with other Section 30 property owners to create the HP East Master Plan.

View is looking towards the north and eastern property boundaries.

HP East Master Plan

Section 30 Plan, Design Guidelines & Review Process

Section 30 Subarea Plan, Plan District and Design Guidelines were adopted in late 2009

Section 30 Vision

- Envisioned as one of Vancouver's largest 21st Century urban employment centers, Section 30 will attract emerging technology and provide for growth in family wage jobs. Unique urban neighborhoods where people live and shop are neatly interwoven with enterprising workplaces. Workers and residents benefit from convenient shopping, available recreation, walking and driving on attractive interconnecting trails and tree lined streets, and the amenities of interesting vistas, public plazas, and green spaces that promote a healthy, prosperous economy and lifestyle

City to update timelines

Design Guidelines

- City envisions 20-30 year build-out for urban-scale employment uses (office, industrial, and tech/flex) with supporting residential, commercial uses in one or two "centers"
- Development will lead to a well-connected street and public path network and identifies public infrastructure that would be needed
- Approximately 440 acres with redevelopment potential for employment and supporting uses

Review Process

- Per the Section 30 Urban Employment Center Plan District, an approved master plan is required prior to development in the Plan District per VMC 20.690.050.
- The master plan must initially be considered by the Planning Commission with the final decision made by City Council.
- Future development within an approved master plan area will be subject to site plan review

HP East Master Plan

Section 30 Master Plan Requirements

Section 30 Master Plans shall demonstrate how development of property within the plan area will be consistent with the Section 30 Urban Employment Center Plan.

HP East Master Plan

Sustainability

- HP is a corporate leader in environmental stewardship and has always focused on incorporating environmental sustainability, including constructing sustainable buildings for HP sites in regions where HP operates.
- HP is highly focused on reinventing the workplace as an environment that advances the wellbeing of its people and the planet. HP's industry-leading sustainability standards will be incorporated as a baseline along with additional focus on specific goals maximizing renewable resources and emission reduction.
- HP is on track toward achieving its goals of 100% renewable electricity, 65% greenhouse gas reduction, 35% increase in water efficiency and Zero Waste (90+% of waste diverted from landfills) by 2025.
- HP has achieved triple “A” scores from CDP for transparency and action on climate, forests, and water security for five consecutive years, and has also been recognized as a CDP Supplier Engagement Leader.
- As the HP Vancouver site development is a multi-year project in its early stages, HP will continue to consider the various ways to achieve a technologically smart and green development over time while minimizing its environmental impact.
- Sustainability and longevity will influence the selection of architectural materials and finishes consistent with HP's sustainability goals.

HP East Master Plan

HP's Selection of the City of Vancouver and Section 30

HP's commitment to Vancouver

- HP has a deep community connection developed over nearly four decades.
- Great employee base, great place to do business and desire to build on that foundation.
- Confidence in ability to grow with the City of Vancouver.
- HP undertook a nationwide search in 2018 and 2019 to determine where to invest in a new development and determined that Vancouver provides its employees with a livable community where they can live, work and play.

Section 30

- One of the last large swaths of vacant land within the City's urban growth boundary.
- Prime candidate of the appropriate scale and zoning near HP's current facilities.
- The opportunity to transform a former mine site into an office, research & development and other uses consistent with ECX zoning and the HP-City of Vancouver Development Agreement.

Exhibit B

Proposed Revisions to VMC 20.690, Section 30 Plan District

1.10.2025

20.690.030 Allowed Uses.

A. Development Agreements in existence on the effective date of this ordinance control the uses and development standards of some of the properties in the Plan District. In order to protect the investments made in reliance upon such agreements, improvements made or site plans approved consistent with these agreements shall not be deemed nonconforming.

B. *Zoning designations.* Property within the Plan District is zoned Employment Center Mixed-use (ECX). Additionally, an Urban Neighborhood Overlay that may be located in two areas of the Plan District is established under VMC 20.690.070, Section 30 Urban Neighborhood Overlay. The zone designations and overlay enable development in accordance with the adopted policies of the Section 30 Employment Center Plan.

C. Properties with recorded Development Agreements, following the provisions of this Plan District related to allowed uses and development standards is optional. Properties with a Development Agreement shall develop under one of the following choices:

1. Under the provisions for uses and standards determined by the recorded Development Agreements, or

2. Under the provisions of the zoning code as it exists on the date of application including uses and standards, or

3. Under the provisions for uses determined by the Development Agreements and code standards existing on the date of application.

4. Alternative PADA Path. In order to encourage properties with valid pre-annexation development agreements (PADAs) to be developed for higher density mixed use projects, additional flexibility is allowed as stated below. Any standard not modified by this section shall apply as written for applications which utilize the Alternative PADA path:

   a. Eligibility. To be eligible for the below alternative approval process and modified development standards, the holder of a PADA shall first obtain City Council approval of a revised development agreement that relinquishes the right to develop their property for the following uses: Warehouse/distribution; motor vehicle sales/rental; motor vehicle servicing/repair; self-service storage; bulk sales; outdoor sales (retail sale of landscaping materials allowed); single family detached residences; asphalt batch plant; car wash; aggregate products (retail rock sales allowed); and mining and related uses post reclamation.

b. Alternative approval process. The PADA Alternative Path shall not require master plan approval. Instead, land use review process shall be a Type II site plan review per the approval criteria of VMC 20.270 (Site Plan Review) and development standards of 20.690.040 and 20.690.070 as modified herein. Additionally, a proposed division of the property shall require either a Type II (short plat) or Type III (subdivision) approval. In either case, the application must show compliance with the Section 30 Plan District requirements as modified herein.

c. Modifications to Development Standards. Standards and requirements of this Chapter shall be modified in Sections 20.690.040 through 20.690.070 as indicated by the statement "[Alternative PADA Path]."

d. The Section 30 Design Guidelines shall not apply to those properties which utilize the Alternative PADA Path.

e. Density within an Urban Neighborhood Overlay development shall be derived by dividing the net buildable area of the subject property (gross area less the total aggregate area for public or private streets and alleys, schools or other public facilities, including but not limited to parks that are accessible to the public) by the applicable lot size or area per unit.

D. *Master Planning Required.* All development, including properties with an existing Development Agreement shall be subject to the master plan process contained in VMC 20.690.050, Master Planning. Properties applying for an existing use expansion, VMC 20.690.030(E) are exempt from the Master Plan Process. The Planning Official may at his or her discretion exempt or limit master planning process requirements for individual development proposals whose development has no significant area wide infrastructure or land use implications. [Alternative PADA Path: Master plan approval shall not be required.]

E. *Existing use expansion.* Existing uses established before the time of the adoption of the ordinance codified in this section may expand subject to review criteria contained in VMC 20.690.050(C), Review Criteria and Process, and the review procedures contained in Chapter 20.210 VMC, Decision Making Procedures.

F. Mining and related uses are allowed as specified in Chapter 20.540 VMC, Surface Mining Overlay District, and as permitted in Development Agreements.

G. Future urban uses are allowed as specified in Table 20.440.030-1 for the ECX zone. (Ord. M-4034 § 21, 12/03/2012; Ord. M-3930, Added, 10/05/2009, Sec 4)

20.690.040 Development Standards

Development within the Plan District shall be subject to the development standards contained in VMC 20.440.040 and 20.440.050 except as modified herein. Urban Neighborhood Overlay

development is subject to the development standards contained in VMC 20.690.070, Section 30 Urban Neighborhood Overlay. [Alternative PADA Path: Development shall be subject to the development standards in VMC 20.690.070, Section 30 Urban Neighborhood Overlay.]

A. New Heavy Industrial (IH) land uses allowed by recorded Development Agreements shall not abut an existing Urban Neighborhood Overlay development unless separated by a major physical barrier (such as topographic break, collector street, water feature, or open space) that will reduce impacts to any commercial and residential activity.

B. *Maximum Building Heights.* Building heights shall not be restricted within the ECX zoned properties of the Plan District. Refer to the Section 30 Design Guidelines for proposed development along the southwestern quarry slope.

C. Drive-through uses shall be limited to within parking structures or building.

D. *Building Setbacks.*

1. Any development adjacent to the Principal Arterial streets bordering the Section 30 Plan District shall provide a 20-foot minimum landscaped setback from the back of sidewalk. [Alternative PADA Path: Setbacks for Urban Neighborhood Overlays shall be subject to VMC 20.690.070.D.4 & 20.690.070.E.4.]

2. All other street setbacks shall be a landscaped 10-foot maximum from the back of sidewalk. An exception for up to a 20-foot maximum setback shall be allowed for proposed green street features, publicly accessible plazas, or due to topographic constraints. [Alternative PADA Path: Setbacks for Urban Neighborhood Overlays shall be subject to VMC 20.690.070.D.4 & 20.690.070.E.4.]

3. New Heavy Industrial uses allowed by recorded Development Agreements shall provide a minimum 10-foot landscaped side and rear set back. Landscape shall include shrubs to form a six-foot-high buffer screen 95 percent opaque year-round.

4. All landscaped setbacks shall at a minimum meet the Section 30 Landscape Design Guidelines.

E. Parking spaces provided for individual uses shall be no less than 80 percent of the minimum required indicated in Table 20.945.070-2, and no more than 115 percent to the amount provided in Table 20.945.070-2. The planning official may approve parking beyond the maximum or a parking reduction from the required minimum based on a parking study that justifies the change. Structural parking is permitted subject to the design standards contained in VMC 20.945.060. Structural parking shall count toward the minimum but not the maximum number of parking stalls. [Alternative PADA Path: Parking spaces for individual uses shall be no less than 50% of the minimum required as indicated in Table 20.945.070-2. Parking for Urban Neighborhood Overlays shall be subject to VMC 20.690.070.D.10 & 20.690.070.E.10.]

F. A shared use path shall be developed along 192nd Avenue and shall be designed at a minimum similarly to the existing shared use path on 192nd Avenue south of SE 1st Street.

G. *Roadways and Access.*

1. Collector arterial roadway alignment shall be consistent with the conceptual roadway alignments shown in the Section 30 Employment Center Plan document.

2. Connections to streets that border Section 30 Plan District shall be substantially as shown in the Section 30 Employment Center Plan document.

3. All collector arterial to collector arterial intersections internal to the Plan District (excludes the four surrounding arterials) shall be roundabout intersections. Use of roundabouts for local roadway connections is also encouraged to promote system efficiency and create a unique identity.

4. Traffic calming and context sensitive design shall be incorporated into the design of all internal roadways.

5. The maximum block ~~face~~ length within the Plan District shall be 600 feet generally, and 300 feet in the Urban Neighborhood Overlay areas. [Alternative PADA Path: Multi-use paths of at least 12' in width that allow access from the public way into the development may be used to meet maximum block spacing of 600 feet generally in the Plan District and 300 feet generally in the Urban Neighborhood Overlay areas. Such pathways shall provide pedestrian scale lighting. If found to be infeasible due to severe topographic constraints, this overall requirement may be modified by the Planning Official.]

6. All new streets and street improvements shall meet the intent of the Section 30 Design Guidelines.

H. For collector arterial streets, street trees that provide a large, wide canopy shall be selected from the Street Tree Selection List found in Appendix A of the city's Street Tree Manual. (Ord. M-3930 § 4, 10/05/2009; Ord. M-3930, Added, 10/05/2009, Sec 4)

20.690.050 Master Planning [Alternative PADA Path: This section shall not apply.]

A. *Overall.* An approved Master Plan as described herein is required prior to development in the Plan District in order to ensure development is consistent with the Section 30 Employment Center Plan. Mining activities are expected to continue on portions of this site for several years, but portions may redevelop in the near future. Master plans shall address long term development of the entire Plan District as shown in Figure 20.690-1, and shall include consideration of long term development of the entire plan area, particularly in regard to street and pedestrian connectivity, transitional grades between developments, stormwater management, open space connectivity, utility service and traffic impacts.

B. *Contents.* Master Plans shall address the following:

1. Proposed grading and final elevations for all portions of the site, including transitional grades to adjacent properties.

2. Proposed employment uses, including location, lot size, and floor area ratio for industrial, office and commercial uses.

3. Proposed residential uses including location, number of dwelling units and density.

4. Proposed location of any Urban Neighborhood Overlay areas governed by VMC 20.690.070.

5. Transportation analysis that:

a. Demonstrates consistency with the Section 30 Employment Center Plan and meets the intent of the Section 30 Design Guidelines.

b. Includes a map and narrative of the following:

i. On site public and private roads, alleys, parking and circulation including, an exhibit of roadway functional classifications, typical section, and design parameters, such as street grades, "green" strategies, and traffic calming for local roadways, bicycle and pedestrian facilities.

ii. Future street circulation and connectivity plan covering adjacent properties within 600 feet of subject property.

iii. Traffic Analysis and Mitigation plan.

iv. Trip Reduction and Transportation Demand Management Plan

v. Parking Management plan if variance from parking requirements is proposed.

6. Utility and Facility analysis that includes a map and narrative of the following:

a. Public sewer, water and stormwater systems, demonstrating consistency with the Section 30 Employment Center Plan;

b. Parks, open spaces, plazas, and trails, demonstrating consistency with the Section 30 Employment Center Plan;

c. Private utilities – location; and

d. Schools, if any

7. Analysis of impacts to the adjacent properties and mitigation proposed to achieve development envisioned in the Section 30 Employment Center Plan including future streets, roundabouts, grading, utility service, site drainage, trails and open space and land use location.

8. Full Site Utilization Plan, refer to VMC 20.690.060.

9. A master landscape plan.

10. Anticipated phasing of development, site ownership, or common management provisions, if any.

11. Provisions for buffering adjacent mining or heavy industrial activities if applicable, at a level of detail sufficient to judge adequacy of buffering from adverse noise, dust and visual impacts. Noise attenuation shall meet standards for maximum permissible environmental noise levels contained in WAC 173-60-040 for proposed uses.

12. Consistency between the Master Plan and the Section 30 Employment Center Plan and Plan policies.

13. *Modification.* Modifications to design and development standards may be processed as part of the request for master plan approval if the applicant can demonstrate compliance with the following approval criteria:

a. The modification(s) is warranted given site conditions and/or characteristics of the design; and

b. The proposed change meets the intent of the development standards and Section 30 Employment Center Plan and is consistent with the Design Guidelines; and

c. The proposed change will not result in a substantial impact to transportation, water, sewer, or storm water management systems; and

d. The proposed change is consistent with Vancouver Municipal Code and Vancouver Comprehensive Plan.

C. *Review Criteria and Process.* Master Plans shall be processed as a Type IV application considered initially by the Planning Commission with final decisions made by the City Council. The Master Plan shall be approved, approved with conditions, or denied upon findings that:

1. The Master Plan implements the Section 30 Employment Center Plan and requirements of this chapter.

2. Impacts from ongoing heavy industrial uses on adjacent properties will be buffered and mitigated.

3. The Master Plan is consistent with the Section 30 Design Guidelines or proposes standards that will achieve at least equal quality site development.

4. The Master Plan achieves the following objectives:

a. Provides for the potential of more intense urban development in the future and for compatibility between different land uses by meeting VMC 20.690.060, Full Site Utilization Plan requirements.

b. Provides safe, cohesive and connecting street and sidewalk system that is consistent with the Section 30 Employment Center Plan.

i. Plans and allows for connections to future development in the entire Plan District.

ii. Generally meets the future collector street locations and substantially meets connections to streets outside of Section 30 as shown in the Section 30 Employment Center Plan document.

iii. Provides a logical extension, continuation and interconnection of streets and bike/pedestrian access ways to serve circulation and access needs within the Section 30 Employment Center Plan document and adjoining neighborhoods.

iv. Provides a multi-directional access and circulation to the street system similar to that provided by a traditional street grid with streets intersecting at 90 degree angles at regular intervals of 200 to 600 feet.

v. Provides full multimodal infrastructure and on-site facilities that promote the use of transit, pedestrian, and bike modes, as contemplated in the Section 30 Employment Center Plan.

c. Provides for a cohesive public utility (water, sewer, and stormwater) network that facilitates service to all areas within the Plan District, meets Section 30 Employment Center Plan policies and 20.690.060, Full Size Utilization plan.

d. Provides for an integrated park/open space and trail network that meets the standards of the Vancouver-Clark Parks & Recreation Comprehensive Parks, Recreation & Open Space Plan and substantially meets the intent of the Section 30 Employment Center Plan Open Space, Trails and Public Facility policies.

e. Provides landscaping that includes trees that will create an attractive community, maximize the use of native plant materials and meet the intent of the Section 30 Design Guidelines.

f. Establishes property grades and finished elevations that allow for balanced grade transitions between properties.

g. Retaining walls shall meet the intent of Section 30 Design Guidelines.

h. Provides for shared parking where feasible.

i. Meets SEPA requirement.

D. *Master Plan Modification.*

1. *Process.*

a. No Amendment. Development applications, which differ from adopted Master Plans as follows, require no additional review under Title 20 VMC.

i. Changes to phasing, provided proposed development is fully identified in the Full Site Utilization Plan, 20.690.060 in the adopted Master Plan.

ii. Refinement of building footprint, use mix, access, parking and landscaping provided the resulting site plan is consistent with the Full Site Utilization Plan, adopted Master Plan and the Section 30 Design Guidelines.

iii. Changes in the location and design of trails, so long as they are consistent with the adopted Master Plan, the Section 30 Employment Center Plan and Design Guidelines.

iv. Changes to the buffering provided for new development from adverse impacts of ongoing heavy industrial uses on adjacent properties, provided the result is the same or better attenuation of noise and dust and visual impacts.

v. Changes to the location of uses.

b. Type I Review – Changes to the Master Plan design guidelines provided proposed changes are consistent with the Section 30 Employment Center Plan and Design Guidelines and will not compromise the ability to achieve the overall quality of development proposed in the Master Plan.

c. Type II Review

i. New buildings, so long as the additional development can be accommodated with only minor changes to the transportation, water, sewer, storm drainage systems, or the Full Site Utilization Plan, 20.690.060 in the approved Master Plan.

ii. Significant changes to street locations or capacity.

iii. Significant reduction in the amount of public open space.

d. Type III Review – New buildings that result in the need for a significant change in the transportation, water, sewer, storm drainage systems, or the Full Site Utilization Plan, 20.690.060 in the approved Master Plan.

e. *Interpretation.* The City of Vancouver retains the authority to assign the appropriate review process where application of this chapter is unclear, or inappropriate given the size of the modification involved.

2. *Modification Approval Criteria.*

a. The proposed change meets the intent of the Section 30 Employment Center Plan and is consistent with the Design Guidelines; and

b. The proposed change will not result in a substantial impact to transportation, water, sewer or storm water management systems; and

c. The proposed change will not result in adverse impacts to adjacent properties or uses; and

d. The proposed change is consistent with Vancouver Municipal Code and Vancouver Comprehensive Plan. (Ord. M-3930, Added, 10/05/2009, Sec 4)

20.690.060 Full Site Utilization Plan [Alternative PADA Path: This section is not required but may be used, subject to agreed-upon performance timelines of future phases to be stated in a revised development agreement.]

A. Purpose: As Section 30 develops over the next 20 to 30 years; careful site design can provide opportunities for additional development including additional buildings and structural parking. To fully realize future development opportunities, thoughtful placement of initial buildings and parking areas is essential. A Full Site Utilization Plan (FSUP) creates a vision of how a site can reach full urban center densities through phasing of development over time or through demonstrating development potentials by showing a "shadow" plat or site plan of future development.

B. Applicability: All project proposals requiring a Master Plan shall submit an FSUP unless the project proposes urban density equal to or greater than a Floor Area Ratio of one.

C. Submittal Requirements: Show the following using the proposed Master Plan site plan as a base map:

1. Locations of potential future building pads or locations of potential parking structures.

2. Locations of potential future street rights-of-way that would create a more urban street grid.

3. Narrative describing potential building types, mix of uses, density achievements and vehicle parking requirements.

4. Anticipated phasing of development and potential site plan submittal timelines.

D. Review Criteria and Process: In reviewing a proposed FSUP, the planning official shall approve the FSUP upon finding that:

1. The FSUP demonstrates a realistic assessment of future building types and sizes, and future parking needs.

2. The FSUP provides for realistic areas for future building pads and structured parking facilities.

3. The FSUP adequately represents the potential to achieve the street grid and circulation requirements of 20.690.040.

4. The proposal meets the intent of the Section 30 Design Guidelines. (Ord. M-3930, Added, 10/05/2009, Sec 4)

20.690.070 Section 30 Urban Neighborhood Overlay (Optional)

A. *Purpose.* The purpose of the Urban Neighborhood Overlay is to allow for the location of mixed use urban activity centers with quality living, shopping and gathering places for those working and living within the Section 30 urban employment center as described in the Section 30 Employment Center Plan vision, goals, and policies. This urban neighborhood balances livability with auto-oriented accessibility and incorporates design features and uses to encourage active pedestrian environments and a sense of community. The provisions of the urban neighborhood overlay shall determine the size, character and location of a proposed urban neighborhood.

B. *Applicability.* No more than two urban neighborhoods may be proposed and located within the Section 30 Plan District boundary, Figure 20.690-1. The general locations of the overlays depicted in the Section 30 Employment Center Plan document are conceptual. The Urban Neighborhood Overlay is applicable to the entire area shown on Figure 20.690-1. [Alternative PADA Path: The number of UNOs may exceed two if the minimum residential density is 22 units per net acre for any residential or mixed use project in more than two UNOs areas].

C. *Urban Neighborhood Form.* The urban neighborhood includes both a mixed use center and an adjacent residential area that is master planned as a cohesive whole. Each urban neighborhood shall be no larger than 50 acres and include no less than 850 housing units. If the minimum average density is not achieved at the outset, the required FSUP included with the Master Plan shall demonstrate how the density can ultimately and realistically be achieved. A variety of unit types shall be provided. The urban neighborhood shall be organized around a commercial and public activity center with traditional neighborhood patterns and design. [Alternative PADA Path: Urban neighborhoods may exceed 50 acres provided the minimum residential density is 22 units per net acre for any residential or mixed use project on property outside of the first 50 acres. Units provided in the first 50 acres which are in excess of the minimum 18 units per net acre density may be applied toward the minimum 22 units per net acre density outside of the first 50 acres. The required minimum 850 housing units to be provided in an urban neighborhood shall not apply, as the minimum number of housing units in an urban neighborhood is dictated by the required minimum density.]

1. *Urban Neighborhood Mixed Use Center.* This area is the organizing element and activity center for the urban neighborhood. The mixed use center is built around a focal point, whether it is a main street, or an amenity such as a plaza, a park or a lake. Multi-story mixed use buildings

with commercial or office uses on the ground floor and housing above reinforce the center's character. A minimum of 15 percent of the total urban neighborhood housing units shall be located in the mixed use center. [Alternative PADA Path: Residential uses in the Urban Neighborhood Mixed Use Center shall be allowed on the ground floor of multi-family and mixed use buildings unless fronting on a main commercial street within a designated urban mixed use center. Additionally, if at least one Urban Neighborhood Mixed Use Center is approved, other UNOs areas may be proposed as Urban Neighborhood Residential Areas without a mixed use center and the minimum 15 percent requirement shall not apply.]

2. *Urban Neighborhood Residential Area.* This area is organized around the neighborhood mixed use center and includes a mix of housing and densities achieving an average minimum net density of 18 units an acre. A maximum of 85 percent of all housing units shall be substantially clustered within one-quarter mile of the urban neighborhood mixed use center. The one-quarter mile shall be measured in a straight line from the outer boundaries of the neighborhood to the nearest boundary of the mixed use center. [Alternative PADA Path: A minimum of 50% of residential units shall be substantially clustered within 1/2 mile of the urban mixed use center.]

3. Future Urban Uses are allowed as specified in Table 20.430.030 for the MX zone with the following exceptions:

a. Footnotes 2 and 6, subject to provisions of the Mixed Use zone district does not apply instead the future urban uses allowed within a designated Section 30 Urban Neighborhood Overlay are subject to provisions of this chapter.

b. Colleges, as defined in Chapter 20.160 VMC, Use Classifications, are prohibited.

c. Emergency Services, as defined in Chapter 20.160 VMC, Use Classifications, require a conditional use permit governed by Chapter 20.245 VMC, Conditional Uses.

d. Medical Centers as defined in Chapter 20.160 VMC, Use Classifications, are prohibited.

e. Religious Institutions as defined in Chapter 20.160 VMC, Use Classifications, require a conditional use permit governed by Chapter 20.245 VMC, Conditional Uses.

f. Commercial Lodging limited to bed and breakfast establishments, subject to the provisions in Chapter 20.830 VMC and lodging establishments with no more than 50 rooms as defined in Chapter 20.160 VMC, Use Classifications.

g. Bulk Sales as defined in Chapter 20.160 VMC, Use Classifications, is prohibited.

h. Non-Accessory parking surface lots as defined in Chapter 20.160 VMC, Uses Classifications, are prohibited. Non-accessory parking structures are permitted.

i. All uses under Industrial heading, as defined in Chapter 20.160 VMC, Use Classifications, are prohibited.

j. Heliports, as defined in Chapter 20.160 VMC, Uses Classifications, are prohibited.

k. Wireless Communication Facilities are permitted subject to the provisions of VMC 20.890.060(B), Higher-density Residential Districts.

4. No more than 50 percent of the total square footage envisioned by the Master Plan for any one major use type (commercial, office or residential) can be granted site plan approval until site plan approval is provided for at least 25 percent of the total square footage of all remaining use types envisioned in the Master Plan. This requirement may be waived by the planning official, if the applicant provides a security or other form of binding assurance that the remaining major use types contemplated in the Master Plan will be built. [Alternative PADA Path: This requirement is waived to allow market conditions to dictate the timing of the various uses.]

D. *Development Standards – Urban Neighborhood Mixed Use Center(s).*

[Alternative PADA Path: This section shall not apply to an UNO that is permitted without a mixed use center per VMC 20.690.070.C.1.]

1. *Urban Center Focal Point.*

a. Urban Neighborhood Mixed Use Centers shall be organized around a focal point, which could include a main street, town square, plaza, park, or water feature consistent with the Section 30 Urban Employment Center Plan.

b. When a linear Main Street acts as the Mixed-use Center's focal point both sides of the street shall include a mix of uses with 75 percent of the uses within vertical mixed-use buildings. [Alternative PADA Path: When a linear Main Street acts as the Mixed-use Center's focal point, both sides of the street shall include a mix of uses with a minimum of 75 percent of the uses within vertical mixed-use buildings. This requirement is specific to the gross square footage of uses within buildings.]

2. *Density.*

a. An average minimum of 18 units per net acre as measured by total number of residential units divided by the net site acreage of the Urban Neighborhood Overlay area.

b. Residential uses are not allowed on the ground floor. [Alternative PADA Path: Residential uses shall be allowed on the ground floor of multi-family and mixed use buildings unless fronting on a main commercial street within a designated urban mixed use center.]

3. *Building Height.*

a. Mixed-use buildings shall be at least 30 feet in height and shall include a minimum of two usable stories.

b. Ground floor spaces shall be designed to accommodate active pedestrian uses and shall have a minimum floor to ceiling height of 15 feet. [Alternative PADA Path: Ground floor spaces shall be designed to accommodate active pedestrian uses and shall have a minimum floor to ceiling height of 14 feet. This requirement shall only apply in buildings with ground floor commercial uses that front an Urban Center Focal Point.]

c. Maximum building heights shall not be restricted provided architectural methods are applied to reduce the building scale and mass of at least the first three floors (including ground floor). [Alternative PADA Path: The architectural methods shall not apply.]

4. *Building Setbacks.*

a. All new construction along the street frontages shall extend to the edge of the street right-of-way line for the first two stories. Exception may be given when a public open space such as a courtyard or plaza is provided. [Alternative PADA Path: Buildings not fronting on the main commercial street in the urban mixed use center may be set back from the right-of-way line a maximum of ten feet provided such setback is landscaped, however buildings may be set back further than 10 feet to accommodate topography, street geometry, curved property lines, or similar if the intent of this section is met.]

b. Mixed use buildings facing the Urban Center focal point shall comprise 75 percent of the street frontage. Parking garages where the ground floor is commercial or office uses may be counted for this requirement. [Alternative PADA Path: The length of mixed use building facades facing a public plaza or park with frontage on the main retail street may be counted toward the 75 percent frontage requirement]

5. *Building Orientation.*

a. At least one fully functional and visibly identifiable public entrance shall be provided along a street frontage. Buildings organized around a courtyard may feature entrances facing the courtyard provided there is a clear pedestrian access between the courtyard and the street.

b. Service entrances shall be in the rear of the buildings.

6. *Rain Protection.* [Alternative PADA Path: Rain protection features shall be provided per the standard but may cover only Urban Center Focal Point-facing ground floor windows, where impervious surfaces abut them, and building entrances.]

a. Rain protection shall be provided on buildings facing the Urban Center focal point.

b. Rain protection features shall provide cover of at least six feet in depth over the sidewalk or other surfaced pedestrian way, but shall not extend closer than two feet to the curb line.

c. Rain protection features on each building shall be designed to abut or adjoin rain protection features provided or to be provided on adjacent buildings along the same street frontage to the greatest extent possible to ensure a continuous protected pedestrian walkway.

7. *Building Form and Appearance.*

a. Blank walls in excess of 15 lineal feet along sidewalks or other pedestrian areas are not permitted. [Alternative PADA Path: Section 20.690.070 D, 7, a. shall only apply to walls facing the Urban Center Focal Point.]

b. Transparent windows/doors shall be provided along at least 75 percent of the ground floor façades and the base of the windows shall be between one and three vertical feet above the ground or sidewalk. [Alternative PADA Path: Section 20.690.070 D, 7, b. The blank wall standards regarding windows shall not apply.]

8. *Buffering and Landscaping.*

a. All setback areas shall be landscaped consistent with the Section 30 Design Guidelines or developed as hardscape plazas. [Alternative PADA Path: All setback areas shall be landscaped or developed as hardscape plazas.]

b. Street trees that provide a medium to large, wide canopy over the streets of the Mixed-use Center shall be selected from the Street Tree Selection List found in Appendix A of the Street Tree Manual.

9. *Streets and Access.*

a. Context Sensitive Design

i. The block ~~face~~ length shall be at most 300 feet. [Alternative PADA Path: Multi-use paths of at least 12' in width that allow access from the public way into the development may be used to meet maximum block spacing of 300 feet in the Urban Neighborhood Mixed Use Center. Such pathways shall provide pedestrian scale lighting. If found to be infeasible due to severe topographic constraints, this overall requirement may be modified by the Planning Official.]

ii. All sidewalks shall be at least 12 feet wide. [Alternative PADA Path: Sidewalks shall be at least 10 feet wide.]

iii. The street(s) facing or as a part of the focal point of the Mixed-use Center shall include pedestrian amenities such as benches, special plantings, artwork.

iv. *Street Lighting.* Pedestrian scale street lighting shall be used to meet minimum lighting standards.

b. Traffic Calming measures to achieve average automobile travel speeds of 25 miles per hour or lower are required as follows:

i. The main commercial street shall be constructed with raised concrete intersections, or

ii. Equivalent traffic calming measures shall be constructed that may include some combination of:

A. Curb extensions to provide short pedestrian crossing distances.

B. Raised crosswalks.

C. Concrete or brick pavers for intersection pedestrian crossings.

D. Speed cushions.

E. Narrow travel lanes.

F. On-street parking.

c. Access

i. Vehicular access to off-street parking behind or within buildings, and to loading docks and service areas shall be through public or private alleys. If structural parking is provided access may be located on the street frontage. [Alternative PADA Path: Vehicular access to off-street parking behind or within buildings may also be via a driveway.]

ii. Direct driveway access to the surrounding arterials, SE 1st Street, NE 192nd Avenue, NE 18th Street, and NE 172nd Avenue shall be prohibited.

10. *Parking.*

a. Parking spaces provided for individual uses shall be no less than 60 percent of the minimum required indicated in Table 20.945.070-2, and no more than 115 percent to the amount provided in Table 20.945.070-2. The planning official may approve parking beyond the maximum or a parking reduction from the required minimum based on a parking study that justifies the need. [Alternative PADA Path: Section 20.690.070 D, 10, a. Parking spaces for individual uses may be no less than 50 percent of the minimum required indicated in Table 20.945.070-2.]

b. On-street parking spaces immediately, adjoining a property may be counted towards a development's overall parking requirement.

c. Structural parking shall count toward minimum but not the maximum number of parking stalls. [Alternative PADA Path: Tuck-under parking is considered structural parking.]

d. Joint parking and parking for mixed use projects shall be governed by VMC 20.945.030(B) and (C).

e. Off-street parking shall be located to the rear of buildings. [Alternative PADA Path: Off-street parking is generally prohibited between buildings and the main commercial street frontages.]

f. Parking shall meet the Section 30 Design Guidelines. [Alternative PADA Path: Section 20.690.070 D, 10, f. Section 30 Design Guidelines shall not apply to parking.]

E. *Development Standards – Urban Neighborhood Residential Area(s).* – Development within the Urban Neighborhood Residential Area(s)shall be subject to the development standards contained in VMC 20.420.050 for the R-22 zone unless modified as follows. [Alternative PADA Path: To encourage a variety of housing types, the minimum lot area shall be 770 square feet; the minimum lot width shall be 14 feet, and the maximum lot coverage shall be 82%]

1. *Density and Location of Uses.* An average minimum density of 18 units a net acre, as measured by total number of residential units divided by the net site acreage of the Urban Neighborhood Overlay area shall be provided. [Alternative PADA Path: As provided in 20.690.070 C, if a UNOS is proposed to be larger than 50 acres, the minimum density inside of 50 acres shall be 18 units per net acre, and residential projects outside of the 50 acres shall provide a minimum density of 22 units per net acre.]

2. *Open Space for Residential Uses.* Private open space at a minimum of 100 square feet per dwelling unit shall be provided and shall meet the Section 30 Design Guidelines. [Alternative PADA Path: The requirement for private open space may be waived for residential units that are within ¼ mile of a public park.]

3. *Building Height.* Maximum building heights shall not be restricted provided architectural methods are applied to reduce the building scale and mass of at least the first three floors (including ground floor). [Alternative PADA Path: The above architectural methods shall not apply.]

4. *Building Setbacks.*

a. Urban Neighborhood Residential area boundary abutting the ECX zoned area outside of the overlay boundary shall provide a minimum 20-foot landscaped setback that meets the intent of the Design Guidelines. [Alternative PADA Path: Does not apply when abutting existing or planned parks and/or residential uses that are compatible with the Urban Neighborhood Residential Area; in other cases may be a 10-foot landscaped setback area but without having to meet the intent of the Design Guidelines.]

b. Street frontage setbacks shall be provided with a 10-foot minimum and 20-foot maximum and meet the intent of the Design Guidelines. [Alternative PADA Path: Buildings shall be set back a minimum of 5 feet and may be set back further than 20 feet to accommodate topography, street geometry, curved property lines, or similar if the intent of this section is met.]

5. *Building Orientation.*

a. At least one fully functional and visibly identifiable public entrance shall be provided along a street frontage with an exception for buildings organized around a courtyard or plaza with

entrances facing the courtyard/plaza provided there is a clear pedestrian access between the courtyard/plaza and the street. [Alternative PADA Path: This requirement shall not apply so long as a 5' wide sidewalk is provided adjacent to each building which connects the main entrance(s) of each building to the public right-of-way.]

b. Buildings that are visible from the street shall be oriented to face the street. [Alternative PADA Path: Buildings along a street shall be oriented to face the street, or a pedestrian route, plaza, park or similar.]

c. Service entrances shall be in the rear of the buildings.

6. *Building Form and Appearance.* Building form and appearance shall be consistent with Section 30 Design Guidelines. [Alternative PADA Path: This section shall not apply.]

7. *Landscaping and Fencing.* [Alternative PADA Path: This section shall not apply.]

a. A minimum four-foot-wide landscape strip shall be provided between garage entrances along the alley applicable for both free standing and attached garages.

b. Landscaping and fencing shall be consistent with the Section 30 Design Guidelines.

8. *Street Lighting.* Pedestrian scale street lighting shall be used to meet minimum lighting standards.

9. *Streets and Access.*

a. Vehicular access to off-street parking including garages behind or within buildings, and to service areas shall be through public or private alleys. One access driveway to the alley per block may be provided. [Alternative PADA Path: Vehicular access to off-street parking may also be via a driveway and Staff may approve more than one access driveway per block if the intent of Chapter 20.690 is met. Vehicular access to the front of a building may be allowed where topography makes rear-loaded structures impractical.]

b. Direct driveway access to the surrounding arterials, SE 1st Street, NE 192nd Avenue, NE 18th Street, and NE 172nd Avenue shall be prohibited.

c. The maximum block face length within the Urban Neighborhood Overlay shall be 300 feet. [Alternative PADA Path: Multi-use paths of at least 12' in width that allow access from the public way into the development may be used to meet maximum block spacing of 300 feet generally in the Urban Neighborhood Overlay areas. Such pathways shall provide pedestrian scale lighting. If found to be infeasible due to severe topographic constraints, this overall requirement may be modified by the Planning Official.]

10. *Parking.*

a. Parking spaces provided for individual uses shall meet the requirements of Table 20.945.070-1. The planning official may approve a parking reduction based on VMC 20.945.070(E). In addition to the reductions allowed in VMC 20.945.070(E), further reductions may be allowed for motorcycle/scooter parking spaces (four feet by eight feet). For every four motorcycle/scooter parking spaces provided, the number of vehicle parking spaces required may be reduced by one. [Alternative PADA Path: Individual uses shall provide the minimum number of parking spaces per Table 20.945.070-1 except as may be modified elsewhere.]

b. Structural parking shall count toward the minimum but not the maximum number of parking stalls.

c. On street parking spaces immediately, adjoining a property may be counted toward a development's overall parking requirement.

d. Joint parking and parking for mixed use projects shall be governed by VMC 20.945.030(B) and (C).

e. Off-street parking shall be located within or to the rear of buildings. [Alternative PADA Path: Off-street parking is prohibited between buildings and street frontages, except that buildings that do not front on a street or where topography or site constraints limit the practicality of rear-loaded buildings, parking may be allowed in front of or to the side of said buildings.]

F. *Master Planning.* [Alternative PADA Path: This section shall not apply.]

1. *Overall.* Master Plans as described herein are required prior to all development in the Urban Neighborhood Overlay in order to ensure proposed development is consistent with the Section 30 Employment Center Plan. Master plans shall address long term development of the entire Section 30 Employment Plan District as shown in Figure 20.690-1, particularly in regard to street and pedestrian connectivity, transitional grades between developments, stormwater management, open space connectivity, utility services and traffic impacts.

2. *Contents of Submittal.* Master Plans shall include the submittal requirements included in VMC 20.690.050(B) as applicable, with the following additions:

a. *Urban Neighborhood Mixed Use Center*.

i. Location and size of associated land area;

ii. Map and written description of the urban form of the Mixed Use Center's focal point;

iii. Building elevations, including building height;

iv. Identify the number of residential units and density and the square footage of commercial uses.

b. *Urban Neighborhood Residential Area.*

i. Location and size of associated land area;

ii. Identify the number of residential units and density;

iii. Building elevations, including building height;

c. Street, Access, and Circulation Plan.

3. *Review Criteria and Process.* Master Plans shall be subject to VMC 20.690.050(C), Section 30 Employment Plan District, Master Planning with the following revisions:

a. The Master Plan implements the Section 30 Employment Center Plan and the requirements of the Urban Neighborhood Overlay.

b. Provides mixed use buildings of commercial, office and residential uses designed around an urban organizing focal point.

c. Provides a multi-directional access and circulation to the street system similar to that provided by a traditional street grid with streets intersecting at 90 degree angles at regular intervals of 200 to 300 feet, if topography allows.

4. *Master Plan Modification.* Master Plans shall be subject to VMC 20.690.050(D), Section 30 Employment Plan District, Master Plan Modification. (Ord. M-3930, Added, 10/05/2009, Sec 4)

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Document Title(s)
Grayrock PADA Amendment 1

Reference Number(s) of related document(s):
4258050 AGR

Grantor(s):
GRAYROCK RESOURCES, LLC

Grantee(s):
CITY OF VANCOUVER

Abbreviated Legal Description:
NE and SE ¼ Section 30, T2N, R3E WM

Assessor's Property Tax Parcel/Account Number(s):
176383000, 176391000, 986030025, 176414000, 176369000, 176368000, 176395000, 176396000, 176420000

City of Vancouver Project Name/Number(s):
Section 30

I am requesting an emergency nonstandard recording for an additional fee as provided in RCW 36.18.010. I understand that the recording process may cover up or otherwise obscure some part of the text of the original document.

Signature of Requesting Party

FIRST AMENDMENT TO PRE-ANNEXATION DEVELOPMENT AGREEMENT

DATED: June 13, 2024

BETWEEN: THE CITY OF VANCOUVER

a Washington municipal corporation (the "City")

AND: GRAYROCK RESOURCES, LLC
7408 NE 113 Cir.
Vancouver, WA98662 ("Grayrock")

A. Effective December 4, 2006, the City entered into a pre-annexation development agreement (Clark County Auditor's document number 4258050 AGR) with four entities, Columbia Rock and Aggregates, Inc.; Friberg Properties, LLC; Friberg Investments, LLC; and Schmid Family Limited Partnership I relating to property located in what is commonly referred to as Section 30. Those four entities subsequently transferred their interest to Grayrock, which now is the party in interest to the pre-annexation development agreement (the "2006 Grayrock PADA"). City and Grayrock are occasionally referred to as "Parties." The expiration date for the 2006 Grayrock PADA is December 4, 2026;

B. A significant portion of Section 30 has traditionally been used for surface mining uses and operations, and several Section 30 parcels currently continue these uses. The majority of the prior surface mining activities have ceased, and those properties are in various states of reclamation pursuant to Washington Department of Natural Resources requirements;

C. On July 16, 2008, the City completed an annexation that included Section 30, resulting in the City assuming governmental and regulatory responsibility for Section 30;

D. On October 5, 2009, the City adopted the Section 30 Subarea Plan ("Subarea Plan"), further directing how future development is intended to occur in Section 30;

E. In 2009, the City adopted chapter 20.690 Vancouver Municipal Code ("VMC"), Section 30 Employment Center Plan District, to help guide and regulate development in Section 30;

F. The 2006 Grayrock PADA granted Grayrock certain development rights, and further identified various uses Grayrock's property would be allowed for redevelopment. The uses contemplated in the 2006 Grayrock PADA are not entirely consistent with the uses contemplated in the adopted Subarea Plan, with Grayrock's current desires, or with current City goals and priorities;

G. The City and Grayrock have discussed potential changes to the 2006 Grayrock PADA so that the allowed land uses would more closely align with current City goals and priorities and be consistent with Grayrock's development plans, which may require amending existing City Code to achieve one or more of the Parties' objectives;

H. The Parties have determined it is appropriate to extend the termination date of the 2006 Grayrock PADA from December 4, 2026 to December 4, 2027, with a mutual understanding that the Parties may further extend this deadline an additional two years if certain conditions are met;

I. The Parties will pursue amendments to the VMC related to permissible Section 30 land uses, the procedural requirements for approval of development applications pursuant to a PADA in Section 30, and other related matters; and

FIRST AMENDMENT TO PRE-ANNEXATION DEVELOPMENT AGREEMENT

J. In the event the City amends chapter 20.690 VMC relating to Section 30 development, the Parties contemplate extending the 2006 Grayrock PADA the additional two years, conditioned on additional amendments of the 2006 Grayrock PADA that are consistent with chapter 20.690 VMC as amended.

Terms

1. Pursuant to Paragraph 18 relating to amendments, Paragraph 20, Term, from the 2006 Grayrock PADA is amended as follows:

> Paragraph 20 Term - The term of this Agreement shall be 21 years instead of 20 years. The Parties further agree that the term may be extended an additional two years on mutual agreement as set forth above in the Recitals.

2. Any term from the 2006 Grayrock PADA not specifically changed in this Amendment shall remain the same.

This Amendment shall become effective on the date of the last signature below.

CITY OF VANCOUVER

Eric Holmes, City Manager

Dated: 6-18-24

GRAYROCK

(name and title) CORNELL ROTHLIN PRESIDENT

Dated: 7-2-24

CITY OF
Vancouver
WASHINGTON

Proposed Amendments to VMC 20.690 - Section 30 Plan District

City of Vancouver Planning Commission Public Hearing

Chad Eiken, Director, CDD

Chim Chune Ko, Real Estate Project Mgr., EP&H

February 11, 2025

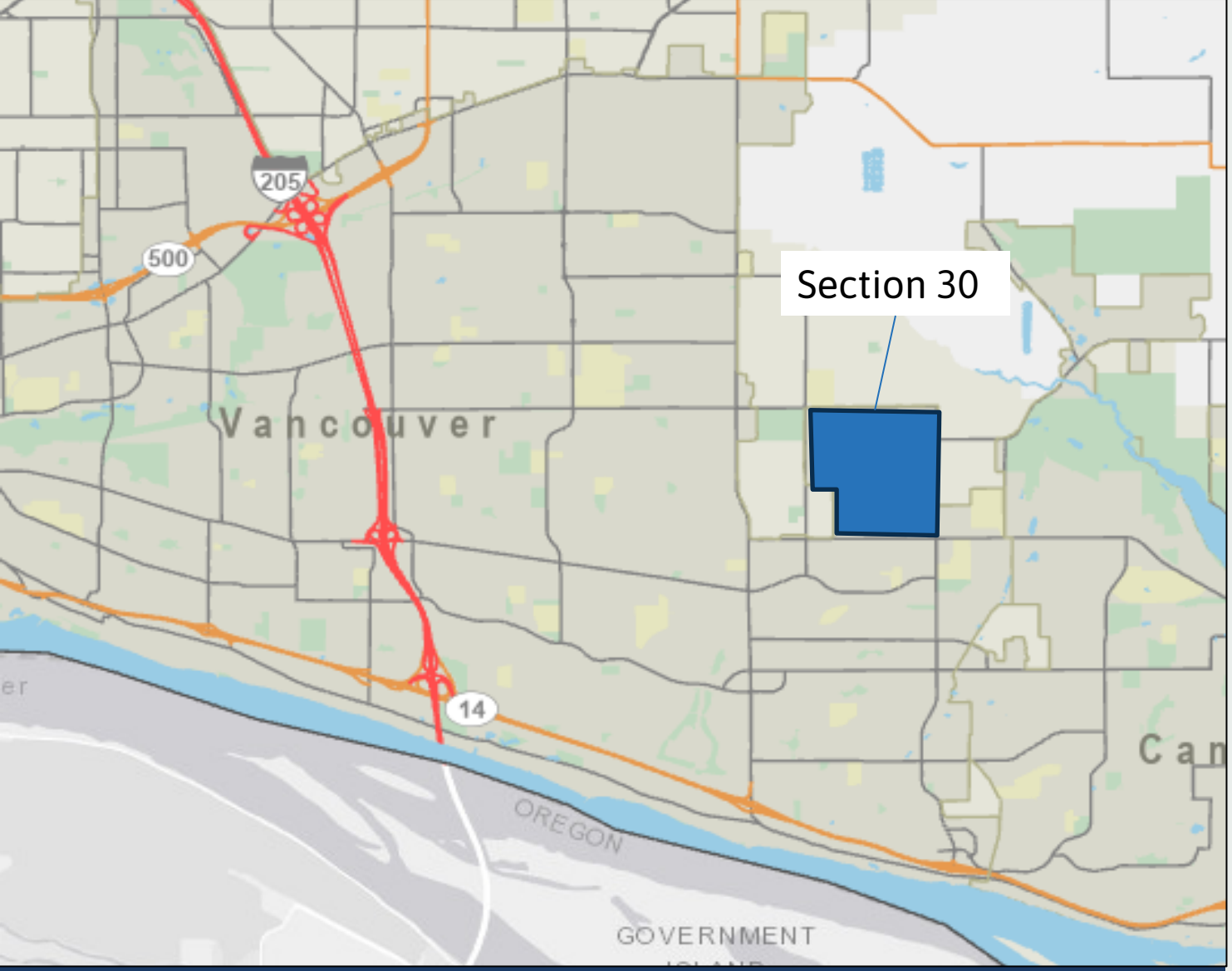
Agenda

Section 30 Background

Pre-Annexation Development Agreements

Alternative Approach to Improve Outcomes

Proposed Code Adjustments

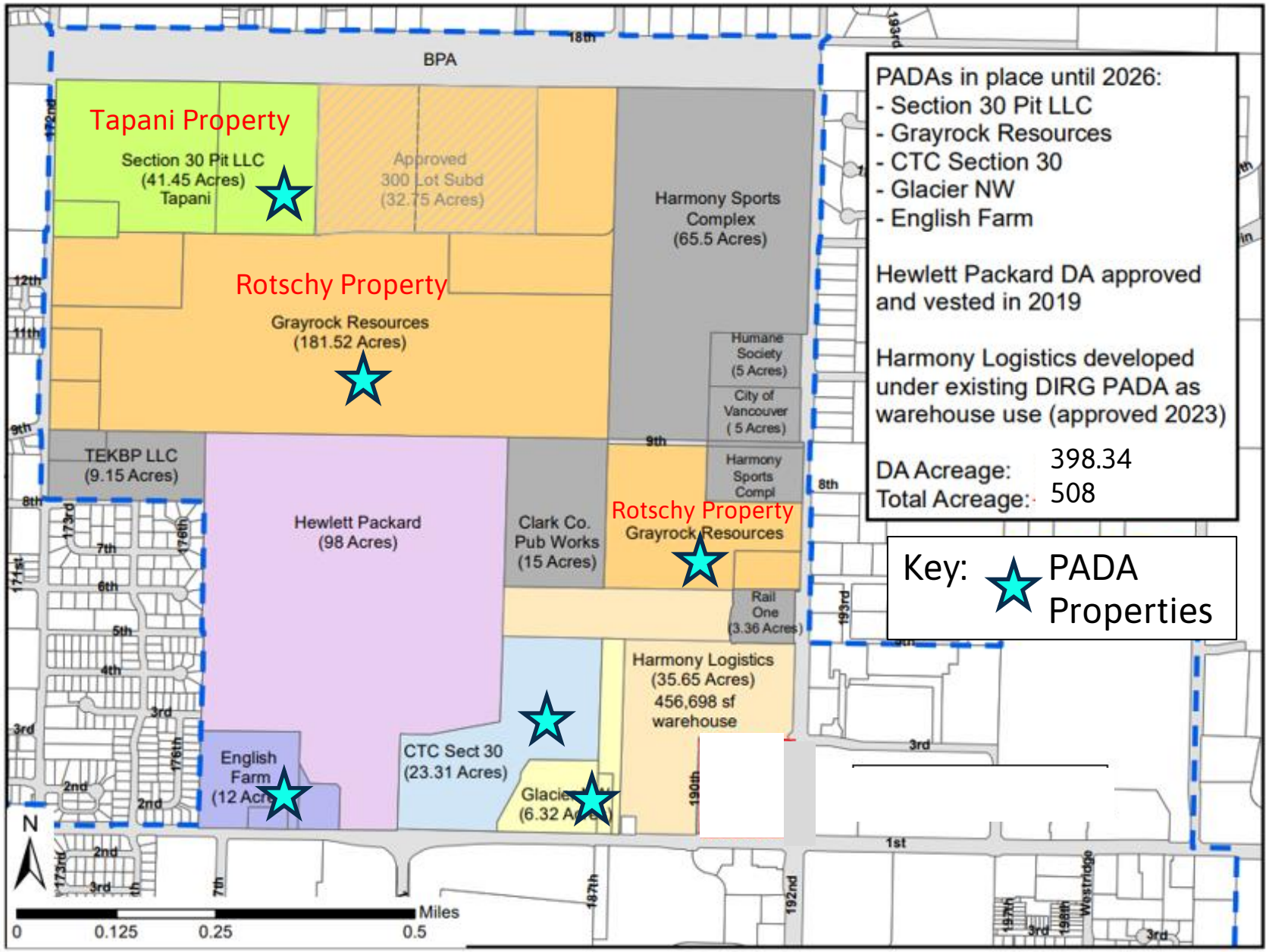


Background

- Section 30: 508 acres annexed in 2008
- Pre-Annexation D.A.'s (PADAs) allow a wide variety of uses
- Section 30 Subarea Plan and standards adopted in 2009
- City vision: Mixed use employment center

Background

Section 30 Property Ownership



Development Outcomes Uncertain

- Pre-Annexation Development Agreements (PADAs) allow development uses and standards in place prior to annexation
- PADAs expire in 2026
- Property owners have incentive to vest to allowed (pre-annexation) uses prior to expiration of PADAs

PADA Uses of Concern

Development types inconsistent with Section 30 Plan

- Warehouse/distribution
- Single-family detached homes
- Motor vehicle sales/rental
- Motor vehicle servicing/repair
- Self-service storage
- Drive thru
- Bulk Sales
- Concrete mixing and batching
- Car washes
- Aggregate products
- Mining and related uses
- Asphalt batch plant
- Outdoor Sales

Market Context

Delay in development could benefit all parties

- Noticeable deterioration in market conditions for all development types
- Minimal demand for new office and other high job density development
- Increased costs associated with new residential development have dampened interest for high density development especially outside of downtown
- Interest in property acquisition by experienced developers may increase as market conditions improve
- Alternative path for PADA holders would relieve pressure to build uses vested under existing D.A.'s by providing an additional 3 years in addition to existing ability to vest site plans for up to 7 years

Proposed Solution for Better Use Outcomes

- Extend PADAs for 1 year initially to allow for code changes and more substantive D.A. amendments (Completed 6/10)

- Adopt code changes that allow for an alternative approach closer to Section 30 vision for PADA properties, offering flexibility in standards and process

- Extend the term of the PADAs by two additional years for any property owner who 1) commits to the alternative path and 2) forgoes their rights to vested uses of concern under the PADA

Key Proposed Code Amendments

- Create an ‘alternative path’ for PADA holders in development code if they waive their right to certain vested land uses
- No master plan requirement; use of Type II site plan process instead
- Allow for increase in achievable residential density by allowing more than two Urban Neighborhood Overlays (UNOs) in Section 30 which may be larger than 50 acres
- Section 30 design guidelines would not apply
- Flexibility provided for other standards such as setbacks, parking, access, block length, blank walls, rain protection, ground floor residential uses, lot sizes, etc.

Public Engagement

- 3/25/24 Council workshop
- Rotschy and Tapani PADAs amended by Council 6/10/24 – 1 year extension
- 10/8/24 Planning Commission Workshop
- 11/12/24 Planning Commission Workshop
- 12/20/25 Meeting with HP, Tapani, Rotschy representatives
- 1/10/25 SEPA DNS Issued

Approval Criteria

Per VMC 20.285.070A:
Text amendments to VMC Title 20 zoning standards shall demonstrate the following:

1. *The proposal is consistent with applicable policies of the Vancouver strategic plan and comprehensive plan; and*

2. *The proposal is necessary to further the public interest based on present needs and conditions.*

Questions

Chad Eiken, Community Development Director
chad.eiken@cityofvancouver.us

Chim Chune Ko, Real Estate Project Manager, EP&H
chimchune.ko@cityofvancouver.us

WAC 197-11-960: SEPA ENVIRONMENTAL CHECKLIST

TEXT CHANGE REQUEST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

A. BACKGROUND

1. Name of proposed project, if applicable: Zoning code text changes to VMC 20.690 entitled "Section 30 Employment Center Plan District"

2. Name and contact information of applicants: Chad Eiken, Director, Community Development Department, chad.eiken@cityofvancouver.us.

3. Date checklist prepared: January 10, 2025

4. Agency requesting checklist: City of Vancouver, WA

5. Proposed timing or schedule (including phasing, if applicable): Public hearing on this item is scheduled before the City of Vancouver Planning Commission on Tuesday, February 11, 2025, at 6:30 p.m. Hearings before the Vancouver City Council have not yet been scheduled.

The upcoming Planning Commission hearing and materials may be accessed at https://vancouverwa.portal.civicclerk.com/ (note: the Planning Commission meeting agenda and related materials had not posted as of the date of the SEPA DNS issuance).

6. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. None. As required by GMA, the City of Vancouver is in the process of updating its Comprehensive Plan and zoning code with changes to be adopted in December 2025, but no further changes to the proposed code changes addressed in this checklist are known at this time.

7. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. None beyond this checklist, which is for a Non-Project Action.

8. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. The Section 30 Plan District is approximately 510 acres which has a number of properties separate ownership, and a number of properties in Section 30 have pre-annexation development agreements in place

which means that the current use and development standards do not apply to them. The changes are intended to apply only to several of the properties in Section 30 which have pre-existing development agreements. One or more development projects are at the pre-application stage of the development review process on properties that are subject to these changes.

9. List any government approvals or permits that will be needed for your proposal, if known.
None.

10. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

Section 30, which is nearly a square mile in size, was annexed into the City in 2008. At the time it was annexed, most of the properties were active rock and gravel mining operations and with the exception of some related activity, these rock operations have been discontinued. Back in 2008, in order to gain the property owners' support for Section 30 being annexed, the City entered into a number of pre-annexation development agreements (also known as PADAs) that provided property owners with rights to continue existing uses and develop their properties for any use that was allowed at the time of annexation, including any industrial and residential uses that were allowed on the Columbia Tech Center (CTC) properties to the south. In 2009, following annexation City Council adopted a subarea plan and ECX, Employment Center Mixed Use zoning for Section 30 which envisions a mix of commercial, light industrial and multi-family residential uses – essentially a future employment center with supporting services. The ECX zoning requires that new developments be approved through a Type IV master plan process with final approval by the City Council. Several obstacles to developing in Section 30 have been the lack of public utilities and street infrastructure, a patchwork of ownership, and varying elevations of properties which have been mined for rock and gravel.

In 2023, two properties in Section 30 received approval for uses allowed under the development agreements that would not have been allowed under the current zoning, including a 300-lot detached single family subdivision and a 450,000 square foot warehouse. Because the PADAs were due to expire in June of 2026, the property owners indicated that they were feeling pressure to obtain land use approval for uses that would be allowed under the PADAs rather than to have to develop uses under the current Section 30 standards, which the property owners viewed as much more difficult and costly.

Staff concluded that, without city intervention, Section 30 might build out with uses allowed by the D.A.s that are significantly inconsistent with city land use goals (such as more large warehouses, mini-storage, asphalt batch plants, and single family detached residences). Accordingly, staff initiated discussions with the two largest PADA holders that were pursuing development applications to see what, if anything, the City might be able to do to encourage greater density, mix of uses, and overall better land use outcomes.

Tapani Construction which controls 41 acres and Rotschy Construction which controls 214 acres both indicated they would be interested in an alternative path if two things happened: a) if more time could be provided under their current D.A.'s to allow for different uses to be considered and approved, and b) if some flexibility could be provided in regard to the minimum development standards and the required review process.

Staff met with the City Council in early 2024 to bring this issue to their attention to see if they were interested in having staff explore such an alternative path. The consensus was that to improve the likely land use outcomes, staff should engage with the Tapanis and Rotschys to see if an alternative path could be agreed upon. In June, City Council took the first formal step by extending both PADAs by one year to allow time to discuss an alternative path. For the past seven months, staff has been meeting regularly with PADA property owners and their consultants to discuss specific code provisions that, if modified, would result in more residential density and retail uses, while retaining their ability to develop the site for offices and clean industrial uses.

The key ingredients to creating a successful alternative path to better land use outcomes are as follows:

- PADA holders must 'opt in' and waive their right to certain vested land uses through an amended development agreement
- There would be no requirement for approval of a Type IV master plan; instead, future land uses under the alternative path would be approved through a Type II site plan process
- Alternative path would allow for increase in achievable residential density by:
  - Allowing more than two Urban Neighborhood Overlays (UNOs) in Section 30 which may be larger than 50 acres
  - In exchange, residential density would increase from a minimum of 18 to 22 units/net acre if beyond 50 acres or if there are more than two UNOs areas
- The Section 30 design guidelines which are seen by the property owners as being overly prescriptive would not apply to projects under alternative path

The proposed code changes would offer additional flexibility to PADA holders who opt in to the alternative PADA path:

- Residential uses would be allowed on ground floor except along main commercial street
- Maximum block length of 300' can be met by providing 12' wide pedestrian connections through development (with pedestrian lighting) to right-of-way instead of street intersections
- There would be no timing requirement to provide mix of uses (currently limit of 50% of any one use until site plan approval of at least 25% of area of remaining uses)
- Building setbacks could be reduced under certain conditions such as topography or curvature of street design
- Length of buildings around plazas in neighborhood center could be counted toward meeting the minimum building frontage requirement
- The blank wall prohibition would apply only to walls facing retail street ("urban neighborhood focal point")

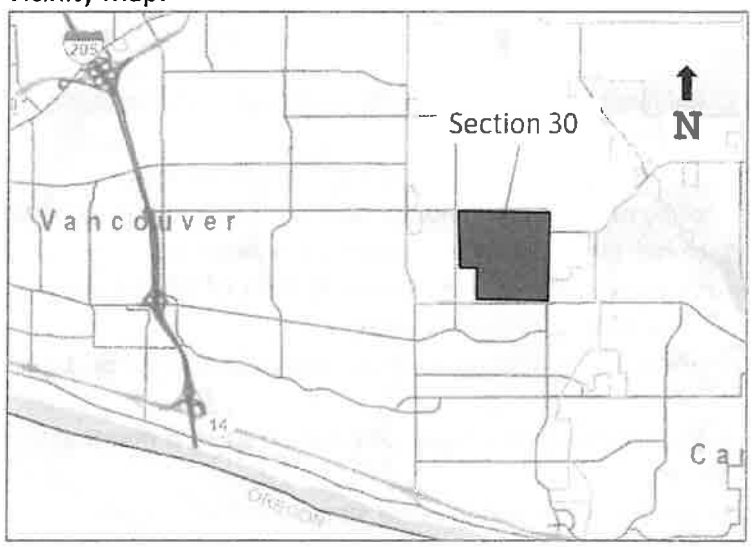
- The requirement for private open space in residential projects would be waived for residential units within ¼ mile of a public park
- Requirement for 20' deep setback along Urban Neighborhood Residential Overlay boundary would be waived if adjacent to a park or residential uses
- The requirement for a public entrance to buildings along street frontage to be waived if a 5' wide sidewalk is provided directly from building entrance to right-of-way
- Vehicles would be allowed to access at front of residences (vs. alleys) if topographic constraints exist
- A reduction in required parking spaces would be allowed by as much as 50%

All other development standards of the Section 30 Employment Center Plan District would apply to future projects as indicated in the attached draft code amendments.

11. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The proposed targeted zoning code changes apply to a defined geographic area known as "Section 30," which is generally defined as land between SE 1st Street to the south and NE 18th Street to the north, and NE 172nd Ave. to the west and NE 192nd Ave. to the east, excepting approximately 50 acres of land in the southwest corner which is developed for single family residences and an approximate 9 acre property in the southeast corner which is developed for a commercial center.

Vicinity Map:



WAC 197-11-960: SEPA ENVIRONMENTAL CHECKLIST

B. ENVIRONMENTAL ELEMENTS

1. EARTH: Not Applicable to Non-Project Actions. See Section D.

a. General description of the site
(circle one): Flat, rolling, hilly, steep slopes, mountainous,
other _____ Does Not Apply

b. What is the steepest slope on the site (approximate percent slope)? Does Not Apply

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. Does Not Apply

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. Does Not Apply

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. Does Not Apply

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. Does Not Apply

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? Does Not Apply

h. Proposed measures to reduce orth, if any:
Does Not Apply

2. AIR: Not Applicable to Non-Project Actions. See Section D.

a. **What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.** Does Not Apply

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. Does Not Apply

c. Proposed measures to reduce or control emissions or other impacts to air, if any: Does Not Apply

3. WATER: Not Applicable to Non-Project Actions. See Section D.

a. Surface Water: Not Applicable to Non-Project Actions

1) **Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.** Does Not Apply

2) **Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.** Does Not Apply

3) **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.** Does Not Apply

4) **Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.** Does Not Apply
5) **Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.** Does Not Apply
6) **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.** Does Not Apply

b. **Ground Water:** Not Applicable to Non-Project Actions

1) **Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.** Does Not Apply
2) **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.** Does Not Apply

c. **Water runoff (including stormwater):** Not Applicable to Non-Project Actions

1) **Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.** Does Not Apply
2) **Could waste materials enter ground or surface waters? If so, generally describe.** Does Not Apply
3) **Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.** Does Not Apply

d. **Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:** Not Applicable to Non-Project Actions

4. **PLANTS:** Not Applicable to Non-Project Actions. See Section D.

a. **Check the types of vegetation found on the site:**

____**deciduous tree: alder, maple, aspen, other**
____**evergreen tree: fir, cedar, pine, other**
____**shrubs**
____**grass**
____**pasture**
____**crop or grain**
____ **Orchards, vineyards or other permanent crops.**
____ **wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other**
____**water plants: water lily, eelgrass, milfoil, other**
____**other types of vegetation** Does Not Apply

b. **What kind and amount of vegetation will be removed or altered?** Does Not Apply

c. **List threatened and endangered species known to be on or near the site.** Does Not Apply

d. **Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:** Does Not Apply

e. **List all noxious weeds and invasive species known to be on or near the site.** Does Not Apply

5. **ANIMALS:** Not Applicable to Non-Project Actions. See Section D.

a. **List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include:** Does Not Apply

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

b. **List any threatened and endangered species known to be on or near the site.** Does Not Apply

c. **Is the site part of a migration route? If so, explain.** Does Not Apply

d. **Proposed measures to preserve or enhance wildlife, if any:** Does Not Apply

e. **List any invasive animal species known to be on or near the site.** Does Not Apply

6. **ENERGY & NATURAL RESOURCES:** Not Applicable to Non-Project Actions. See Section D.

a. **What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.** Does Not Apply

b. **Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.** Does Not Apply

c. **What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:** Does Not Apply

7. **ENVIRONMENTAL HEALTH:** Not Applicable to Non-Project Actions

a. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.** Does Not Apply

Describe any known or possible contamination at the site from present or past uses. Does Not Apply

1) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity. Does Not Apply

2) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project. Does Not Apply

3) Describe special emergency services that might be required. Does Not Apply

4) Proposed measures to reduce or control environmental health hazards, if any: Does Not Apply

b. **Noise:** Not Applicable to Non-Project Actions. See Section D.

1) **What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?** Does Not Apply

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. Does Not Apply

3) Proposed measures to reduce or control noise impacts, if any: Does Not Apply

8. LAND AND SHORELINE USE: Not Applicable to Non-Project Actions

a. **What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.** Does Not Apply

b. **Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?** Does Not Apply

   1) **Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:** Does Not Apply

c. **Describe any structures on the site.** Does Not Apply

d. **Will any structures be demolished? If so, what?** Does Not Apply

e. **What is the current zoning classification of the site?** Does Not Apply

f. **What is the current comprehensive plan designation of the site?** Does Not Apply

g. **If applicable, what is the current shoreline master program designation of the site?** Does Not Apply

h. **Has any part of the site been classified as a critical area by the city or county? If so, specify.**Does Not Apply

i. **Approximately how many people would reside or work in the completed project?** Does Not Apply

j. **Approximately how many people would the completed project displace?** Does Not Apply

k. **Proposed measures to avoid or reduce displacement impacts, if any:** Does not apply

L. **Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:** Does Not Apply

m. **Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:** Does Not Apply

9. HOUSING: Not Applicable to Non-Project Actions. See Section D.

a. **Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.** Does Not Apply

b. **Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.** Does Not Apply

c. **Proposed measures to reduce or control housing impacts, if any:** Does Not Apply

10. AESTHETICS: Not Applicable to Non-Project Actions. See Section D.

a. **What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?** Does Not Apply

b. **What views in the immediate vicinity would be altered or obstructed?** Does Not Apply

c. **Proposed measures to reduce or control aesthetic impacts, if any:** Does Not Apply

11. **LIGHT & GLARE:** Not Applicable to Non-Project Actions. See Section D.

a. **What type of light or glare will the proposal produce? What time of day would it mainly occur?** Does Not Apply

b. **Could light or glare from the finished project be a safety hazard or interfere with views?** Does Not Apply

c. **What existing off-site sources of light or glare may affect your proposal?** Elimination of the requirement to limit floor footprints to 12,000 square feet in certain circumstances may enable wider buildings to be built, resulting in a small reduction in natural light in those areas

d. **Proposed measures to reduce or control light and glare impacts, if any:** Does Not Apply

12. **RECREATION:** Not Applicable to Non-Project Actions. See Section D.

a. **What designated and informal recreational opportunities are in the immediate vicinity?** Does Not Apply

b. **Would the proposed project displace any existing recreational uses? If so, describe.** Does Not Apply

c. **Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:** Does Not Apply

13. **HISTORIC & CULTURAL PRESERVATION:** Not Applicable to Non-Project Actions. See Section D.

a. **Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.** Does Not Apply

b. **Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.** Does Not Apply

c. **Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.** Does Not Apply

d. **Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.** Does Not Apply

14. **TRANSPORTATION:** Not Applicable to Non-Project Actions. See Section D.

a. **Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.** Does Not Apply

b. **Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?** Does Not Apply

c. **How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?** Does Not Apply

d. **Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).** Does Not Apply

e. **Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.** Does Not Apply

f. **How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?** Does Not Apply

g. **Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.** Does Not Apply

h. **Proposed measures to reduce or control transportation impacts, if any:** Does Not Apply

15. **PUBLIC SERVICES:** Not Applicable to Non-Project Actions. See Section D.

a. **Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.** N/A

b. **Proposed measures to reduce or control direct impacts on public services, if any.** Does N/A

16. **UTILITIES:** Not Applicable to Non-Project Actions. See Section D.

a. **Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other** _____Does Not Apply

b. **Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.** Does Not Apply

C. Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Chad Eiken

Name of signee Chad Eiken

Position and Agency/Organization

Director, City of Vancouver Community Development Deparment

Date Submitted: January 10, 2025

D. SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS

1. **How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or increase of toxic or hazardous substances; or production of noise?**
   No increase in discharge to water, emissions to air, production/storage/increase of toxic or hazardous substances, or production of noise is expected from developments that follow the proposed alternative PADA use and development standards.

   Proposed measures to avoid or reduce such increases are: N/A

2. **How would the proposal be likely to affect plants, animals, fish, or marine life?**
   Section 30 and the properties which would be affected by the proposed code changes consist of former gravel mines which have minimal plants and animals and no marine life. No impacts are anticipated.

   Proposed measures to protect or conserve plants, animals, fish, or marine life are:
   Does not apply.

3. **How would the proposal be likely to deplete energy or natural resources?**
   The proposed code changes are intended to improve the mix of land uses over what would be allowed by the pre-annexation development agreements (more multi-family residential and commercial uses, versus heavy industrial uses). No increase in depletion of energy or natural resources is anticipated.

   Proposed measures to protect or conserve energy and natural resources are:
   Does not apply.

4. **How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?**
   See response to #3. There are no environmentally sensitive areas in the vicinity of the properties that are directly affected by the proposed code changes.

   Proposed measures to protect such resources or to avoid or reduce impacts are:
   Does not apply.

5. **How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans**
The proposal would improve land use outcomes by encouraging for more high density multi-family units and supporting commercial uses, along with employment-based uses, in exchange for property owners agreeing to forgo rights to develop low density residential uses and low employment industrial uses such as warehouses, mini-storage, asphalt batch plants, etc.

   Proposed measures to avoid or reduce shoreline and land use impacts are:
   The proposed code amendments have been developed by city staff as the best approach to improving land use outcomes in approximately 40% of Section 30 which remains undeveloped but vulnerable to undesirable industrial uses.

6. **How would the proposal be likely to increase demands on transportation or public services and utilities?**
See response to #5 above. The exact mix of uses that would be proposed/developed on the subject properties is not known at this time, however it is possible that an increase in multi-family residential units could result in more traffic than (for example) a warehouse with few employees. Because specific uses are not yet known, it is speculative to assume that the proposal would result in more traffic or demands on public utilities over uses that might proposed in the absence of the proposed code changes.

   Proposed measures to reduce or respond to such demand(s) are:
   Potential impacts on transportation services and utilities will be assessed separately for each land use application that is submitted and any identified impacts will be mitigated to a level of non-significance as conditions of approval.

7. **Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.**
The proposed text changes do not conflict with local, state or federal laws or requirements for the protection of the environment.

Exhibit E

CITY OF
Vancouver
WASHINGTON

January 10, 2025

SEPA Determination of Non-Significance for proposed zoning text changes related to VMC 20.690, Section 30 Employment Center Plan District. Changes would allow more multi-family residential units and flexibility in regard to approval process and development standards for properties with pre-annexation development agreements that 'opt in' to an alternative approach and agree to relinquish the right to develop the property for certain uses allowed in the pre-annexation development agreements that are seen as being inconsistent with the City's vision for how Section 30 should build out.

Contact: Chad Eiken, Director, Vancouver Community Development Department (360-487-7882), chad.eiken@cityofvancouver.us The City of Vancouver, lead agency, has reviewed the Environmental Checklist as required by WAC 197-11-330(1), pursuant to the State Environmental Policy Act (SEPA), and determined that the proposals will not have a probable significant adverse impact on the environment.

Under the authority of WAC 197-11-330(1) and 197-11-350, this Notice of Determination of Non-Significance (DNS) has been issued. A SEPA checklist and background information are available from City staff. Pursuant to WAC 197-11-340, comments ***on this SEPA determination*** will be received until **5:00 p.m., February 9, 2025.**

Procedural appeals to the SEPA determination must be filed in writing within 14 calendar days following the end of the comment period. A City Council decision of the SEPA procedural appeal shall be final and not subject to further administrative appeal. Substantive SEPA appeals shall be filed in writing within 14 calendar days of the issuance of Councils decision.

Chad Eiken — January 10, 2025

Name **Date**

STAFF REPORT

DATE: February 11, 2025

TO: Chair Adigweme and Planning Commissioners

CC: Rebecca Kennedy, Deputy Director, Community Development

FROM: Chad Eiken, Director, Community Development
Chim Chune Ko, Real Estate Project Manager, EP&H Department

RE: **Section 30 Proposed Development Code Changes**

Summary of Proposal

City staff propose a set of proposed text amendments to VMC 20.690 "Section 30 Employment Center Plan District" that are intended to result in better land use outcomes by introducing an "alternative path" to existing development regulations for property owners in Section 30 that have certain development rights under a Pre-Annexation Development Agreement (PADA). Such text amendments would reduce certain requirements and allow for an administrative review of development plans, in exchange for said property owners relinquishing their rights to develop the property for uses that are seen as being inconsistent with city goals.

The proposed alternative path would be optional for eligible property owners, and is intended to be attractive enough for them to abandon plans to develop their property for low employment uses such as warehouses, mini-storage, asphalt batch plants, etc., as well as low density residential uses which are seen as inconsistent with the City's vision of the area as being a higher density, mixed use area.

The alternative path would still allow offices and manufacturing uses, and would allow more of their property to be developed for medium and higher density residential uses than is allowed by their PADAs or the current Section 30 code.

The code amendments are one component in an overall strategy to improve land use outcomes in Section 30. The components involved in the alternative approach include: 1)

execution of a Letter of Intent by the City and the two major PADA holders regarding proposed approach (signed by parties March 29, 2024); 2) approval of a one-year extension to the PADAs to allow time to discuss elements of the alternative path with staff (approved by Council on June 10, 2024), 3) approval of the currently proposed code amendments (pending), and 4) approval of another amendment to the PADAs to extend the expiration date by two more years in exchange for PADA holders committing to the 'alternative path' and relinquishing their rights to certain uses (not yet scheduled).

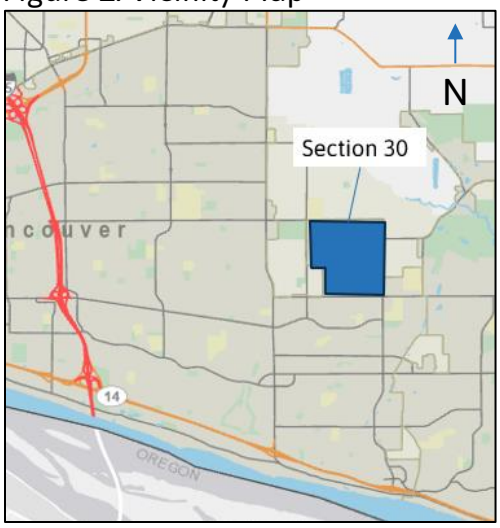
Staff will recommend that Council approve the additional two year extension to the PADAs in order to both relieve some of the pressure on the property owners to develop under their existing PADA but also to allow market conditions to mature and support higher density levels of both employment and residential uses.

The Planning Commission held workshops to discuss the proposed approach and specific code changes on October 8 and November 12, 2024. City Council held public workshops on this topic on March 25 and June 10, 2024 and provided general direction to staff.

Background of Section 30 and Proposed Code Amendments

Section 30 is nearly a square mile in size and is located in the northeast corner of the city, bounded on the north by NE 18th Street, on the south by NE 1st Street, on the west by NE 172nd and 179th Avenues, and on the east by NE 192nd Avenue. It is zoned ECX, Employment Center Mixed Use.

Figure 1. Vicinity Map



Section 30 was annexed into the City in 2008. At the time it was annexed, most of the properties were active rock and gravel mining operations and with the exception of some related activity, these rock operations have been discontinued.

In order to gain the property owners' support for Section 30 being annexed, the City entered into a number of pre-annexation development agreements (also known as PADAs) that provided property owners with rights to continue existing uses and develop their properties for any use that was allowed at the time of annexation, including any uses that were allowed on the Columbia Tech Center (CTC) properties to the south, such as detached single family residential.

In 2009, following annexation City Council adopted a subarea plan and ECX, Employment Center Mixed Use zoning for Section 30 which envisions a mix of commercial, light industrial and multi-family residential uses – essentially a future employment center with supporting services. The ECX zoning requires that new developments be approved through a Type IV master plan process with final approval by the City Council.

The PADAs for the two largest property holdings were set to expire in 2026 (now 2027), and their owners feel significant pressure to develop their properties under the uses and standards vested in their development agreements. This could result in developments and uses that are wildly inconsistent with the Section 30 Plan, including large warehouses, asphalt batch plants, and even detached single-family residences, which City staff are seeking to avoid in this area.

Late in 2023, two properties in Section 30 received approval for uses allowed under the development agreements that would not have been allowed under the current zoning, including a 300-lot detached single family subdivision and a 450,000 square foot warehouse. Staff came to the realization that, without city intervention, nearly 40% of Section 30 was vulnerable to development for similar uses allowed by the D.A.s but which would be inconsistent with city goals.

Uses which are allowed by the PADAs but which were identified by staff as potentially problematic include: large warehouses, single family detached homes, motor vehicle sales/rental, motor vehicle servicing/repair, self-service storage, bulk sales, concrete mixing and batching, car washes, aggregate products, mining and related uses, asphalt batch plant, and outdoor sales.

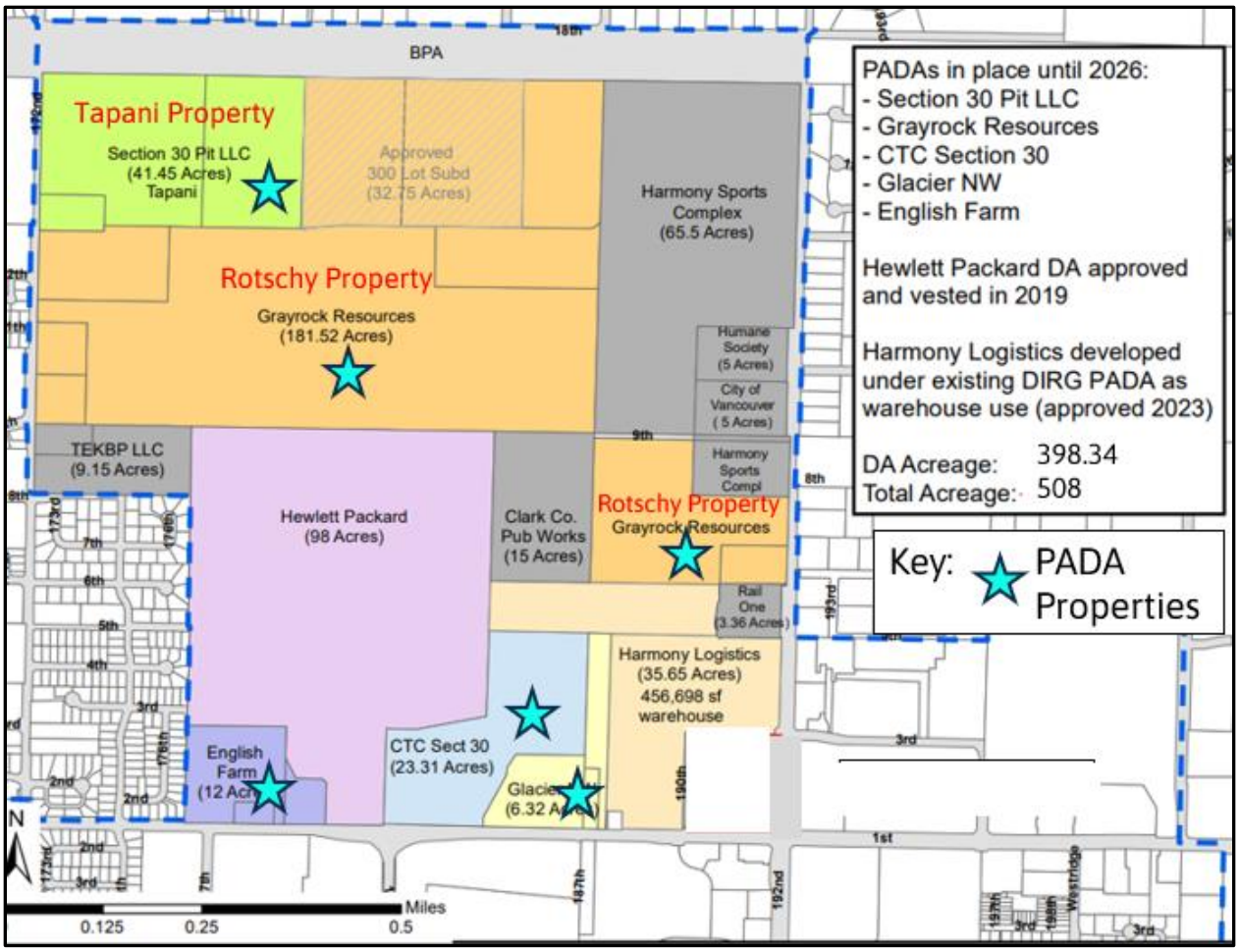
Staff initiated discussions with the two largest PADA holders were pursuing development applications to see what, if anything, the city might be able to do to encourage greater density and mix of uses. Representatives of Tapani Construction which controls 41 acres and Rotschy Construction which controls 214 acres both said they would be open to exploring an "alternative path" if two things happened: 1) if more time could be provided under their current development agreements to allow for different uses to be considered and approved, and 2) if some flexibility could be provided in regard to the minimum development standards and the required Type IV review process.

Staff discussed the situation with City Council at a March 2024 workshop and, recognizing the urgency of taking action to prevent further incompatible development, Council directed staff to undertake discussions with the two property owners to determine what code changes might provide an alternative path for PADA holders.

Since early 2024, staff from Community Development, Economic Prosperity & Housing and Public Works departments have been meeting regularly with representatives of Tapani Construction and Rotschy Construction to discuss their plans and ideas for future development and possible changes to the Section 30 Planned District standards that would be needed for them to be willing to give up their development rights to certain uses.

Meanwhile, HP has begun construction on their 98+ acre office and manufacturing campus in the southern half of Section 30, the city has started construction to lower and widen SE 1st Street to the south, and the Rotschy's have begun installing streets and utilities to serve the approved 300-lot single family subdivision in the north-central area of Section 30.

Figure 2. Map of Properties and PADA Holders



<u>Summary of Proposed Changes to VMC 20.690</u>

- Establish a new optional "alternative path" for eligible property owners in Section 30 which provides more flexibility in uses and minimum development standards in exchange for them relinquishing rights under existing development agreements to develop the properties for uses that the City views as inconsistent with the vision for Section 30;
- In order to incentivize PADA holders to follow this new alternative path, higher density residential and mixed use would be allowed on all of their property (versus 30% under the current development agreements), while still allowing for office, manufacturing and other light industrial uses;
- The review process under the alternative path would be a Type 2 site plan review application (or a Type 2 or 3 land division application if parcels are to be divided), rather than a Type 4 master plan application which will save property owners significant costs, increase predictability and shorten the review processing time;

- The Section 30 Design Guidelines would not apply to those properties which utilize the 'Alternative PADA Path;'
- To encourage more high density residential with supporting commercial uses on PADA properties, the Urban Neighborhood Overlay requirements of Section 30 would be modified to a) permit more than two Urban Neighborhood Overlay areas, and b) eliminate the maximum area of an Urban Neighborhood Overlay area of 50 acres;
- Section 30 development standards may be modified where indicated in the proposed text as "Alternative PADA Path." Where such text does not exist, the current development standards will apply to projects on PADA properties.

  Specific areas of proposed flexibility for qualifying PADA properties include:
  - Parking spaces for individual uses may be reduced by as much as 50%;
  - The maximum block length requirement (e.g. distance between streets) of 600 feet in the Plan District and 300 feet in Urban Neighborhood Overlay areas may be satisfied by multi-use paths of at least 12 feet in width which allow access from the public way into the development, and such pathways shall provide pedestrian scale lighting;
  - The Full Site Utilization Plan section is not required but may be used, subject to agreed-upon performance timelines of future phases to be stated in a revised development agreement;
  - Urban neighborhoods may exceed 50 acres provided the minimum residential density is 22 units per net acre for any residential or mixed use project on property outside of the first 50 acres;
  - Units provided in the first 50 acres which are in excess of the minimum 18 units per net acre density may be applied toward the minimum 22 units per net acre density outside of the first 50 acres;
  - The required minimum 850 housing units to be provided in an urban neighborhood would not apply, as the minimum number of housing units in an urban neighborhood is dictated by the required minimum density;
  - Residential uses in the Urban Neighborhood Mixed Use Center would be allowed on the ground floor of multi-family and mixed use buildings unless fronting on a main commercial street within a designated urban mixed use center.
  - If at least one Urban Neighborhood Mixed Use Center is approved, other Urban Neighborhood Overlay areas may be proposed as Urban Neighborhood Residential Areas without a mixed use center and there would be no requirement for a minimum percentage of units that must be located in the urban mixed use center;
  - The timing of when different uses are proposed would be up to the property owner;
  - For Urban Neighborhood Mixed Use Centers, when a linear Main Street acts as the Mixed-use Center's focal point, both sides of the street would need to include a mix of uses with a minimum of 75 percent of the uses within vertical mixed-use buildings. This requirement is specific to the gross square footage of uses within buildings;
  - Residential uses shall be allowed on the ground floor of multi-family and mixed use buildings unless fronting on a main commercial street within a designated urban mixed use center;

- Ground floor spaces would be required to be designed to accommodate active pedestrian uses and with a minimum floor to ceiling height of 14 feet instead of 15 feet. This requirement would only apply in buildings with ground floor commercial uses that front an Urban Center Focal Point;
- The requirement for 'architectural methods' to be applied 'to reduce the building scale and mass of at least the first three floors' would not apply;
- Buildings not fronting on the main commercial street in the urban mixed use center may be set back from the right-of-way line a maximum of ten feet provided such setback is landscaped, however buildings may be set back further than 10 feet to accommodate topography, street geometry, curved property lines, or similar if the intent of this section is met;
- Rain protection features in the mixed use center would be required per the standard but may cover only Urban Center Focal Point-facing ground floor windows, where impervious surfaces abut them, and building entrances;
- The restriction on blank walls in excess of 15 lineal feet along sidewalks or other pedestrian areas in the mixed use center would only apply to walls facing the Urban Center Focal Point;
- The requirement for transparent windows/doors along at least 75 percent of the ground floor facades in the urban mixed use center would not apply;
- The requirement for all setback areas to be landscaped in accordance with the Section 30 Design Guidelines would be changed to 'all setback areas shall be landscaped or developed as hardscape plazas;'
- All sidewalks in the urban mixed use area would be required to be 10 feet in width (versus 12 feet);
- Vehicular access to off-street parking behind or within buildings may be from a driveway, rather than having to be from a public or private alley;
- Tuck-under parking may be counted as structured parking;
- The Section 30 Design Guidelines would not apply to parking lots but rather the parking lot development standards in VMC 20.945 would;
- To encourage a variety of housing types such as attached townhouses, the minimum lot area shall be 770 square feet, the minimum lot width shall be 14 feet and the maximum lot coverage shall be 82%;
- The requirement for private open space may be waived for residential units that are within ¼ mile of a public park;
- The requirement for a 20-foot landscaped setback between Urban Neighborhood Residential area boundary and abutting ECX zoned area outside of the overlay would not apply when abutting existing or planned parks and/or residential uses that are compatible with the Urban Neighborhood Residential Area;
- Street frontage setbacks shall be provide at a minimum of 5 feet (versus 10 feet) and may be set back further than 20 feet to accommodate topography, street geometry, curved property lines, or other unique aspects of the site;
- The requirement for each building to have a functional and visible public entrance along a street frontage (except for buildings around a courtyard or plaza) may be waived if a 5-foot wide sidewalk is provided adjacent to each building which connects the main entrance of each building to the public right-of-way;
- Buildings visible from the street may be oriented to face a pedestrian route, plaza, or park in addition to the street;

- Building form and appearance would not need to be consistent with the Section 30 Design Guidelines;
- Landscaping and fencing would not need to be consistent with the Section 30 Design Guidelines; and
- Off-street parking is prohibited between buildings and street frontages, except that buildings that do not front on a street or where topography or site constraints limit the practicality of rear-loaded buildings, parking may be allowed in front of or to the side of said buildings.

SEPA Determination

Pursuant to the State Environmental Policy Act (SEPA) and WAC 197-11, the City of Vancouver as lead agency has determined that the proposed changes to Section 30 code will not have a probable significant adverse impact on the environment. A Determination of Non-Significance (DNS) was published was published in the Columbian in January 2025, with a 30-day public comment period, which will expire at 5 p.m. on February 13, 2025. Copies were emailed to state and local agencies, media representatives, concerned citizens whose names were on the master SEPA list, stakeholders and neighborhood associations. (See Exhibits E and F). As of the writing of this report, no SEPA comments had been filed.

Procedural appeals to the SEPA determination shall be filed in writing within 14 calendar days following the last day of the comment period (February 13, 2025). Substantive SEPA appeals shall be filed in writing within 14 calendar days of the issuance of Council's decision.

Review Criteria and Findings

Approval criteria for text amendments to VMC Title 20 are found at VMC 20.285.070, "Approval Criteria – Comprehensive Plan or Zoning Code Text Amendments" and are as follows:

A. *Text amendments to the comprehensive plan or VMC Title 20 zoning standards shall demonstrate the following;*
   1. *The proposal is consistent with applicable policies of the Vancouver strategic plan and comprehensive plan; and*
   2. *The proposal is necessary to further the public interest based on present needs and conditions.*

Staff Recommended Findings:

1. The proposed code changes that provide alternative development standards and approval process for qualifying properties in Section 30 is intended to improve likely land use outcomes from new development, and are consistent with the following goals of the Strategic Plan:
   a. *Goal: To increase options for housing citywide, the City will propose and adopt revisions to its land use regulations (VMC Title 20) to allow a variety of housing*

types and sizes in low-density residential and other zoning districts and reduce or eliminate regulatory or procedural barriers to housing production when possible. (p. 27)

b. *Applicable Core Values: Livability, Sustainability, and Innovation.*

2. The proposed code changes are consistent with the following key goals of the City's Comprehensive Plan:
    a. *CD-1 Citywide land supplies. Establish land supplies and density allowances that are sufficient to accommodate long-term...population and employment forecast allocations.*
    b. *CD-4 Urban centers and corridors. Achieve full potential of existing and emerging urban activity centers and the corridors that connect them by:*
        i. *Promoting or reinforcing a unique identity or function for individual centers and corridors;*
        ii. *Planning for a compact urban form with an appropriate mix of uses;*
        iii. *Working with stakeholders to develop flexible standards to implement the vision for that center or corridor;*
        iv. *Encouraging innovative, attractive private development that efficiently uses available land and resources;*
        v. *Establishing connectivity within each center and to other areas to provide accessibility;*
    c. *CD-5 Mixed use development. Facilitate development that combines multiple uses in single buildings or integrated sites.*
    d. *CD-7 Human scale, accessible development, and interaction. Facilitate development that is human scale and encourages pedestrian use and human interaction.*
    e. *CD-9 Compatible uses. Facilitate development that minimizes adverse impacts to adjacent areas, particularly neighborhoods.*
    f. *CD-10 Complementary uses. Locate complementary land uses near one another to maximize opportunities for people to work or shop nearer to where they live.*
    g. *EC- Efficient use of employment land. Maximize utilization of land designated for employment through more intensive new building construction and redevelopment and intensification of existing sites.*
    h. *H-6 Housing placement near services and centers. Facilitate siting of higher density housing near public transportation facilities and in designated centers and corridors.*

3. *The proposal is in the public interest in that it seeks to result in development of higher density, multi-family and mixed use projects in the northern portion of Section 30 that will complement employment based uses in the rest of Section 30. In exchange for allowing such uses in a more expansive way, qualifying property owners would agree to relinquish their rights under existing development agreements to develop their property for uses such as large warehouses, mini-storage facilities, single-family*

detached residences, asphalt batch plants, etc. that are seen as being less supportive and mostly incompatible with nearby employment uses.

Recommended Action

Forward to City Council a recommendation for adoption of the proposed amendments to VMC 20.690, Section 30 Plan District, as described in Attachment B.

Staff Contacts

Chad Eiken, CDD Director, chad.eiken@cityofvancouver.us
Chim Chune Ko, Real Estate Project Manager, chimchune.ko@cityofvancouver.us

Attachment(s)

A. Presentation
B. Proposed Revisions to VMC 20.690
C. Revised PADA for Grayrock (Rotschy), dated June 10, 2024
D. Revised PADA for Section 30 PIT (Tapani), dated June 10, 2024
E. SEPA DNS, dated January 10, 2025
F. SEPA Environmental Checklist

Exhibit D

6191077 AMD 07/03/2024 10:48
Total Pages: 3 Rec Fee: $305.50
CITY OF VANCOUVER
Recorded in Clark County, WA

RETURN ADDRESS:
City of Vancouver – City's Clerk's Office
PO Box 1995
Vancouver, Washington 98668-1995

Document Title(s)
Section 30 Pit PADA Amendment 1

Reference Number(s) of related document(s):
4258050 AGR

Grantor(s):
SECTION 30 PIT, LLC

Grantee(s):
CITY OF VANCOUVER

Abbreviated Legal Description:
NE and SE ¼ Section 30, T2N, R3E WM

Assessor's Property Tax Parcel/Account Number(s):
986066371, 986066372, 176373000, 176410000

City of Vancouver Project Name/Number(s):
Section 30

I am requesting an emergency nonstandard recording for an additional fee as provided in RCW 36.18.010. I understand that the recording process may cover up or otherwise obscure some part of the text of the original document.

_____
Signature of Requesting Party

AMENDMENT TO PRE-ANNEXATION DEVELOPMENT AGREEMENT

DATED: June 13, 2024

BETWEEN: THE CITY OF VANCOUVER

a Washington municipal corporation (the "City")

AND: SECTION 30 PIT, LLC
PO BOX 1900
BATTLE GROUND WA, 98604 ("Tapani")

A. Effective December 4, 2006, the City of Vancouver (the "City") entered into a pre-annexation development agreement (Clark County Auditor's document number 4258050 AGR) with four entities, Columbia Rock and Aggregates, Inc.; Friberg Properties, LLC; Friberg Investments, LLC; and Schmid Family Limited Partnership I relating to property located in what is commonly referred to as Section 30. Those four entities subsequently transferred their interest to Section 30 PIT LLC ("Tapani"), which now is the party in interest to the pre-annexation development agreement (the "2006 Tapani PADA"). City and Tapani are occasionally referred to as "Parties." The expiration date for the 2006 Tapani PADA is December 4, 2026;

B. A significant portion of Section 30 has traditionally been used for surface mining uses and operations, and several Section 30 parcels currently continue these uses. The majority of the prior surface mining activities have ceased, and those properties are in various states of reclamation pursuant to Washington Department of Natural Resources requirements;

C. On July 16, 2008, the City completed an annexation that included Section 30, resulting in the City assuming governmental and regulatory responsibility for Section 30;

D. On October 5, 2009, the City adopted the Section 30 Subarea Plan ("Subarea Plan"), further directing how future development is intended to occur in Section 30;

E. In 2009, the City adopted chapter 20.690 Vancouver Municipal Code ("VMC"), Section 30 Employment Center Plan District, to help guide and regulate development in Section 30;

F. The 2006 Tapani PADA granted Tapani certain development rights, and further identified various uses Tapani's property would be allowed for redevelopment. The uses contemplated in the 2006 Tapani PADA are not entirely consistent with the uses contemplated in the adopted Subarea Plan, with Tapani's current desires, or with current City goals and priorities;

G. The City and Tapani have discussed potential changes to the 2006 Tapani PADA so that the allowed land uses would more closely align with current City goals and priorities and be consistent with Tapani's development plans, which may require amending existing City Code to achieve one or more of the Parties' objectives;

H. The Parties have determined it is appropriate to extend the termination date of the 2006 Tapani PADA from December 4, 2026 to December 4, 2027, with a mutual understanding that the Parties may further extend this deadline an additional two years if certain conditions are met;

I. The Parties will pursue amendments to the VMC related to permissible Section 30 land uses, the procedural requirements for approval of development applications pursuant to a PADA in Section 30, and other related matters; and

J. In the event the City amends chapter 20.690 VMC relating to Section 30 development, the Parties contemplate extending the 2006 Tapani PADA the additional two years, conditioned on additional amendments of the 2006 Tapani PADA that are consistent with chapter 20.690 VMC as amended.

Terms

1. Pursuant to Paragraph 18 relating to amendments, Paragraph 20, Term, from the 2006 Tapani PADA is amended as follows:

   Paragraph 20 Term – The term of this Agreement shall be 21 years instead of 20 years. The Parties further agree that the term may be extended an additional two years on mutual agreement as set forth in the Recitals to the Amendment to Pre-Annexation Development Agreement dated June 13, 2024, between the City of Vancouver and Section 30 Pit LLC.

2. Any term from the 2006 Tapani PADA not specifically changed in this Amendment shall remain the same.

This Amendment shall become effective on the date of the last signature below.

CITY OF VANCOUVER

Eric Holmes, City Manager

Dated: 6.18.24

Section 30 PIT LLC

Shane Tapani Manager

(name and title)

Dated: 6-27-24