



Planning Commission Meeting Agenda

March 11, 2025
5:00 PM

Council Chambers

415 W. 6th Street
Vancouver, WA
<https://us02web.zoom.us/j/84949345123>
(253) 215-8782, Webinar ID: 849 4934 5123

1. Call to Order and Roll Call

2. Approval of Minutes

3. Workshop

- a. Comprehensive Plan Update - Code Framework Pt. III -
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. Downtown Design Guidelines Update – Jason Nortz,
Development Review Division Manager, Greg Turner,
Land Use Planning Manager, Community Development
Department

7. Public Hearing

- a. Section 30 Master Plan – East 30 Acres – Mark Person,
Senior Planner, Community Development Department

8. Staff and Chair Communications

Adjournment

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

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.

To request accommodation or other formats, please contact:

Community Development Department | 360-487-7813 | Relay: 711 | PlanningCommission@cityofvancouver.us

Meeting Minutes

Tuesday, February 11, 2025

4:30 p.m.

City Hall

Council Chambers

415 W 6th Street

Vancouver, WA

Commission Members Present:

Patrick Adigweme, Sandra Beck, Marjorie Ledell, Zach Pyle, Nena Cavel, Alyssa Wheeler, John Jay

Staff Present: Rebecca Kennedy, staff liaison, Kail Hibbs, staff liaison, Becky Rude, staff attorney

The meeting was called to order at 4:31 pm by Chair Adigweme.

Adoption of the minutes: November 12th, 2024

Motion by Commissioner Cavel, seconded by Commissioner Ledell

Roll Call

Commissioner Beck	Yes
Commissioner Cavel	Yes
Commissioner Ledell	Yes
Commissioner Wheeler	Yes
Commissioner Jay	Yes
Vice Chair Pyle	Yes
Chair Adigweme	Yes

Motion carried unanimously.

Members

Patrick Adigweme
Chair

Zach Pyle
Vice Chair

Nena Cavel
Sandra Beck
Marjorie Ledell
Alyssa Wheeler
John Jay

**Community Development
Department**

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Workshop: Comprehensive Plan Update – Code Framework

Rebecca Kennedy, Deputy Director; Mark Person, Senior Planner, Community Development Department

Staff presented goals and outcomes for the new code that is being developed as part of the City's Comprehensive Plan update process, including goals for the new code and new zoning districts and associated regulations. There are four main components to the new code: base districts, building types, a use table, and overlays.

Commission discussion and staff responses:

- Clarifying questions based on slide 16: Could a space have the same Net Density regardless of the street width? Staff responded the street is not included in the net density calculation. Gross density is the entire parcel, and the net density is only the developable portion. Staff will update the graphic to be clearer.
- How are you accounting for safety standards for people not in a car? Staff responded that Council adopted the 2024-2044 Transportation System Plan last year that identified model networks and design standards for the City's transportation system. The City uses National Association of City Transportation Officials (NACTO) standards to determine the appropriate design for different multimodal facilities based on modal priority (pedestrian, bike and small mobility, freight, transit, etc.) as well as the speed and volume of vehicles using the street. It also takes into account the level of stress levels for multi-modal users based on the characteristics of the street, and the City's Complete Streets Policy, which requires facilities to be safe and comfortable for all modes of travel, regardless of age or ability.
- What are some common design requirements for the mixing overlays? Staff responded that the goal is for high levels of pedestrian activity in key areas, so overlays may require things like wider sidewalks, more window transparency, rain protection, and room for other outdoor amenities.
- What is the approach for balancing design elements and costs? Staff responded we want to drive towards high quality materials and designs while also providing flexibility for creative and new design and making sure development is efficient and feasible.
- Clarifying point about high-quality development in the low-scale neighborhood and proposed maximum height increase- it is possible to have 4 stories within 45 feet, but this type of building would have very low ceilings and likely not meet the high-quality design intent that led to the increased height recommendation. Staff responded that they agree and would anticipate regulating number of floors as well as building height in the low-scale neighborhood, with a limit of 3 floors. Staff are also looking at roof styles that would be allowed within the middle housing building types to ensure the design intent of the height increase is met.
- Is the market going to deliver accessible housing in the medium scale neighborhood with a proposed minimum of two floors, given that the types of units that are typically accessible are single story units or buildings with elevators, and elevators are generally not feasible in two story buildings? Staff responded that its still feasible to build accessible units on the ground floor of two-story buildings but understand the concern and will look at potential changes to the minimum floors in the medium scale zone.
- Several Commissioners had comments on proposed floor to ceiling heights regulations for residential buildings on key corridors that would allow for future commercial conversion. Comments focused on ensuring that regulations are not so burdensome that they make short term residential development infeasible, and asked staff to consider accessibility standards as this can be tough to address after the fact and is required for commercial uses. Commissioners noted that somewhere between 12-14 floor to ceiling heights should be the target range to allow for successful future commercial conversations.
- How will the new code treat existing uses that are no longer conforming under the new code. Staff responded that the general philosophy is to allow existing buildings and uses to continue, and also to make it easy to move in the right direction even if a baseline standard in the new code is not met. For example, if someone owns a single-family house in the medium scale zone and they want

to add an ADU, the City would allow this even though it wouldn't meet minimum density in the medium scale neighborhood because they are adding a housing unit and that moves them toward compliance.

- How will the new code strategically leverage existing assets like parks, grocery stores, and concentrations of commercial uses that developers favor when siting new development. Staff responded that existing public and private assets and clusters with accessible and connected neighborhood features helped inform the identification of growth nodes – i.e. centers and corridors – where much of the new growth is concentrated.
- How are we going to make this process attractive and engaging to the public and the community? Staff responded that they have engaged thousands of community members through the process and have received a lot of feedback that has been documented and incorporated into the plan. Going forward, the team will use images and renderings to help people understand what the new code will mean in terms of changes in the built environment and continue to communicate the why behind the change. There will be engagement opportunities throughout the DEIS engagement period and these will include information on the new code.
- Is there still flexibility within the overlays? Staff responded they are trying to consolidate overlays but have not yet determined where they will be applied. Many of the existing overlays that affect downtown will be consolidated into one downtown overlay. Some existing overlays, like the one for the Evergreen and Grand corridors, represent best practices and will be integrated into base zone requirements. Some are no longer needed and will be eliminated, like the surface mining overlay and view corridor overlay. Staff emphasized that these are still underdevelopment and are looking for feedback from the Planning Commission, will also be taking this to Council in a couple weeks, and are running through many of the working groups that have convened for this project, including builders and developers.
- Can you clarify the definition of a Regional Activity Center and the difference between Commercial or Mixed-Use? Staff responded that in the new code framework there are not any purely commercial zones- all zones that allow residential will allow some level of commercial mixing. Mixed use and Regional Activity Center are similar mixed-use districts, but the Regional Activity Center allows for more density and the broadest range of uses, including residential, commercial, institutional, and some light industrial uses. Mixed use is more residential but will still allow a fair amount of mixing.
- What is the intention for Section 30 and the surrounding Bennington neighborhood. Staff responded that south of SE 1st St., within Columbia Tech Center (CTC) a range of employment, residential and institutional uses is envisioned, consistent with the Regional Activity Center designation and existing development. Columbia Tech Center is the second largest employment center in the City and already includes a mix of employment, residential, commercial and institutional uses. North of SE First St., in what is called Section 30, the City is planning for a similar mix of uses, with an emphasis on employment, housing, public facilities and commercial services. In the two action possibilities being analyzed under the DEIS, Section 30 is assigned Mixed Use or Regional Activity Center designations, and CTC is assigned Regional Activity Center in both possibilities.
- What is the intention behind allowing or disallowing podium buildings in some areas, given that this has impacts on urban form and the location of parking. Staff responded that they need to take a closer look at and refine the building type table, but the intention would be to allow podium buildings in most places.
- Are the overlays already developed? Staff responded that they are currently only in the concept phase and that they are working backwards from what they are trying to achieve, considering how this could be achieved through the base zone, and intent to only add overlays where area specific objectives cannot be achieved via the base zone. For example, staff haven't identified a mechanism for requiring ground floor mixing in some but not all parts of base zones without an overlay. Another example is enhanced transit corridors, which should be treated differently from surrounding areas regardless of their base zone. Given the broad goal of simplifying the code, staff

are trying to locate most regulations in the base zone, but there are a few that they anticipate will need to live in overlays.

- How will the new code apply to existing buildings? And will the Planning Commission be provided more defined information related to overlays before the EIS process. Staff responded that they will not analyze the full extent of the code until the EIS is finalized. Staff made a note to clarify that non-conforming building types and the overlays are important to mitigations that need to be understood and articulated prior to the FEIS. Commissioners requested specific development or use case examples to understand how nonconforming uses and overlays will be applied to specific projects in future workshops.
- Due to time constraints, several commissioners asked questions that staff could not respond to but committed to following up on at the next workshop. These comments and questions include:
 - Are unique minimum units per acre requirements being considered for parcels in close proximity to transit?
 - Are parking minimums still being considered or has the City decided to eliminate them?
 - Will single-room occupancy and tiny homes be allowed under the new code?
 - What is the current average density in some of the existing lower density neighborhoods?
 - What is the projected cost of higher floor to ceiling heights for residents and builders?
 - What is the projected demand for commercial real estate?
 - Are we reducing or removing codes?
 - Are there eight place types or nine?
 - How will we plan for ground floor requirements for permanent residential construction needs?
 - Will we look at the proposed density for each building for our metric of success and how will we enforce minimums?

Community Forum

Carmen De Leon joined in person to comment on public health, safe building practices, and maintaining community character in Vancouver by embracing green building policies.

Kimberlee Elbon joined remotely to comment on growth projections and provided ideas for more pools at community centers.

Israel Lopez commented on bicycle and pedestrian safety and advocated for multi-modal transportation planning and high levels of transit investment.

Jason Cromer commented on bicycle and pedestrian safety, advocated for walkable neighborhoods, and commended the team for the work they are doing to make Vancouver a more walkable and bikeable City.

Workshop: Section 30 Master Plan – East 30 Acres

Mark Person, Senior Planner, Community Development Department

Staff summarized the proposed HP East Master Plan that is located 30 acres in the Section 30 Subarea, outlined the various components, and outlined the process for infrastructure coordination with adjacent property owners.

Commission discussion and staff responses:

- There is a substantial amount of parking around the buildings, is that because of parking minimums or developer interest? Staff responded that the Development Agreement between HP and the City for their project specifies parking requirements, both minimums and maximums.

- Is there a plan for bike parking? Staff responded that there are currently no bike parking requirements for most development projects across the City, but this will be updated through the Title 20 updates that are part of the 2025-2045 Comprehensive Plan update.
- Why are the block lengths so long between 1st and 8th, which seem much longer than most blocks in the City? Staff responded that this is what the applicant has proposed.
- What kind of coordination is occurring with adjacent property owners? Staff responded that there has been extensive coordination between HP and other adjacent property owners. Commissioner responded that they hope to avoid a jigsaw of uncoordinated development. Staff responded that the goal is to have thoughtful coordination within Section 30.
- Comment that larger developments like this can start to feel closed off to the public. Given the multiuse trail that is part of the development, can design elements that make it welcoming to the community be incorporated?
- Commissioners advocated for more multi-modal access.

Public Hearing: Section 30 Code Update

Chad Eiken, Director, Community Development Department; Chim Chune Ko, Real Estate Project Manager, Economic Prosperity and Housing Department

Staff presented proposed code amendments for Pre-Annexation Development Agreement (PADA) holders that would provide flexibility in exchange for giving up vested rights for certain uses that do not align with the Section 30 Subarea plan vision.

Commission discussion and staff responses:

- Would PADA Property Owners be waiving their rights to things vested in their development agreements? Staff responded that they would have a choice- if they utilize the new code pathway then they must also give up vested rights to undesirable uses. If they do not chose the alternative path, they are still vested to PADA allowances until their development agreements expire.
- If the code changes for the alternative pathway move forward, what is the timeline for property owners to decide whether or not they will take it? Staff responded that they believe property owners would make a decision fairly quickly if and when Council approves the code changes for the alternative pathway. However, there is nothing that gives them a deadline other than the June 2027 expiration date for existing PADAs.
- Commissioner echoed that having a set timeline for property owners would be preferred, rather than open-ended.
- The Comprehensive Plan is going to promote a lot of opportunities, and this council needs to know the updates before the end of the year.
- What are the setbacks or processes for parking? Staff responded with an example of a curved road needing 10 feet of flexibility or grade changes. Commissioner clarified that it is more “as needed”, less of an “as desired”. Staff responded that yes, in those circumstances, there will be flexibility.
- Will detached single-family homes be allowed under the alternative pathway? Staff responded that single-family detached homes are one of the uses that would not be allowed under the alternative code path.
- How does the Comprehensive Plan update impact this and the timeline for property owner decisions? Staff responded that the ECX zone, and the alternative PADA pathway that it provides, will go away at the end of this year once the new code is adopted as part of the Comprehensive Plan update. This means that PADA holders will need to decide if they want to utilize the alternative pathway by the end of this year. If they do not choose this route, they can develop under their PADAs until they expire. After that, they will then need to meet all regulations of the new code.

- Giving up the master planning process is concerning- what are the public comment opportunities and the typical type 2 review process if this goes away? Staff responded there is a 15-day comment period and public notice.

Public Testimony

Cornell Rotschy, the owner of the Grayrock Property within Section 30, commented that they appreciated the City's collaboration on developing the alternative pathway and intended to utilize it if approved by Council.

Jay Harris, representing HP Inc., commented on the proposed code change that would allow for the alternative code path for PADA holders. Jay advocated for a tighter review of the updates and requested more time to review the proposed code amendments.

Commission Deliberation

- Vice-Chair Pyle proposed recommending approval the proposed code changes to Council but including a time limit for PADA property owners to utilize it. He commented that 90 - 120 days gives property owners enough time to determine if they want to utilize this option.
- Commissioner Beck shared concerns about waiving the master plan requirement and the need to put time limits on the ability of property owners to utilize the alternative code path.
- Commissioner Wheeler commented that this is a mutually beneficial proposal.
- Commissioner Jay supported the proposed amendment but advocated for more time to vet the changes.
- Commissioner Cavell commented that it is a mutually beneficial proposal and supports moving away from undesirable uses that do not align with the Section 30 Subarea Plan or City policy priorities.
- Commissioner Ledell supports increased density on the PADA properties and was in favor of the recommendation.
- Chair Adigweme supported the changes as they are an improvement over what can occur under the existing PADAs. The Chair supported the recommendation from Commissioner Pyle that there be a time limit on the ability of PADA property owners to utilize the alternative path.

Motion by Vice Chair Pyle, seconded by Commissioner Wheeler, to forward a recommendation to City Council to adopt the proposed amendments to VMC 20.690 in the Section 30 Plan District as described in attachment B of the materials, with the additional requirement that PADA holders amend their existing Development Agreements in alignment with the alternative code path within 120 days of Council adoption.

Roll Call

Commissioner Beck	Yes
Commissioner Cavel	Yes
Commissioner Ledell	Yes
Commissioner Wheeler	Yes
Commissioner Jay	Yes
Vice Chair Pyle	Yes
Chair Adigweme	Yes

Motion carried unanimously.

Election of Officers

Nominations for Chair: Patrick Adigweme

Roll Call

Commissioner Beck	Yes
Commissioner Cavel	Yes
Commissioner Ledell	Yes
Commissioner Wheeler	Yes
Commissioner Jay	Yes
Vice Chair Pyle	Yes
Chair Adigweme	Yes

Nominations for Vice Chair: Zachary Pyle

Roll Call

Commissioner Beck	Yes
Commissioner Cavel	Yes
Commissioner Ledell	Yes
Commissioner Wheeler	Yes
Commissioner Jay	Yes
Vice Chair Pyle	Yes
Chair Adigweme	Yes

Communication from the Chair

- We can always send in lengthy comments ahead of time, so that all commissioners are able to get questions heard and answered in session.

Communication from Staff

- The vacant position for the support staff that works with the Commission has been posted; once filled, staff will begin organizing the 2025 retreat.
- We may need to schedule two meetings per month a few times this year to maintain the schedule for the Comprehensive Plan update.

The meeting adjourned at 8:11 pm

Patrick Adigweme, Chair



Comprehensive Plan Update Planning Commission Workshop Title 20 Update Part III

March 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
- ➔ Follow up from Feb. PC Workshop
 - Nonconforming uses
 - Overlays
 - Net density
 - Low scale residential clarifications
 - Allowed building type refinements
 - Other items
- ➔ Next steps

Purpose

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



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.

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 for 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

The Process



Learn about our community

- History
- Existing conditions
- Visioning



Develop land use possibilities

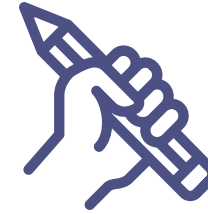
- Analyze data
- Place Types
- Community mapping activities

We are here.



Study impacts of possibilities

- Draft EIS
- **Public comment period**



Refine map, policies, & code

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



Adopt plan and code

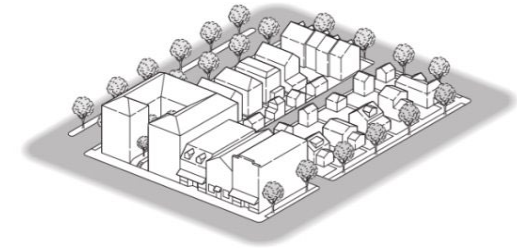
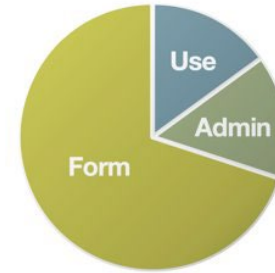
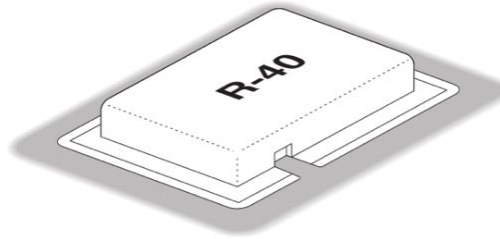
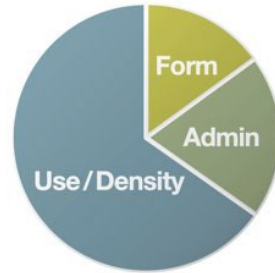
- Final EIS
- Adoption of final map, plan, and code

Recap: Proposed Code Framework

Simplifying Vancouver's Development
Code

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

Place Types = Base Districts

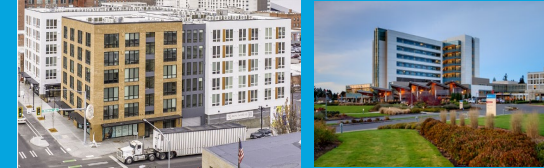
Low-Scale Neighborhood



Mixed-Use Neighborhood



Institutional/Campus



Medium-Scale Neighborhood



Regional Activity Center



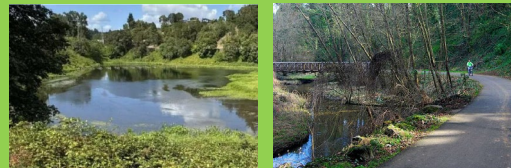
Industrial/Employment



Parks



Natural Areas



Heavy Industrial



Four Main Components

All areas will have a **Base District**

- Minimum density
- Maximum height
- Parking requirements (maximums)
- Allowed **building types**
 - ➔ Lot standards
 - ➔ 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

Planning Commission Follow Up

Nonconforming situations:

- New code will apply to new development, existing buildings and uses can continue to operate until the site is redeveloped.
- LS and MS district concept:
 - ➔ Allow a single dwelling to be built on any lot created before the date of Title 20 update in the Low Scale Neighborhood
 - ➔ Allow replacement of a single dwelling in the Medium Scale Neighborhood
 - ➔ Redevelopment of any parcel would require the site to meet minimum density and lot size requirements

Planning Commission Follow Up

Overlays Concept

➔ Downtown/Regional Center Overlay

- Locations that require some rain protection, enhanced pedestrian design, connectivity, anticipated for downtown and other regional centers.

➔ Transit Corridor/Station Areas

- Locations along enhanced transit corridors/station areas that require more pedestrian-friendly design, parking maximums, increased heights, commercial-ready ground floors and connectivity/pedestrian access.

➔ Commercial Overlay

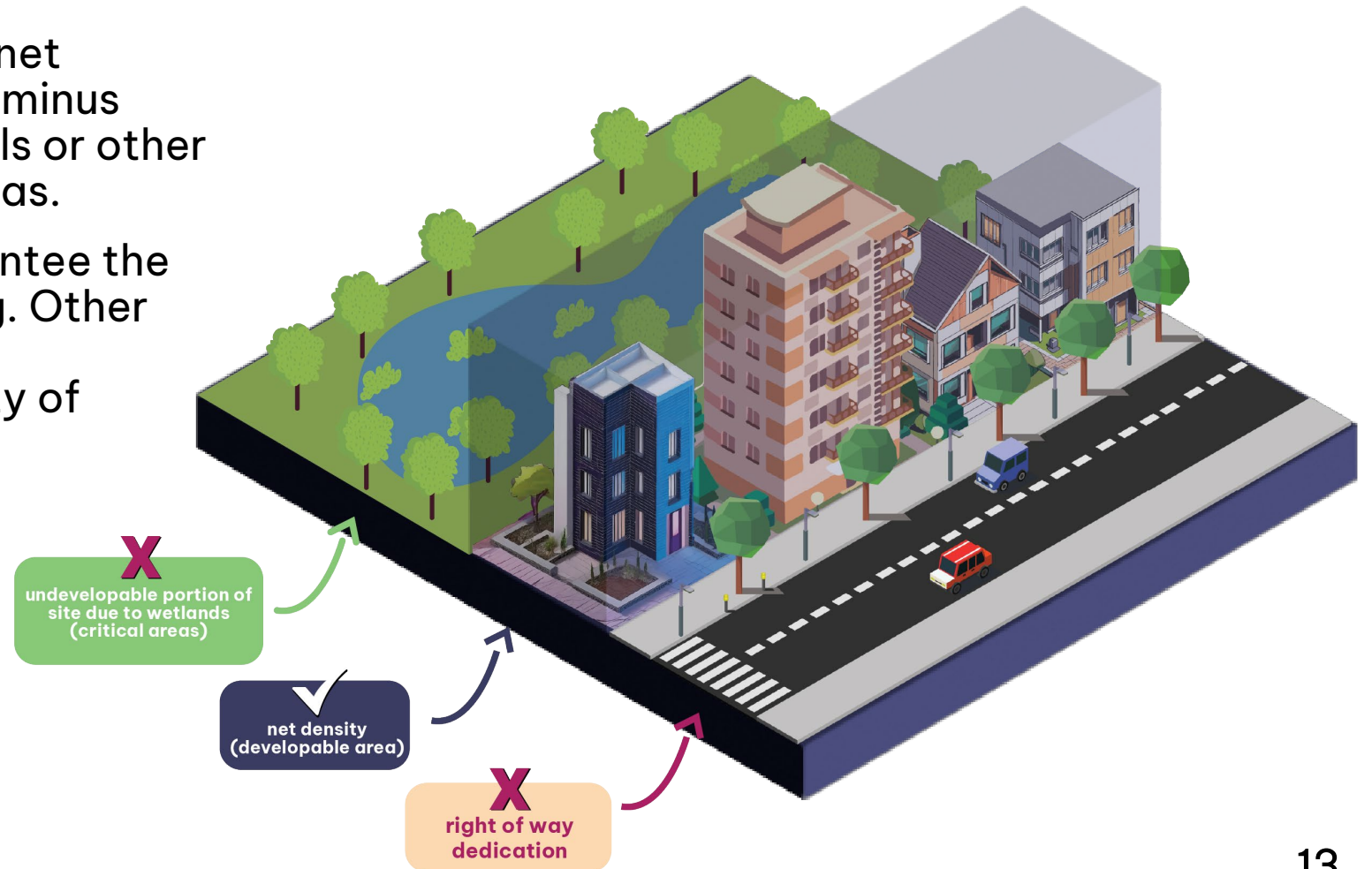
- Locations where a portion of ground floor uses are required to be commercial. Existing code requires 50% of the lineal frontage be in commercial use.

Planning Commission Follow Up

- Staff looking into minimum building heights and accessibility.
- Staff anticipates that micro-units, ADUs, tiny homes, cottages and other types of housing will be allowed under the updated code.
- Anticipate that master plans will only be required on very large parcels or if plan districts are established in the future.
- Goal for new code is to be straightforward but also allow flexibility for innovation and complex sites.

Density = Net Density

- Minimum density is based on net density, gross size of the site minus public/private streets, schools or other public facilities or critical areas.
- 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
 - ➔ Ownership type
 - ➔ Unit size
 - ➔ Parking



Low-scale Residential

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



Use Categories	Allowed?	Allowed Building Types
Residential	Yes	Single-Family Residential Building (SFB)
Primary retail	Yes	Townhouse Building (THB)
Open Space	Yes	Rowhouse Building (RHB)
Civic / Institutional	See 4.0 Uses	Multifamily Residential Building (MRB)
Infrastructure	See 4.0 Uses	Accessory Dwelling Building (ADB)
Office	See 4.0 Uses	Rear Garage Building (RGB)
Other	See 4.0 Uses	Accessory Dwelling Building (ADB)
Secondary retail	See 4.0 Uses	Cottage Cluster Building (CCB)
Industrial	No	Commercial Block Building (CBB)

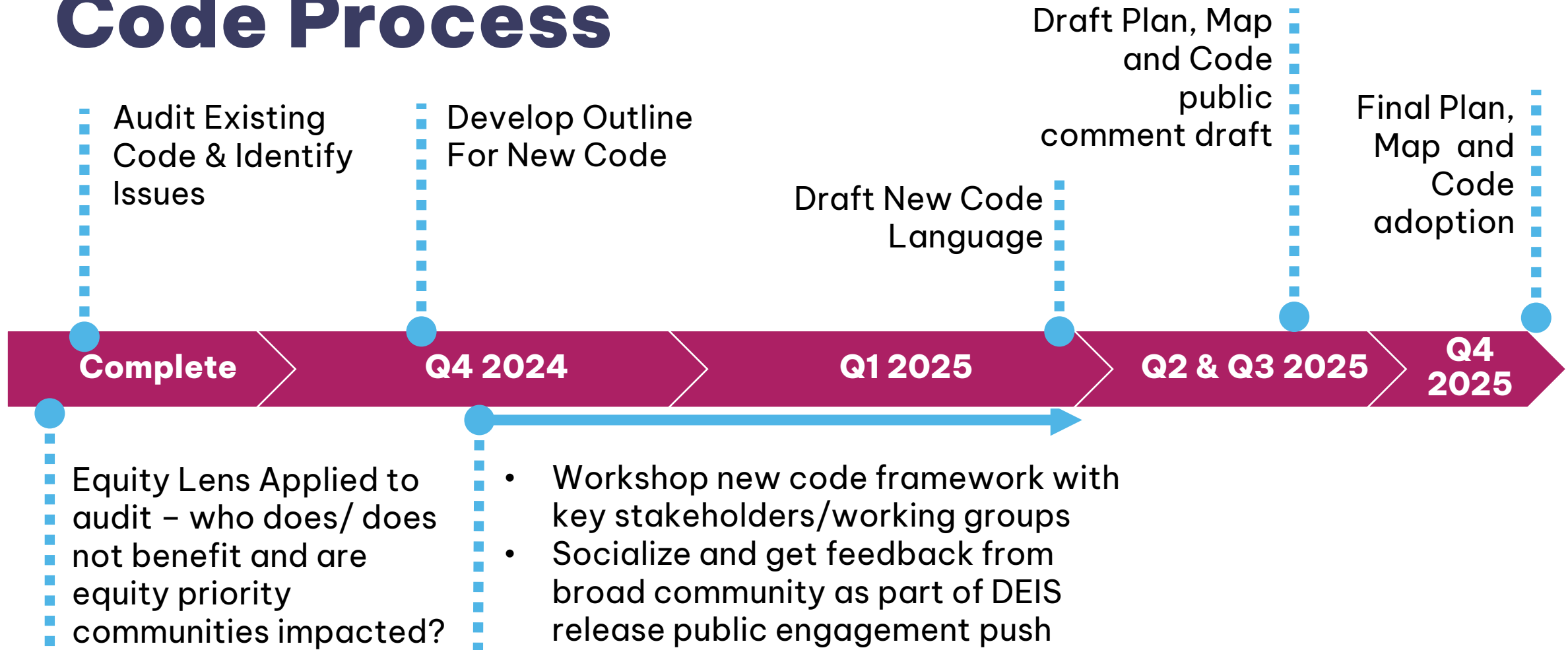
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Draft Building Type Table

- 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	Allowed	X	X
Rowhouse Building	1	Allowed	Allowed	allowed	X	Allowed	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	Allowed	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

Code Process

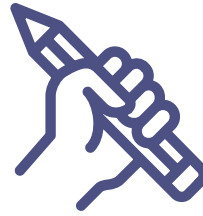


General Next Steps



Study impacts of possibilities

- Draft Environmental Impact Statement (DEIS)
- **Public 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

An aerial night photograph of a modern city waterfront. The scene features several multi-story buildings with illuminated windows, a prominent bridge with a tall, illuminated pylon and cables, and a body of water reflecting the city lights. The sky is a mix of deep blue and orange from the setting or rising sun. A large, semi-transparent purple and blue geometric shape is overlaid on the left side of the image, serving as a background for the text.

Questions and Discussion

www.beheardvancouver.org/plan2045

MEMORANDUM

DATE: March 11, 2025

TO: Chair Adigweme and Planning Commission Members

FROM: Jason Nortz, Development Review Manager, Community Development
Greg Turner, Land Use Manager, Community Development
Chris Sensenig, Raimi and Associates

RE: **Downtown Design Guidelines Update**

CC: Rebecca Kennedy, Deputy Director, Community Development

The City is currently updating its Downtown Design Guidelines Manual to ensure alignment with current City policies and goals, and ensure integration and alignment with the Title 20 rewrite that is occurring as part of the 2025-2045 Comprehensive Plan Update.

Background

This item was previously before the Planning Commission as a workshop item at the October 8, 2024 Planning Commission meeting. The Planning Commission requested the item return at future workshop to provide more detail on the following topics:

- Primary differences between 1995 and 2025 Design Guidelines
- More detail on material costs
- How do the Guidelines align with the Green Building Code
- Consideration for additional material types
- How the guidelines are consistent with Heritage Overlay requirements

Next Steps

The City is currently seeking input from various stakeholders on the draft of the Downtown Design Guidelines prior to returning to the Planning Commission later this year to review the proposed guidelines. Additional information can be found at the City of Vancouver's [Be Heard page](#) and in the previous staff memo provided as Attachment D.

Attachment(s):

- A. Vancouver Downtown Design Guidelines Manual (Draft)

- B. Design Guidelines Checklist
- C. 1995 to 2025 Comparison Document
- D. October 8, 2024 VDDG Staff Memo

VANCOUVER DOWNTOWN

DESIGN GUIDELINES



CITY OF
Vancouver
WASHINGTON

ACKNOWLEDGMENTS

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TABLE OF CONTENT

Part I: Introduction	5
Purpose	6
Background	6
Design Review Process	9
Part II: Design Guidelines	11
Building + Design	12
Active Ground Floor Design	20
Lighting	27
Signage	28
Mechanical Equipment, Utilities, and Service Areas	30
Vehicle Access and Parking Design	32
"Main Street" Heritage Overlay District #2	34
Part III: Appendix	45
VDDG Checklist (To be provided with final document)	46

PART I: **INTRODUCTION**

Purpose

Background

Design Review Process

PURPOSE

The Vancouver Downtown Design Guidelines Manual (VDDG) is the primary tool used by staff to review the design of potential projects within the Downtown Plan Area. (Figure 1) These design guidelines are a major update to the 1995 document and will serve to inform citizens and developers as to the character of future development. The guidelines in this manual are intended to be used in conjunction with the Zoning Ordinance, Comprehensive Plan, and required design review procedures.

The goals of the VDDG are to:

- Provide a set of guidelines that are easy to understand and administer;
- Ensure the compatibility of new development with the existing historic character of the downtown;
- Maintain quality design and materials;
- Ensure ground floors include interest-creating features that contribute to an active downtown environment; and
- Ensure building designs complement each other and contribute to a cohesive sense of place.

BACKGROUND

Downtown Vancouver is a dynamic and rich mix of residential, cultural, civic, retail and entertainment places that creates a “messy vitality” and attracts residential and office growth, small business, jobs and round-the-clock activity. Downtown is composed of a 200-foot by 200-foot grid with some larger blocks that span across the grid combining two to four blocks together. The 2007 Vancouver City Center Vision (VCCV) plan recognized 5 sub-areas within the VDDG area:

- **Uptown Village (area north of 15th Street)**
- **Mill Plain Couplet (area surrounding the 15th Street and Mill Plain Blvd one-way couplet)**
- **West-side Government (area centered around the government buildings located around the intersection of 12th Street and Franklin Street and the areas to the west)**
- **Esther Short (area surrounding Esther Short Park)**
- **Central Downtown (area south of the Mill Plain Couplet and surrounding the “Main Street” Heritage Overlay District #2.**

While development in the area has gone through several different architectural style eras, the character defining features of both new and old buildings include human-scaled details, façade depth and articulation, and pedestrian focused and active ground floors. The following are key design elements that were identified to either replicate or avoid in order to strengthen the identity and sense of place in Downtown.

Design Elements that Enhance a Sense of Place for Downtown (more of this)

- Active ground floor design that creates interesting and pedestrian focused streetscape.
- Ground floor building articulation and craftsmanship that provides human-scale details.
- Fenestration is offset from the primary façade to provide visual interest and shadow lines.
- A vertical rhythm and pattern to the fenestration and façade articulation.
- Use of brick and masonry as the primary façade material, particularly at the ground level.

Design Elements that Need Improvement (less of this)

- Ground floor façades dominated by parking, utilities, and blank walls.
- Overly flat facades with limited to no articulation, modulation, or depth of fenestration to provide shadow lines and visual interest.
- High-rise buildings stepped back from the building line and located above parking structures.
- Large flat facades dominated by horizontal glazing with little to no human-scaled details.

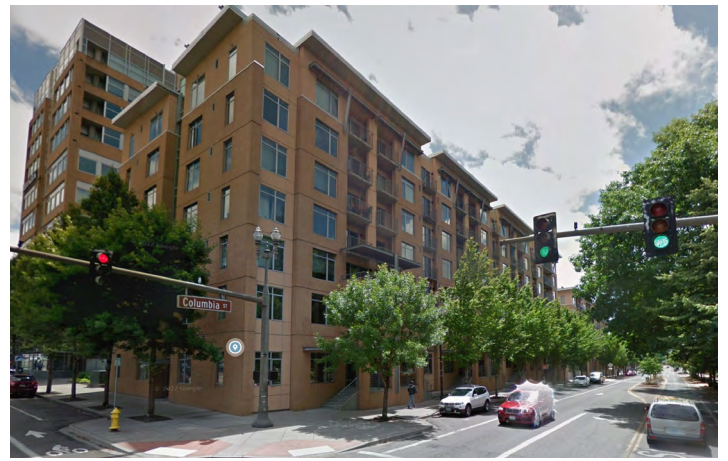


Figure 1—Downtown Design Guidelines Plan Area



-  Downtown Design Guidelines Plan Area
-  Heritage Overlay District #1 and #2
-  Esther Short Park

DESIGN REVIEW PROCESS

Design review for the downtown area of the city of Vancouver was established in 1978 to assist architects and developers in their efforts to ensure quality design in their projects as well as compatibility of development projects with existing developments and City goals. In the past, the City used a Design Review Committee to review projects. Currently these projects are being reviewed by City planning staff. With the updated VDDG Manual, all projects will be reviewed for compliance with the design guidelines, zoning code, and other municipal documents that govern development.

The VDDG Manual is organized around key design topics. Each design topic includes an **Intent Statement** that outlines the design goals for each topic. A series of **Guidelines** follow for each topic outlining design guidance on how to meet the design intent for each topic. **Addressing guidelines are a requirement of design approval.** To further explain intent and the design guidelines, diagrams and images are provided for reference. Precedents are shown to illustrate recommended and not recommended design details.

A **VDDG Checklist** is provided in Appendix A that summarizes the design requirements and is required to be completed and submitted along with project application for review. Applicants shall fill out the checklist and provide a narrative description and supporting drawings that document compliance with the design guidelines.

PART II: **DESIGN GUIDELINES**

1. Building + Design

2. Active Ground Floor Design

3. Lighting

4. Signage

5. Mechanical Equipment, Utilities, and Service Areas

6. Vehicle Access and Parking Design

7. "Main Street" Heritage Overlay District #2

1. BUILDING + DESIGN

[1.1. Massing & Articulation](#)

[1.2. High-rise Massing](#)

[1.3. Fenestration](#)

[1.4. Roofscapes + Green Roofs](#)

1.1. Massing & Articulation

1.1.1. Block Scale

INTENT

To break down the massing of super-block sites, and provide new pedestrian connections and new publicly accessible open spaces.

A. Block Size.

1. Where existing properties span multiple combined blocks, new development should recreate an approximate 200-foot by 200-foot grid by extending the sight lines of the existing street network through the creation of new publicly accessible pathways, open spaces, or streets.

1.1.2. Facade Design

INTENT

To break down the massing of block-scaled buildings and create pedestrian-scaled facades with a vertical rhythm and pattern that reflects the building's use.

A. Modulations.

1. Continuous building facades greater than 150 feet in length should have a minimum of one modulation. (Modulations should meet the modulation guidelines below).
2. Continuous residential building facades greater than 100 feet in length should have one or more modulations. (Modulations should meet the modulation guidelines below).

Definition:

Modulation. A modulation is a change in the massing of a facade plane. A modulation may be projections, recessions, or a change in facade plane that creates distinct facade sections. Size and depth of a modulation may vary but generally modulations are a change in a facade plane that exceed 18 inches in depth.

B. Modulation Design

1. Façade modulations may be a combination of recesses and projections.
2. Modulation and articulation of the ground floor should complement and align with the modulation and articulation of upper floors.
3. The facade modulation, at a minimum, should extend from the second floor through the roof plane.
4. If more than one modulation is provided, balconies may occur within the façade modulation. To ensure the facade modulation is visible, balconies should be projected or recessed from the primary façade plane, approximately 8 inches or more.



Example with two modulations that break the facade into three distinct massing elements. The breaks are emphasized with a change in color and material. Modulation and articulation of the ground floor complement and align with upper floors.



Example with combination of balcony projections and recessed modulations.



Example of facade modulation extending through the roof plane creates distinct upper floor massing elements.



Example of modulation design of top floors that complement the ground floor design.



Example of building with multiple modulation recesses with balcony projections. Modulations begin at the second floor.



Example of building with multiple modulations that extend from the ground floor through the roof plane.



DON'T: Create buildings with long flat facades. Design buildings to have modulations that reflect a residential rhythm and pattern.

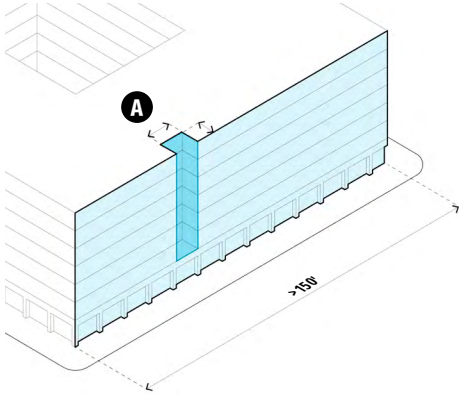


DON'T: Create flat facades with only balcony projections and no facade modulation that result in an overly flat facade appearance.

C. Modulation Size

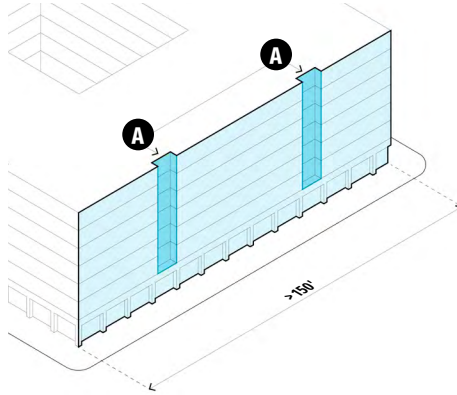
1. Modulations in the façade plane should be sized depending on overall length of the façade and the number of modulations per façade:
 - a. If only one modulation is provided, the modulation should have a minimum width of approximately 8 to 12 feet and a minimum depth of approximately 8 to 10 feet. (Figure 2)
 - b. If two modulations are provided, the modulation should have a minimum width of approximately 6 to 8 feet and a minimum depth of approximately 4 to 6 feet. (Figure 3)
 - c. If three or more modulations are provided, the modulations should have a minimum width of 6 feet and a minimum depth of 3 feet. (Figure 4)
2. The façade modulation may be of less depth if combined with a change/contrast in material/ color and/or a variation in the fenestration pattern.

Figure 2—One modulation



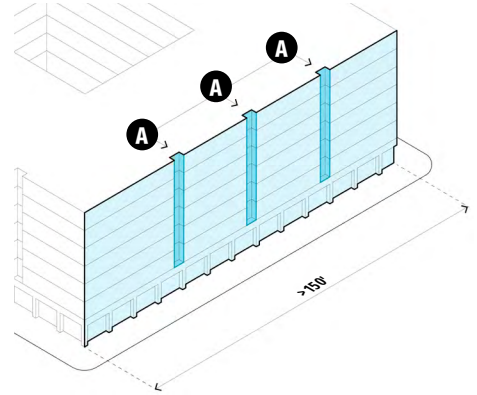
A The modulation should have a minimum width of 8 to 12 ft. and a minimum depth of 8 to 10 ft.

Figure 3—Two modulations



A The modulations should have a minimum width of 6 to 8 ft. and a minimum depth of 4 to 6 ft.

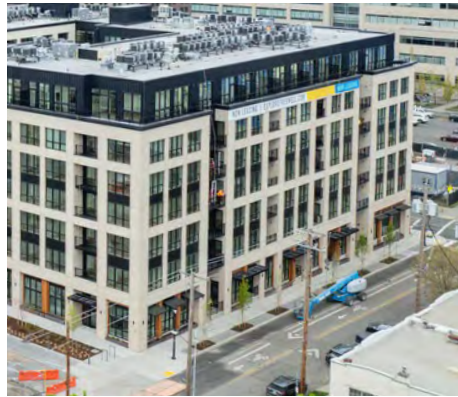
Figure 4—Three or more modulations



A The modulations should have a minimum width of 6 ft. and a minimum depth of 3 ft.



Example of facade with single major break.



Example of facade with 2 modulations.



Example of facade with multiple modulations with an approximate depth of 3 feet.



Example of facade with minimum modulations but a change in material and color that breaks up the building into three distinct massing elements.



Example of facade with 2 modulations.

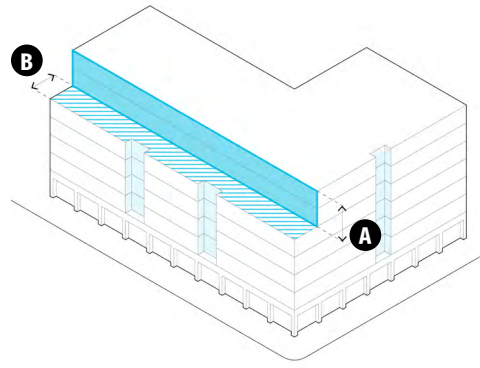


DON'T: Create buildings with long flat facades without any modulations.

D. Modulation Exemption.

1. If the top one or two stories of a façade plane are stepped back a minimum 6 feet from the building line and façade plane below, the stepped back façade plane is exempt from the modulation guidelines noted in C above. (Figure 5)

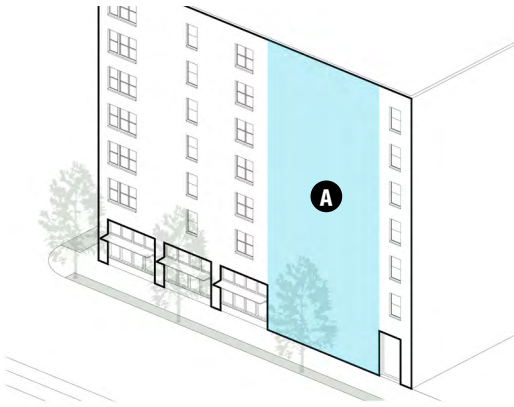
Figure 5—Top Stories Modulation Exemption



- A** Top 1 or 2 stories are exempt from the modulation guidelines if minimum step back provided.
- B** Minimum step back of 6 feet required for exemption from modulation guidelines.

E. Blank Walls.

1. Large, blank walls should be avoided on façades that face public streets or other publicly accessible spaces. Any wall sections should not exceed 30 linear feet in length without windows and façade articulation.



- A** Example of large blank wall areas between fenestration elements.



DON'T: Create blank walls longer than 30 linear feet along sidewalks or other publicly accessible spaces.

1.2. High-rise Massing

1.2.1. Meeting the Public Realm

INTENT

To provide unique moments and place making opportunities throughout downtown where high-rise projects are located.

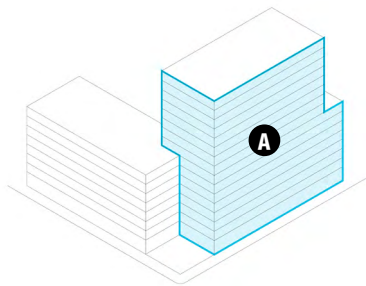
To integrate high-rise towers into the ground-level public realm.

A. Anchor the tower buildings to the public realm by extending a portion of any high-rise portion of the building to the ground plane. (Figure 6)

B. Primary building entrances should be located within or directly adjacent to the tower portion of the building. Primary building entries should be clearly identifiable and prominent elements of the building façade. (Figure 7)

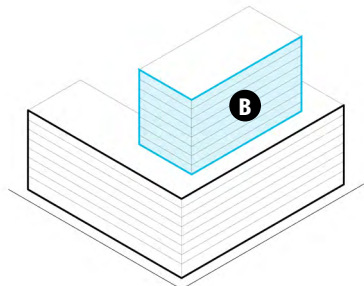
C. Corner mini park. High-rise buildings greater than 85 feet in height are encouraged to provide a corner mini-park or plaza. The mini-park or plaza should have a minimum dimension of 25 feet and a minimum area of 1,000 sf. The mini-park or plaza should be publicly accessible and may have a private area for outdoor dining that does not exceed half the size of the open space. (Figure 8)

Figure 6—Anchored tower buildings



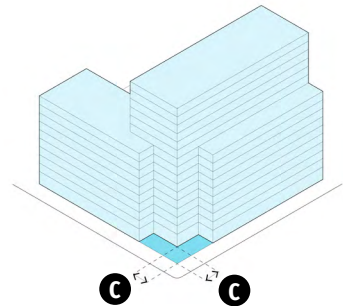
A DO anchor tower buildings to the ground plane.

Figure 7—Unanchored tower buildings



B DO NOT have tower buildings disconnected from the ground plane.

Figure 8—Corner mini park



C DO provide corner mini-parks or plazas for high-rise buildings.



DO Anchor the tower portion of the building to the ground plane.



DON'T Disconnect the tower portion of the building from the ground plane.



DO Provide corner mini-park or plaza.

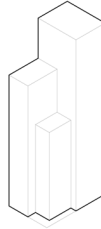
1.2.2. Skyline Massing and Design

INTENT

To create an iconic and beautiful skyline that becomes a symbol and landmark of Downtown Vancouver.
To create visually interesting buildings and avoid monolithic boxes without shape or articulation.

A. Skyline. To create a visually appealing and interesting skyline, high-rise towers greater than 120 feet in height should do one of the following:

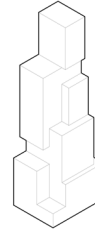
1. **Stepped Massing:** Reduce upper floor massing through one or more upper floor step backs.
2. **Tapered Massing:** Reduce the massing of upper floors through reducing the size of the floor plates as the building rises in height.
3. **Sculpted Massing:** Combine vertical and horizontal massing modulations to create interesting façade changes throughout the high-rise tower.
4. **Facade Articulation:** Use deep punched openings, changes in window patterns, and/or artistic architectural details like fins, shading devices, or cornices to create ornamental façade articulation.



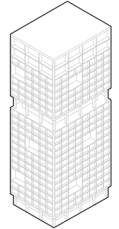
Stepped Massing



Tapered Massing



Sculpted Massing



Facade Articulation

1.3. Fenestration

1.3.1. Window Design

INTENT

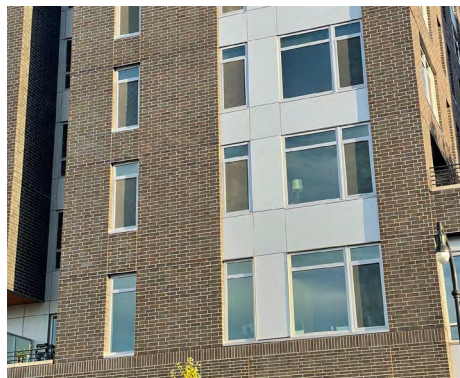
To avoid flat facades and provide human-scaled architecture elements that create visual interest and shadow lines.

A. Fenestration on facades facing a public street, right-of-way or publicly accessible open space should follow the guidelines listed below (portions of a building with glass curtain wall systems are exempt):

1. Window panes should be recessed 3 to 6 inches from façade plane.
2. Windows that are flat or “flush” with the façade are prohibited unless:
 - a. Applied to a portion of a building that is part of a façade recess/inset with a minimum 4 inches in depth. The portion of the building that is recessed should have a maximum width of 20 feet.
 - b. Framed or include a lintel and mantel with a minimum projection of 2 to 6 inches from the facade.



DO Recess windows from the facade plane to create facade depth and shadows.



DO Have windows that may be flat or “flush” with facade, if applied to a portion of a building that is part of a façade recess/inset.



DON'T Have flat or “flush” windows compose large sections of a building facade.

1.3.2. Glass Curtain Walls

INTENT

To maintain the materiality and character of downtown.

- A. Buildings with 100% glass curtain wall facades are discouraged. Glass curtain walls may be used as a building accent.
- B. Glass curtain walls should not exceed 50% of any single façade facing east, south, and west.



Example of a building with glass curtain wall accent.



Example of a building with glass curtain walls that do not exceed 50% of any single facade.



DON'T Create buildings with 100% glass curtain wall.

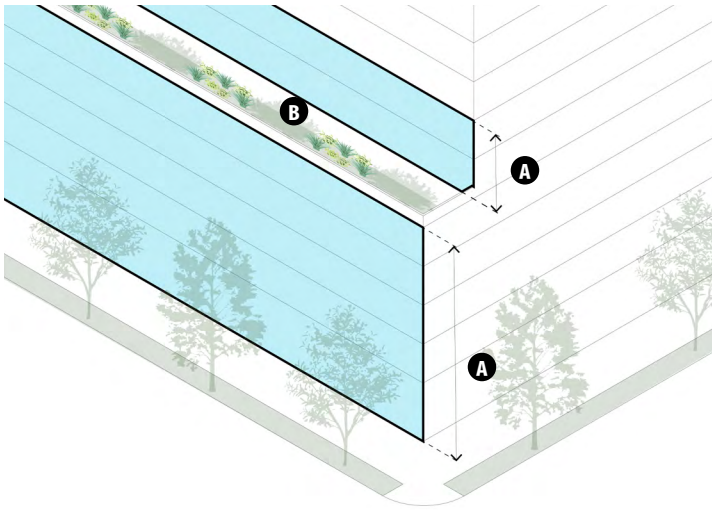
1.3.3. Bird Safe Design

INTENT

To limit the number of bird collisions by reducing the façade area of reflective materials that mimic bird habitat areas such as trees and vegetation.

- A. Façade area between the ground and 60 feet or within 15 feet above a green roof should be designed with bird-friendly glazing treatments. (Figure 9)
- B. Bird-friendly glazing treatments include the use of opaque glass, the covering of clear glass surface with patterns, the use of paned glass with fenestration patterns, and the use of external screens and/or netting over non reflective glass.
- C. Visual traps such as areas of glass through which trees, landscape areas, water features or the sky are visible from the exterior, should be avoided unless a bird safety treatment is used.

Figure 9—Bird Safe Facade Design



- A** Façade area between the ground and 60 feet should be designed with bird-friendly glazing treatments.
- B** Green Roof

1.4. Roofscapes + Green Roofs

1.4.1. Roofscapes

INTENT

To design roofscapes as a fifth facade when visible from above, integrate roof penthouses into building design, and reduce impact of roofscapes in the creation of an urban heat island effect.

- A.** Roof areas adjacent to or below occupied upper floors should be designed to provide a visually appealing roofscape. Green roofs are encouraged.
- B.** Stair, elevator, and mechanical penthouses should be designed to minimize visibility from the street or integrated within the façade design of the building.
- C.** Roofscapes are encouraged to be designed as cool roofs with materials that reduce the amount of heat transfer into the building and surrounding area.

1.4.2. Green Roofs

INTENT

To ensure adequate planting conditions for green roofs that will contribute to the urban ecology of downtown.

- A. Topography.** Varied topography, soil materials, and soil textures are critical in supporting more diverse plantings, pollinators, and a greater range of ecological functions. Engineered soil should be placed at varying depths to mimic the natural undulation of native habitat. This will help to represent the structural contrast that plant species with varying root depths and ground-nesting pollinators rely on.
- B. Vegetation.**
 - 1. Vegetation should be low maintenance, drought-tolerant, hardy, and perennial or self-sowing.
 - 2. Over 50% of vegetation should be evergreen species.
 - 3. Vegetation should achieve 90% coverage within 2 years of planting.
- C. Soils.** Green roof soil depth should satisfy the following requirements to support healthy native plants.
 - 1. Minimum soil depth of 4-12 inches for ground cover, 20 inches for shrubs, and 36 inches for trees.
 - 2. Soil depth should be strategically varied across the green roof to accommodate the needs of various plant communities.
- D. Photovoltaic (PV) panels** may be co-located with green roofs on flat roofs where feasible. PV panels should be clustered together to allow for sunlight penetration to the green roof beneath.

1.5. Materials

INTENT

To improve the overall appearance of buildings and to have building character express longevity and permanence through high quality materials that will maintain quality of appearance over time. To create a consistent character and identity for downtown.

- A.** Building materials should be of a high-quality and chosen for the product's longevity and sustainability. Sustainability considerations should include the sourcing of materials, distance and material travels, carbon impact, and maintenance requirements.
- B.** Brick, brick veneer, terracotta, ceramic tiles, or masonry provide a human-scaled element to facades and should be the primary material for all ground floor facades exclusive of fenestration.
- C.** South of 15th Street: brick veneer, terracotta, ceramic tiles, or masonry are encouraged to be the primary material for all publicly facing facades for the first 50 feet of height.
- D.** Mass timber buildings may be exempt from this standard to express the structural facade elements. High-quality low carbon concrete may be used if detailed with human-scaled elements.

2. ACTIVE GROUND FLOOR DESIGN

INTENT

To ensure ground floor frontages focus on interest-creating facades lined with active uses or designed to show regular habitation and activity. Active ground floor uses include retail, restaurants, or other service-oriented spaces but may also include residential units, residential accessory spaces, or office space if designed to interact with and contribute to the pedestrian realm and sidewalk character while ensuring an appropriate level of privacy for the ground floor occupants.

[2.1. Building Entrances](#)

[2.2. Retail/Commercial Ground Floors](#)

[2.3. Office/Professional Services](#)

[2.4. Live/Work](#)

[2.5. Residential](#)

[2.6. Rain/Weather Protection](#)

2.1. Building Entrances

INTENT

To support wayfinding and create easily identifiable entrances that are proportional in size to the scale of the building and number of people served.

A. Primary Building Entrances.

1. Primary entrances should be prominent and easily identifiable through accentuated architectural details such as awnings, projections or recesses.
2. The primary entrances to upper floor uses should orient to public streets and open spaces.

B. Entry/Lobby Design

1. A stairway should be co-located with building lobbies and elevator access points.
2. The stairway is encouraged to be designed to be inviting and include fenestration for natural lighting.



Example of a primary entrance oriented towards a public street.



Example of a prominent and easily identifiable primary entrance.

Definition:

Primary Building Entry. The main public entrance to the upper floors of a building.

2.2. Retail/Commercial Ground Floors

INTENT

To provide retail spaces that are inviting, provide transparency into interior spaces, and are flexibly designed for a range of tenants.

A. Retail-ready Ground Floors.

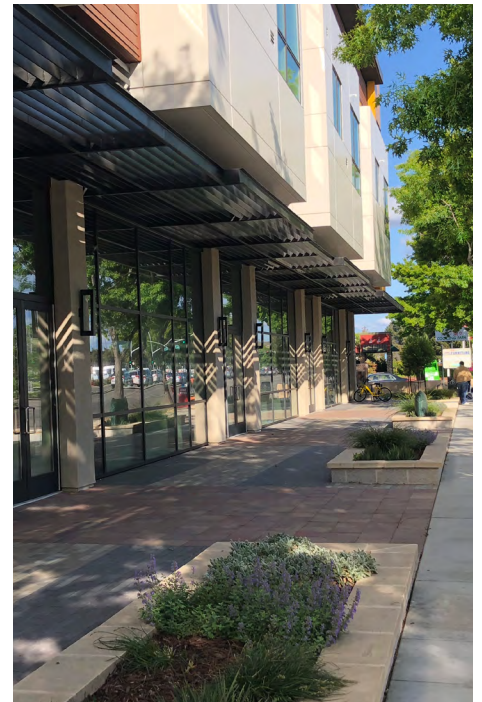
1. Retail-ready ground floors, where required, should have a minimum depth of 25 feet. Greater depth in high-retail areas is encouraged to serve the needs of a variety of retail tenants or provide more storefronts per linear frontage.
2. Retail-ready ground floors should be designed to include or be retrofitted with at least one entrance for each 30 feet on linear frontage.
3. Retail-ready ground floors should be designed to incorporate venting for potential restaurant tenants, even if venting is not installed during initial construction.

B. Minimum floor-to-floor height. Retail and retail-ready ground floors should have a minimum floor-to-floor height of 18 feet. Retail in areas where retail-ready is not required may have a minimum 14 feet floor-to-floor height.

C. Storefront Façade.

1. Storefront/retail façades should maximize transparent glazing between 2 and 7 feet in height from the sidewalk grade, approximately 60% or more of the façade area.
2. Transom windows are encouraged to bring natural light into commercial spaces.
3. Bulkheads and solid walls, if provided, should measure approximately 12 to 24 inches from finished grade.

Figure 10—Retail/Commercial Ground Floors



Example of a transparent and inviting retail/commercial frontage on the ground floor.

- A** Minimum floor-to-floor height.
- B** Maximize transparent glazing between 2 and 7 feet in height.
- C** Transom windows are encouraged to bring natural light into commercial spaces.
- D** Bulkheads and solid walls, if provided, should measure approximately 12 to 24 inches from finished grade.

2.3. Office/Professional Services

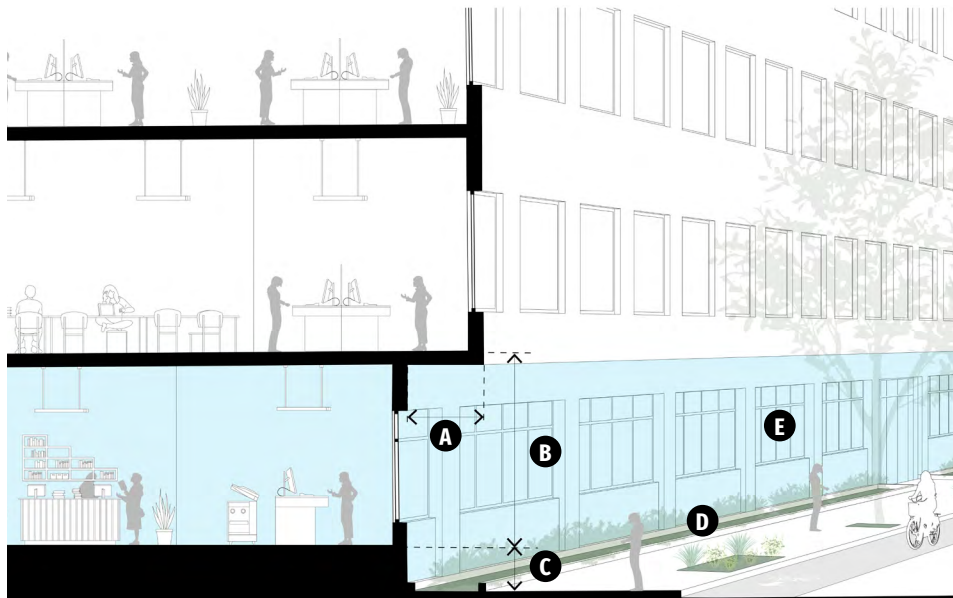
INTENT

To ensure ground floor space for office and professional services activate the public realm through adding visual depth and transparency into a building's interior.

To maintain a level of privacy through building setbacks and landscaping so temporary window coverings are not permanently closed.

- A. Floor-to-floor height.** Ground floor office space should have a minimum floor-to-floor height of 15 feet or a minimum floor-to-ceiling height of 12 feet.
- B. Non-communal spaces** should be 2-3 feet above sidewalk grade to provide privacy to office work spaces. Professional services or other spaces that have direct access to the sidewalk may be at sidewalk grade.
- C. Setback.** Ground floor office work spaces should be setback a minimum of 3 feet to provide space for a landscape buffer.
- D. Landscaping.** Setback area should maximize landscaping, generally 60% or more of the setback area.
- E. Fenestration.** Ground floor office should maximize transparent glazing between 3 and 8 feet in height from the finished floor of the office space.

Figure 11—Office/Professional Services Ground Floor



- A** Minimum of 3 feet setback to provide space for a landscape buffer.
- B** Ground floor office space should have a minimum floor-to-floor height of 15 feet or a minimum floor-to-ceiling height greater than 12 feet.
- C** Non-communal spaces should be 2-3 feet above sidewalk grade to provide privacy to office uses.
- D** Setback area should maximize landscaping, generally 60% or more of the setback area.
- E** Maximize transparent glazing between 3 and 8 feet in height from the finished floor of the office space.



Example of a ground floor office and professional services space activating the public realm through adding visual depth and transparency.

2.4. Live/Work

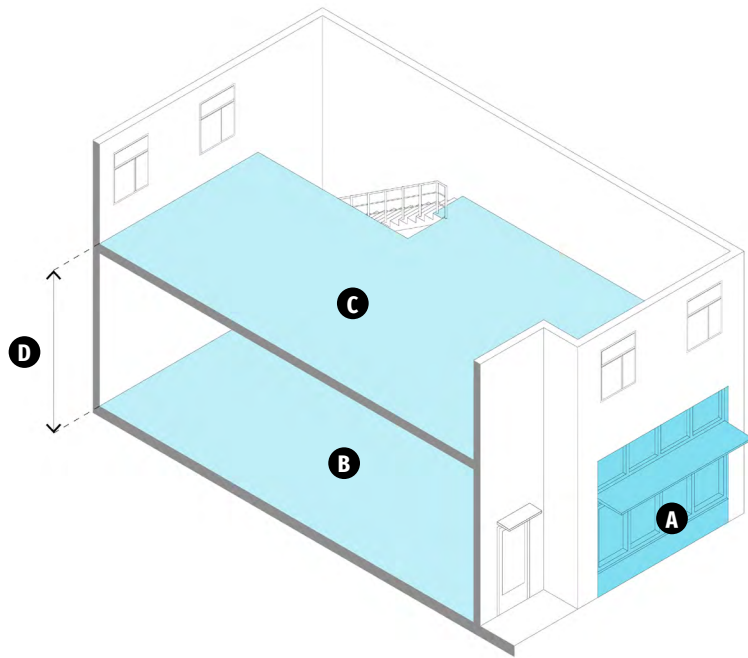
INTENT

To ensure that live/work units contribute to creating an active storefront character and provide active ground floor frontages.

A. Floor-to-floor height. Floor-to-floor height. Live/work units should have a minimum floor-to-floor height of 15 feet on the ground floor, or a minimum floor-to-floor height of 18 feet for live/work units with a mezzanine.

B. Fenestration. Live/work units should have a minimum 50% of their façade area designed with a storefront character; and live/work unit's storefront areas should maximize transparent glazing between 2 and 7 feet in height from the sidewalk grade.

Figure 12—Live/Work Typology



- A** Minimum 50% of façade area should be designed with a storefront character.
- B** Work component
- C** Residential component
- D** Live/work units should have a minimum floor-to-floor height of 15 feet on the ground floor.



Example of live/work unit with storefront character.

2.5. Residential

2.5.1. Residential Units

INTENT

To ensure ground floor residential units create activity and enhance the public realm through direct interaction with the sidewalk through stoop unit entries, balconies or porches.

To maintain privacy through raising units above sidewalk grade and setting ground floor units back from the building line to provide space for landscaping.

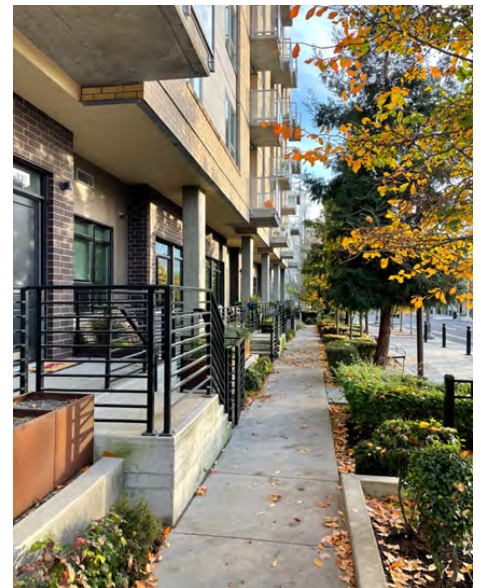
To create a more residential feel with increased setbacks for buildings north of 15th Street while allowing for more urban ground floors with limited setbacks south of 15th Street.

- A.** Ground floor residential units should be raised a minimum of 2 feet and not more than 6 feet above sidewalk grade, on average per façade.
- B.** The ground floor unit should have a minimum floor-to-floor height of 10 feet.
- C.** Ground floor units are encouraged to have stoop entries.
- D. North of 15th Street.**
 - 1. Ground floor residential units north of 15th Street should be setback a minimum of 3-5 feet from the building line.
 - 2. Entrances to ground floor units should be setback a minimum of 5 feet from the building line to provide an entrance area and room for stoops.

Figure 13—Residential Ground Floor (North of 15th Street)



- A** Ground floor residential units should be setback a minimum of 3-5 feet from the building line.
- B** The ground floor unit should have minimum floor-to-floor height of 10 feet.
- C** Ground floor residential units should be raised a minimum of 2 feet and not more than 6 feet above sidewalk grade.
- D** Ground floor units are encouraged to have stoop entries.

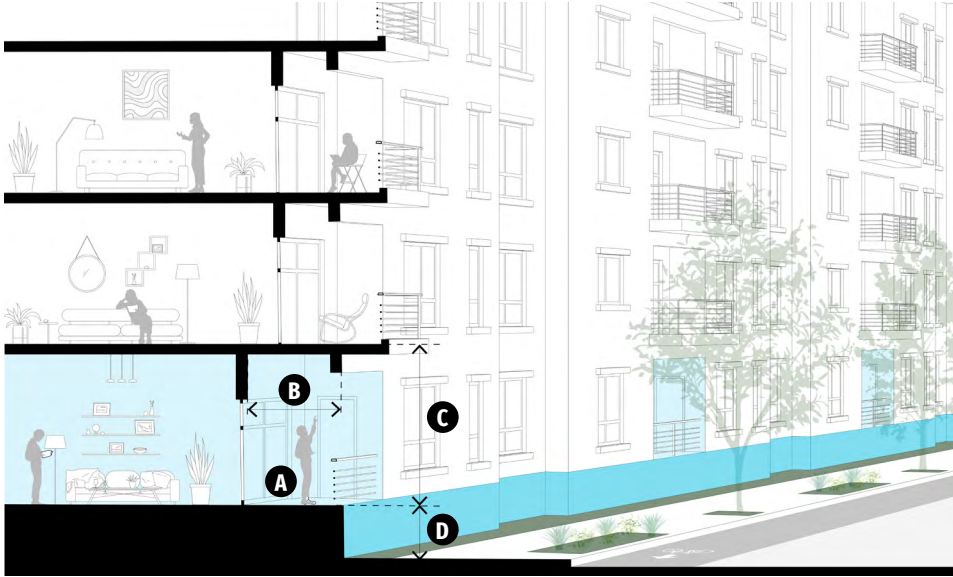


Example of a ground floor residential unit activating the public realm through stoops and patios in the setback area.

E. South of 15th Street

1. Ground floor residential units with a setback of 3-5 feet from the building line should be raised a minimum of 2 feet and not more than 6 feet above sidewalk grade.
2. Ground floor residential units without a setback of 3-5 feet from the building line should be raised a minimum of 3 feet and not more than 6 feet above sidewalk grade.
3. Ground floor units should include ground floor balcony spaces if stoops are not provided. Balconies should have a minimum depth of 6 feet.

Figure 14—Residential Ground Floor (South of 15th Street)



Example of a ground floor residential activating the public realm through balcony and providing privacy through ground floor height raised above sidewalk grade.

- A** Ground floor units south of 15th Street should include ground floor balcony spaces if stoops are not provided.
- B** Ground floor unit balcony spaces should have a minimum depth of 6 feet.
- C** The ground floor unit should have minimum floor-to-floor height of 10 feet.
- D** Ground floor residential units should be raised a minimum of 3 feet and not more than 6 feet above sidewalk grade for units that are not setback from the building line.

2.5.2. Residential Accessory Spaces

INTENT

To design and locate residential accessory spaces to activate and provide visual interest to the public realm.

- A.** Ground floor accessory spaces fronting a street should be designed to activate the street through views into a building's active common spaces. Common spaces that activate the ground floor may include shared lounges, event spaces and leasing offices, or other similar spaces.
- B.** Ground floor residential accessory spaces should have a minimum floor-to-ceiling height greater than 10 feet.
- C.** Bike parking and/or bike rooms, utility rooms, storage rooms, mechanical rooms or other similar spaces should not be located at the corner of a building.

2.6. Rain/Weather Protection

INTENT

To provide weather protection and comfort for pedestrians that enhances the design of ground floor facades.

2.6.1. Locations

- A.** Rain/weather protection may be an awning, overhang, marquee, free-standing shelter, arcade or other architectural feature.
- B.** Rain/weather protection should be provided at the following locations:
1. All primary building entrances.
 2. All areas with retail-ready ground floors or where retail-ready ground floors are required.
 3. Entrances to ground floor residential uses and office spaces.

2.6.2. Primary Building Entrances

- A.** At primary building entrances, rain/weather protection should be
1. A minimum 10 feet in width at primary building entrances.
 2. Distinguished in design from other ground floor rain/weather protection.
 3. A minimum 2 feet higher than adjacent rain/weather protection.
- B.** At primary building entrances, rain/weather protection should be located between 10 and 20 feet in height above sidewalk grade. (Figure 15)

2.6.3. Retail Frontages

- A.** At retail and retail-ready ground floor locations, rain/weather protection should
1. Extend the length of retail-ready ground floor.
 2. Include clerestory windows above rain/weather protection overhang to increase natural light into the building spaces.
 3. Not extend across building columns or create segments greater than 35 feet in length unless part of an arcade structure.
 4. Integrate signage into rain/weather protection structure.

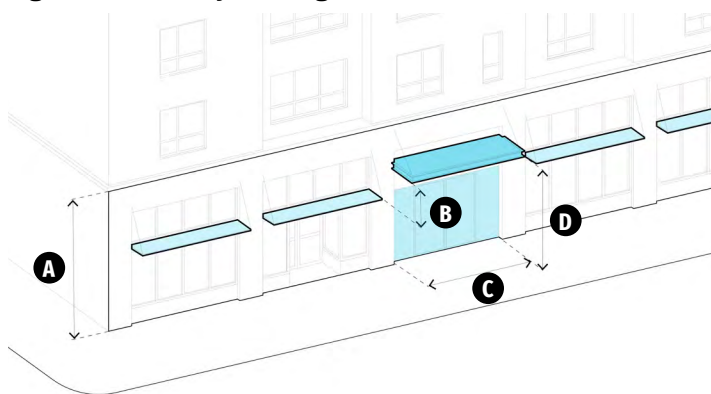
2.6.4. Ground Floor Residential and Office Entrances

- A.** At ground floor unit and office space entrances, rain/weather protection should be a minimum 6 feet wide.

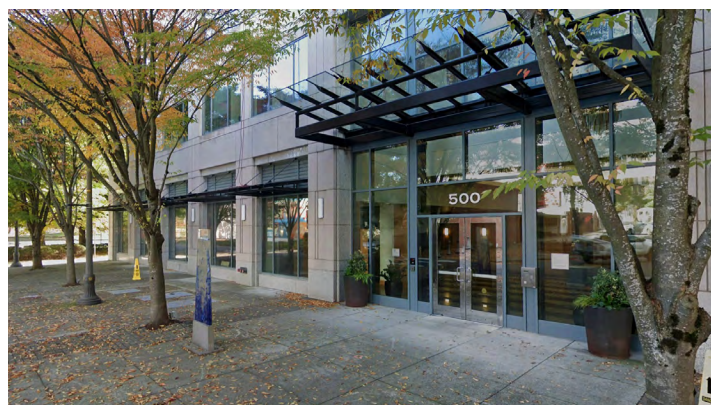
2.6.5. Materials

- A.** Cloth and fabric awnings are prohibited unless part of a retractable awning over an outdoor dining area.

Figure 15—Primary Building Entrances



- A** Minimum floor-to-floor height of 18 feet or a minimum floor-to-ceiling height greater than 15 feet.
- B** Rain/weather protection at primary building entrances should be a minimum 2 feet higher than adjacent rain/weather protection.
- C** Minimum 10 feet in width at primary building entrances.
- D** Rain/weather protection should be located between 10 and 20 feet in height above sidewalk grade.



Example of a primary building entrance awning that is higher than the adjacent awning.



Example of an active retail frontage with weather protection with clerestory windows above.

3. LIGHTING

3.1. Building + Site Lighting

3.2. Dark Sky

3.3. Skyline and Beacon Lighting

3.1. Building + Site Lighting

INTENT

To provide clear wayfinding and pedestrian lighting that enhances the architectural character.

- A. Pedestrian-Oriented Lighting.** Pedestrian-scaled lighting should be provided along active frontages and should highlight building entrances. Pedestrian-oriented lighting should be placed along pedestrian pathways, multi-use pathways and other walkways at minimum intervals of every 25-50 feet to improve pedestrian comfort, security, and safety.
- B. Architectural Compatibility.** Exterior lighting fixtures should be architecturally integrated with the building style, materials, and colors.
- C. Attachment.** Fixtures on buildings should be attached only to walls, eaves, or weather protection, and the top of the fixture should not exceed the height of the parapet, roof, or eave of the roof.
- D. Rooftop.** Rooftop open space lighting should be minimized and should be turned off outside of normal usage hours.

3.2. Dark Sky

INTENT

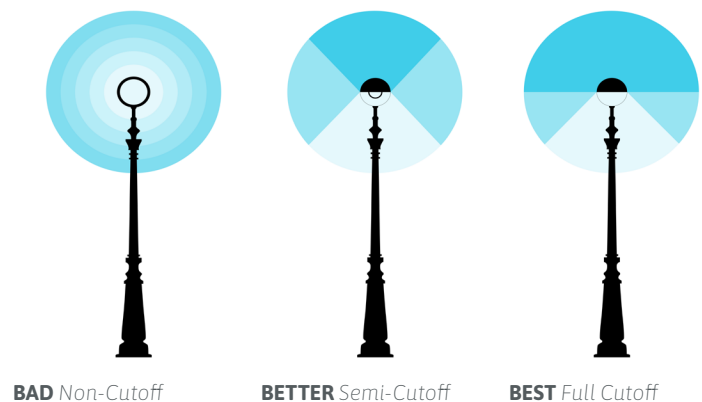
To limit the impact of lighting on the environment.

- A. Light Trespass.** All lights should be directed, oriented, and shielded to prevent light trespass or glare onto adjacent properties. All luminaries should meet the most recently adopted criteria of the Illuminating Engineering Society of North America (IESNA) for “Cut Off” or “Full Cut Off” luminaries. (Figure 16)
- B. Lighting Intensity.** Lighting should use the lowest level of light necessary. Outdoor lighting should not exceed 1,000 lumens in intensity.
- C. Time.** Lighting should be limited to essential time periods for lighting. Controls such as timer or motion detectors should be used to ensure that light is available when it is needed, dimmed when possible, and turned off when not needed.
- D. Color/Temperature.** General site and parking lot lighting should have a nominal correlated color temperature (CCT) of no greater than 3000 Kelvin. Cooler/whiter lighting above 3000 Kelvin in CCT should be limited to areas where a more accurate color rendition is important, including building entrances and exits (for security reasons), and lighting of signs.

3.3. Skyline and Beacon Lighting

- A.** Buildings should not have special, “beacon” lighting that highlights a building’s top floor, roof structure, or parapet.
- B.** Dynamic “art lighting” with moving lights or graphics are prohibited above the ground floor.

Figure 16—Street Lighting Guidelines



4. SIGNAGE

INTENT

To create an integrated and cohesive signage strategy that complements a building's architectural character.

To ease wayfinding and provide visual interest and identity.

4.1. General

4.2. Retail Signage Retail Signage

4.1. General

- A.** The number and size of signs are regulated by the City's sign ordinance (VMC 20.82). In some instances, the maximum amount of signage permitted may allow multiple signs. Wherever possible, the allowable sign area should be consolidated into the minimum number of signs consistent with the design of the project and needs of the occupant.
- B.** Materials. Paper, cloth, vinyl and other such materials that create an impermanent appearance when used as signs are strongly discouraged.
- C.** Signs should be designed and placed so they complement the overall façade composition.
- D.** Signs should be located so that building details will not be covered or otherwise obscured.
- E.** Free-standing pole signs and monument-type signs for individual commercial establishments are strongly discouraged.
- F.** Signage should be oriented to pedestrians.
- G.** Each building should have only one primary sign on any one building face.
- H.** Building signage above 45 feet in height is discouraged.
- I.** Signage for building tenants is prohibited above the 2nd story except for hotel and hospitality uses.
- J.** Large scale signage visible from the freeway or other areas of the city is prohibited.

4.2. Retail Signage

- A.** Retail signage should be integrated into the building and weather protection design.
- B.** Blade, fin and pendant signs perpendicular to the sidewalk are encouraged to provide more visible signage for pedestrians.



DO Design and place signs to complement the overall facade composition.



DO Integrate freestanding signs into the landscape design.



DON'T Design overdominating building signage that does not complement facade composition and materiality.



DO Orient tenant signage to the pedestrian.



DO Integrate retail signage into the building and weather protection design.



DON'T Create large scale signage visible from distance.



DO Design and place signs to complement the overall facade composition.



DO Design and place blade signs that are perpendicular to the sidewalk.



DON'T Use materials for signage that create an impermanent appearance.

5. MECHANICAL EQUIPMENT, UTILITIES, AND SERVICE AREAS

INTENT

To limit the visual impact of utilities and mechanical equipment.

To ensure that mechanical, utilities, and services are designed to complement the building design.

5.1. Ground Floor Facades

5.2. Wall Vents and Façade Mounted Equipment

5.3. Mechanical Equipment Screening

5.1. Ground Floor Facades

A. Service, utility, mechanical and loading areas should be provided at the rear of buildings or incorporated into parking areas, if possible. If fronting a public right-of-way or publicly accessible area, they should be located on the secondary street, typically the east/west streets.

B. Service, utility, mechanical and loading areas should be designed to minimize impact to the pedestrian experience and integrate into the overall architectural character.

1. Design interior spaces to minimize overall street frontage length of service areas.
2. Integrate service and loading areas into building architecture through using matching or complementing rhythm and pattern of upper floors.
3. Use same material palette and quality of materials as active building frontages.
4. Use a variety of materials and/or changes in facade plane to break up large service areas.
5. Recess swinging doors and vehicle entrances. (Doors used solely during emergencies are not required to be recessed).



DO Use a variety of materials and changes in the facade plane to break up large service area facades.



DO Integrate service and loading areas into building architecture through using matching or complementing rhythm and pattern of upper floors.



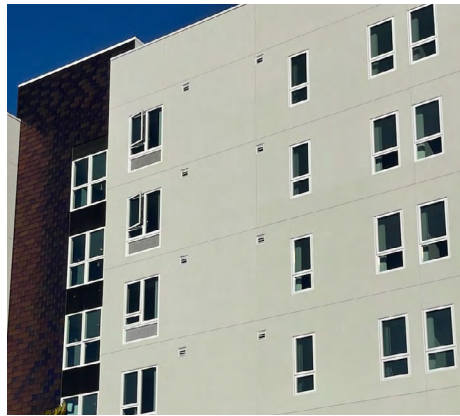
DON'T Misalign ground floor to upper floor modulation.

5.2. Wall Vents and Façade Mounted Equipment

- A.** All vents, flashing, electrical conduits and other façade mounted equipment should match the façade color, or if paired with fenestration elements should match the fenestration color and material.
- B.** All vents, flashing, electrical conduits and other façade mounted equipment should follow a regular placement rhythm and pattern that complements overall façade design.



DO All vents, flashing, electrical conduits and other façade mounted equipment should match the façade color.



DO Organize vents in a facade to complement other design elements like fenestration and downspouts.



DON'T Detract from the building architecture by using contrasting materials or placing vents in a disorganized manner.

5.3. Mechanical Equipment Screening

- A.** All mechanical equipment, not including solar equipment, should be screened by an enclosure equal to or greater than the height of the equipment. Screening material should complement the building design.
- B.** Rooftop elements on multi-family and mixed-use buildings, including roof access, mechanical equipment, and other features needed for the function of the building, should be located to minimize its visual impact by meeting the following requirements.
1. Mechanical equipment less than two feet in height, solar panels, wind generators, or green roof features are exempt from these requirements.
 2. Mechanical equipment should be set back a minimum of 10 feet from the roof edge or screened through the use of parapet walls, towers, or other architectural features such that it is not visible from any point at or below the roof level of the subject building.



DO Setback mechanical equipments on rooftop from the roof edge or screened through the use of parapet walls, towers, or other architectural features.



DO Mechanical equipment screening material should complement the building design.



DON'T Mechanical equipment screening should not include visual gaps.

6. VEHICLE ACCESS AND PARKING DESIGN

6.1. Vehicle Access

6.2. Surface Parking

6.3. Structured Parking

6.1. Vehicle Access

INTENT

To increase pedestrian safety and reduce conflicts between vehicles and pedestrians.

- A.** Drive-thru and drive-in facilities are prohibited downtown.
- B.** Entrances to parking and loading areas and surface parking should be located on the secondary street with the least active pedestrian frontage. Parking, loading, and utility access should be avoided on the following streets: Esther Street, Columbia Street, Washington Street, Main Street, Broadway Street, 9th Street, 12th Street, and 13th Street.

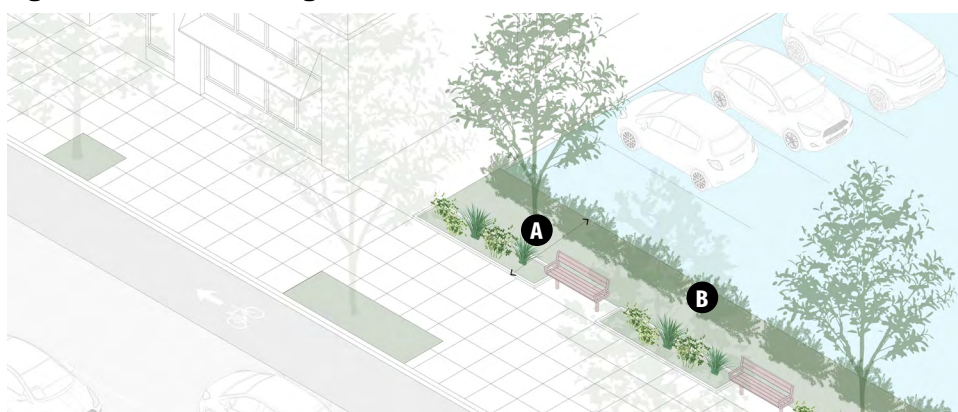
6.2. Surface Parking

INTENT

To minimize visual impact of parking areas on the public realm and not detract from the overall character of downtown or create inhospitable pedestrian environments.

- A.** Surface parking should be screened by a landscaped area that includes vertical elements with a minimum height of 3 feet to screen parked cars. The vertical element may be hedges, low walls, trellis, or other plantings.
- B.** Surface parking should be setback from the property line a minimum 8 feet to provide adequate space for planting.
- C.** Trees are encouraged in the setback landscape area to increase canopy cover over the sidewalk and parking area. (Figure 17)

Figure 17—Surface Parking Guidelines



- A** Surface parking should be setback from the property line a minimum 8 feet to provide adequate space for planting.
- B** Surface parking should be screened by a landscaped area that includes vertical elements with a minimum height of 3 feet.

6.3. Structured Parking

INTENT

To ensure structured parking does not detract from designing ground floors with active uses that engage with the streetscape.

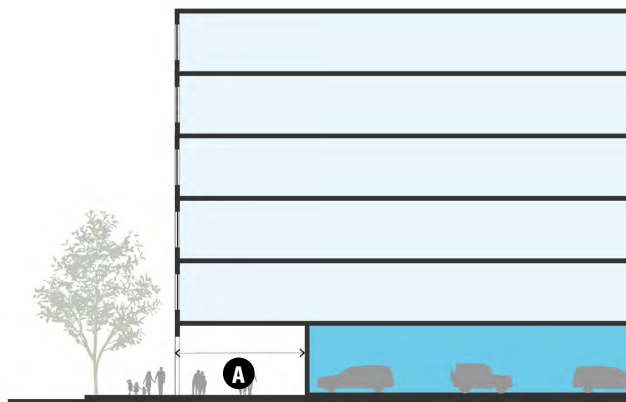
A. Partially sub-grade parking structures:

1. Should not include direct visual access to parking areas. All fenestration into parking areas should be screened with decorative grates, louvers or landscaping.
2. Structured parking should not exceed 6 feet above sidewalk grade for residential buildings and should not exceed approximately 3 feet above sidewalk grade for office buildings. Partially sub-grade parking structures are not appropriate on façades where retail-ready ground floors are required.
3. If structured parking projects 4 feet above sidewalk grade, stoop entries accessing ground floor residential units should be included to partially screen the parking level and provide visual interest and activation of the streetscape.

B. Above-grade parking structures:

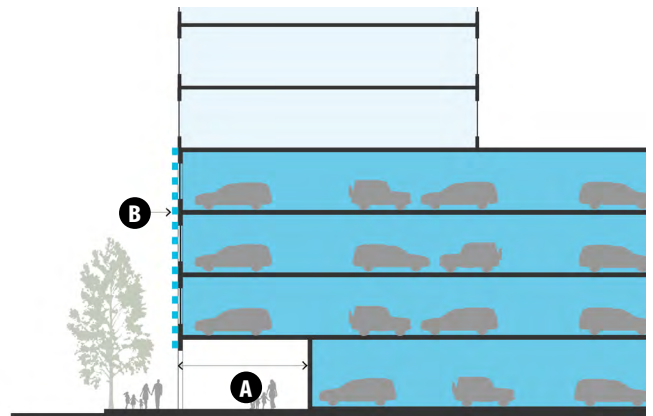
1. Parking areas should be setback a minimum of 25 feet from the building line to provide functional interior space and active frontages.
2. Structured parking facades should be designed with interest-creating features and active uses.
3. For high-rise structures greater than 120 feet in height, structured parking may come to the façade edge on upper levels. Facades should be designed to look like a non-parking use building or should be designed with artistic design and articulation features to create a unique and interest-creating façade. Upper garage floors should read horizontally on the façade. (Figure 19)
4. Structured parking facades should fully screen all interior and vehicle light trespass.

Figure 18—Above-grade parking structures



- A** Parking areas should be setback a minimum of 25 feet from the building line to provide space for active uses.

Figure 19—Above-grade parking structures



- A** Parking areas on the ground floor should be setback a minimum of 25 feet from the building line to provide spaces for active uses.
- B** Facades should be designed to look like a non-parking use building or should be designed with artistic design and articulation features.



DO Screen and integrate partially below grade parking structure into the building design.



DO Line at-grade parking structure with active uses.



DON'T Design structured parking to be visible from public streets.

7. "MAIN STREET" HERITAGE OVERLAY DISTRICT #2

INTENT

These guidelines are in addition to the code section 20.510.020.B Heritage Overlay District Number Two and sections 1-6 of the VDDG Manual. Where the below guidelines are in conflict with sections 1-6, the guidelines in section 7 shall prevail.

7.1. Historic Rhythm and Pattern

7.2. Identifiable Base/Middle/Top

7.3. Materials

7.4. Main Street Building Massing and Facade Design

7.1. Historic Rhythm and Pattern

INTENT

To create buildings that complement the historic rhythm and pattern of buildings within the "Main Street" Heritage Overlay District #2.

- A. Buildings should have a distinguishable 25-30 feet column pattern.
- B. Columns should be expressed from cornice to the street level.
- C. Columns should be a minimum 2 feet in width. Taller facades, greater than 4 stories, should have wider columns up to 4 feet in width.
- D. Window panes should be recessed a minimum 4-8 inches from the façade plane.
- E. Fenestration should be grouped or articulated with columns or ornamentation that emphasizes a vertical orientation.

7.2. Identifiable Base/Middle/Top

INTENT

To ensure new buildings, of any scale, use or style use the base/middle/top design organization to build on the Heritage District's design history and create human-scaled buildings.

The existing older buildings in the "Main Street" Heritage Overlay District #2 are designed to have a defined base, middle, and top.

- A. **Building façades** should be designed to have a base, middle, and top.
 - 1. **Building Base:** Should be designed with a distinct building base that is differentiated from the building middle and top.
 - a. May include a ground floor distinguished by one or more of the following: change in material, cornice line, or change in design pattern or fenestration type; or
 - b. May include a bulkhead that grounds the building and/or columns of a building and is distinguished from the middle of the building through a change in material.
 - 2. **Building Top:** Should be designed with a distinct building top that is differentiated from the building middle and base.
 - a. Should include a defined cornice line or roof overhang; and
 - b. May include upper floor change in design pattern or fenestration type.
- B. **Building alignment:** Floor plates and façade features are encouraged to line up with at least one of the adjacent building's base datum line and/or top cornice line.

7.3. Materials

INTENT

To create a consistent character and identity for the "Main Street" Heritage Overlay District #2.

A. Brick, brick veneer, or masonry should be the primary façade material for the first 50 feet of height.



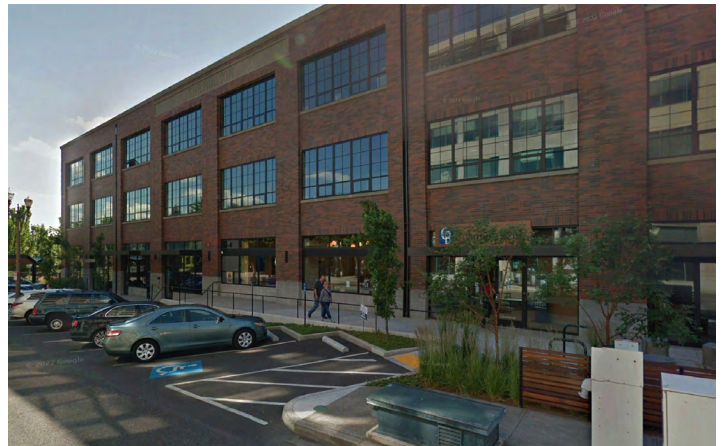
Example of a building that complements the historic rhythm and pattern of buildings within the Main Street Heritage District.



Example of a building with well articulated ornamentation, artistic fenestration pattern and cornice.



Example of the use of cornice lines at the base and top of the building to define the three portions of the facade.



Example of defining the building base with different materials and fenestration details than used on the upper stories.



DO Use materiality and fenestration pattern that are consistent with the character and identity of the Heritage District.



DON'T Stucco should be limited. Materials in the Heritage District should complement existing buildings and reinforce the character of the area.

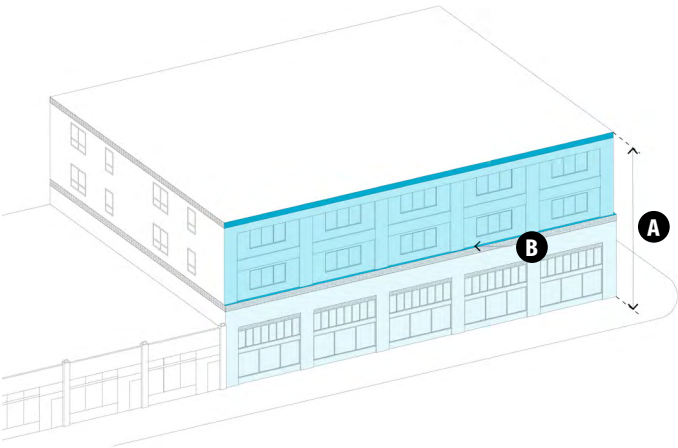
7.4. Main Street Building Massing and Facade Design

INTENT

- To maintain and emphasize the historic character and scale of buildings.
- To ensure new buildings do not overwhelm Main Street historic structures.

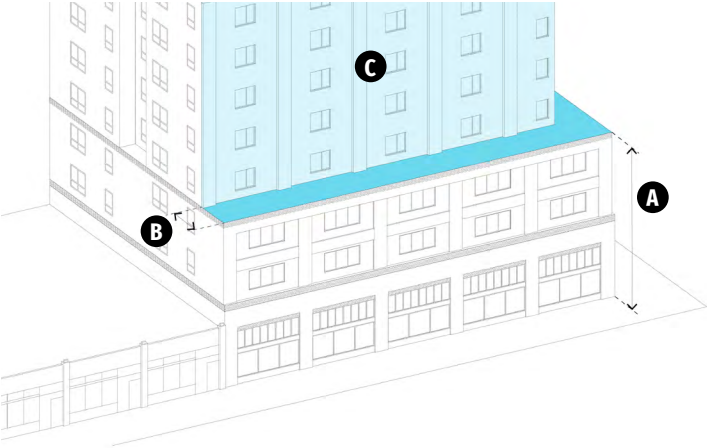
- A. Alterations and Additions.** Projects that maintain the original facades of existing buildings but do not exceed 35 feet in height should step back new facades a minimum of six inches from the face of the original façade. (Figure 20)
- B. Building Massing on Main Street.** Buildings facing or within 100 feet of Main Street should step back upper floor facades above 35 feet in height. The upper floor step back should be greater than 10 feet. (Figure 21)

Figure 20—Alterations and Additions to Heritage structures



- A** Second story or 35 feet in height.
- B** Projects that maintain the original facades of existing buildings should step back new facades a minimum of six inches from the face of the original façade.

Figure 21—Building Massing on Main Street



- A** Building base, up to 35 feet in height.
- B** The upper floor step back should be greater than 10 feet.
- C** Upper stories, above 35 feet in height.

PART III: **APPENDIX**

VDDG Checklist

CHECKLIST TO BE PROVIDED WITH FINAL DOCUMENT

CHECKLIST TO BE PROVIDED WITH FINAL DOCUMENT

VANCOUVER DOWNTOWN DESIGN GUIDELINES CHECKLIST

Meets Guidelines					
Yes	No	N/A	Design Guidelines	Applicant Notes	Staff Notes
1. BUILDING + DESIGN					
1.1. Massing & Articulation					
Y	N	N/A	1.1.1 Block Scale		
1.1.2 Façade design					
Y	N	N/A	1.1.2.A. Modulations	(EXAMPLE) Façade Length 200 ft (Sheet A.05)	
Y	N	N/A	1.1.2.B. Modulation Design	(EXAMPLE) Façade design includes 3 modulations along X street (Sheet A.05)	
Y	N	N/A	1.1.2.C. Modulation Size	(EXAMPLE) Façade A (Sheet A.05): 1. Includes 3 modulations 2. Modulation size of X ft by X ft	
Y	N	N/A	1.1.2.D. Modulation Exemption		
Y	N	N/A	1.1.2.E. Blank Walls		
1.2. High-rise Massing					
Y	N	N/A	1.2.1. Meeting the Public Realm		
Y	N	N/A	1.2.2. Skyline Massing and Design		

VANCOUVER DOWNTOWN DESIGN GUIDELINES CHECKLIST

Meets Guidelines					
Yes	No	N/A	Design Guidelines	Applicant Notes	Staff Notes
1.3. Fenestration					
Y	N	N/A	1.3.1. Window Design		
Y	N	N/A	1.3.2. Glass Curtain Walls		
Y	N	N/A	1.3.3. Bird Safe Design		
1.4. Roofscapes + Green Roofs					
Y	N	N/A	1.4.1. Roofscapes		
Y	N	N/A	1.4.2. Green Roofs		
1.5. Materials					
Y	N	N/A	1.5 . A-D Material Quality		
2. ACTIVE GROUND FLOOR DESIGN					
2.1. Building Entrances					
Y	N	N/A	2.1.A Primary Building Entrance		
Y	N	N/A	2.1.B Entry/Lobby Design		
2.2. Retail/Commercial Ground Floors					
Y	N	N/A	2.2.A Retail-Ready Ground Floor		
Y	N	N/A	2.2.B Minimum floor to floor height		
Y	N	N/A	2.2.C Store-front façade		
2.3. Office/Professional Services					
Y	N	N/A	2.3.A Floor to floor height		

VANCOUVER DOWNTOWN DESIGN GUIDELINES CHECKLIST

Meets Guidelines					
Yes	No	N/A	Design Guidelines	Applicant Notes	Staff Notes
Y	N	N/A	2.3.B Non-communal spaces		
Y	N	N/A	2.3.C Setback		
Y	N	N/A	2.3.D Landscaping		
Y	N	N/A	2.3.E Fenestration		
2.4. Live/Work					
Y	N	N/A	2.4.A Floor to floor height		
Y	N	N/A	2.4.B Fenestration		
2.5. Residential					
2.5.1. Residential Units					
Y	N	N/A	2.5.1.A. Minimum raised ground floor height		
Y	N	N/A	2.5.1.B. Minimum floor to floor height		
Y	N	N/A	2.5.1.C. Stoop entries		
2.5.1.D. North of 15 th Street					
Y	N	N/A	2.5.1.D.1. Minimum Setback		
Y	N	N/A	2.5.1.D.2. Ground floor entrance setback		
2.5.1.E. South of 15 th Street					
Y	N	N/A	2.5.1.E.1. Ground floor unit raised height (with setback)		

VANCOUVER DOWNTOWN DESIGN GUIDELINES CHECKLIST

Meets Guidelines					
Yes	No	N/A	Design Guidelines	Applicant Notes	Staff Notes
Y	N	N/A	2.5.1.E.2. Ground floor unit raised height (without setback)		
Y	N	N/A	2.5.1.E.3. Balcony spaces		
Y	N	N/A	2.5.2. Residential Accessory Spaces		
2.6. Rain/Weather Protection					
Y	N	N/A	2.6.1. Location		
Y	N	N/A	2.6.2. Primary Building Entrance		
Y	N	N/A	2.6.3. Retail Frontages		
Y	N	N/A	2.6.4. Ground Floor Residential and Office Entrances		
Y	N	N/A	2.6.5. Materials		
3. LIGHTING					
3.1. Building + Site Lighting					
Y	N	N/A	3.1.A Pedestrian-Oriented Lighting		
Y	N	N/A	3.1.B Architectural Compatibility		
Y	N	N/A	3.1.C Attachment		
Y	N	N/A	3.1.D Rooftop		

VANCOUVER DOWNTOWN DESIGN GUIDELINES CHECKLIST

Meets Guidelines					
Yes	No	N/A	Design Guidelines	Applicant Notes	Staff Notes
3.2. Dark Sky					
Y	N	N/A	3.2.A Light Trespass		
Y	N	N/A	3.2.B Lighting Intensity		
Y	N	N/A	3.2.C Time		
Y	N	N/A	3.2.D Color/Temperature		
Y	N	N/A	3.3. Skyline and Beacon Lighting		
4. SIGNAGE					
Y	N	N/A	4.1. General Signage		
Y	N	N/A	4.2. Retail Signage		
5. MECHANICAL EQUIPMENT, UTILITIES, AND SERVICE AREAS					
Y	N	N/A	5.1. Ground Floor Facades		
Y	N	N/A	5.2. Wall vents and Façade Mounted Equipment		
Y	N	N/A	5.3. Mechanical Equipment Screening		
6. VEHICLE ACCESS AND PARKING DESIGN					
Y	N	N/A	6.1. Vehicle Access		

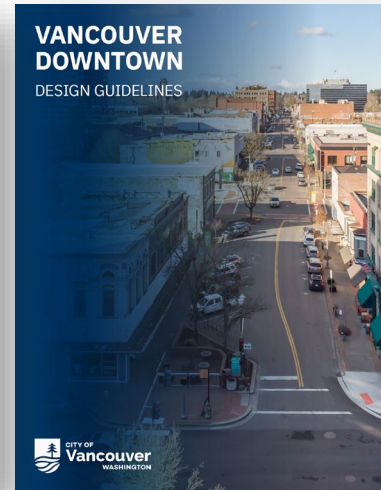
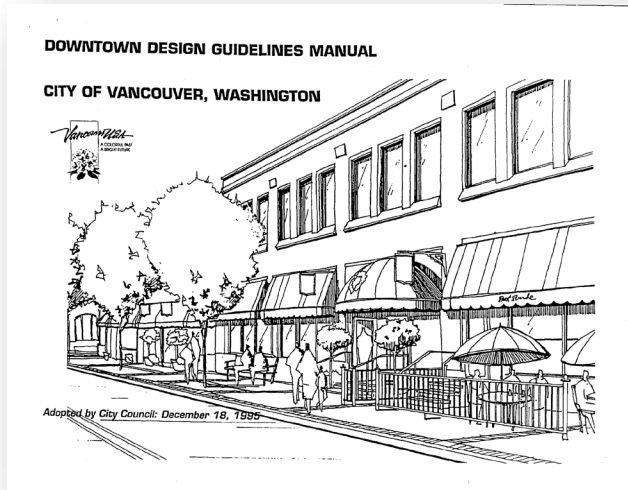
VANCOUVER DOWNTOWN DESIGN GUIDELINES CHECKLIST

Meets Guidelines					
Yes	No	N/A	Design Guidelines	Applicant Notes	Staff Notes
6.2. Surface Parking					
Y	N	N/A	6.2.A Landscape Screening		
Y	N	N/A	6.2.B Minimum Setback		
6.3. Structured Parking					
Y	N	N/A	6.3.A Partially sub-grade parking structures		
Y	N	N/A	6.3.A.1. Parking Structure Fenestration		
Y	N	N/A	6.3.A.2. Structured parking height above sidewalk grade		
Y	N	N/A	6.3.A.3. Stoop Entries		
Y	N	N/A	6.3.B Above-grade parking structures		
Y	N	N/A	6.3.B.1. Minimum Setback		
Y	N	N/A	6.3.B.2. Interest-creating features and active uses		
Y	N	N/A	6.3.B.3. High-rise structured parking		
Y	N	N/A	6.3.B.4. Structured parking façade		
7. "MAIN STREET" HERITAGE OVERLAY DISTRICT #2					
Y	N	N/A	7.1. Historic Rhythm and Pattern		

VANCOUVER DOWNTOWN DESIGN GUIDELINES CHECKLIST

Meets Guidelines					
Yes	No	N/A	Design Guidelines	Applicant Notes	Staff Notes
Y	N	N/A	7.2. Identifiable Base/Middle/Top		
Y	N	N/A	7.2.A Building Facades		
Y	N	N/A	7.2.A.1. Building Base		
Y	N	N/A	7.2.A.2. Building Top		
Y	N	N/A	7.2.B Building Alignment		
Y	N	N/A	7.3. Materials		
Y	N	N/A	7.4. Main Street Building Massing and Façade Design		
Y	N	N/A	7.4.A Alterations and Additions		
Y	N	N/A	7.4.B Building Massing on Main Street		

1995 to 2025 Comparison



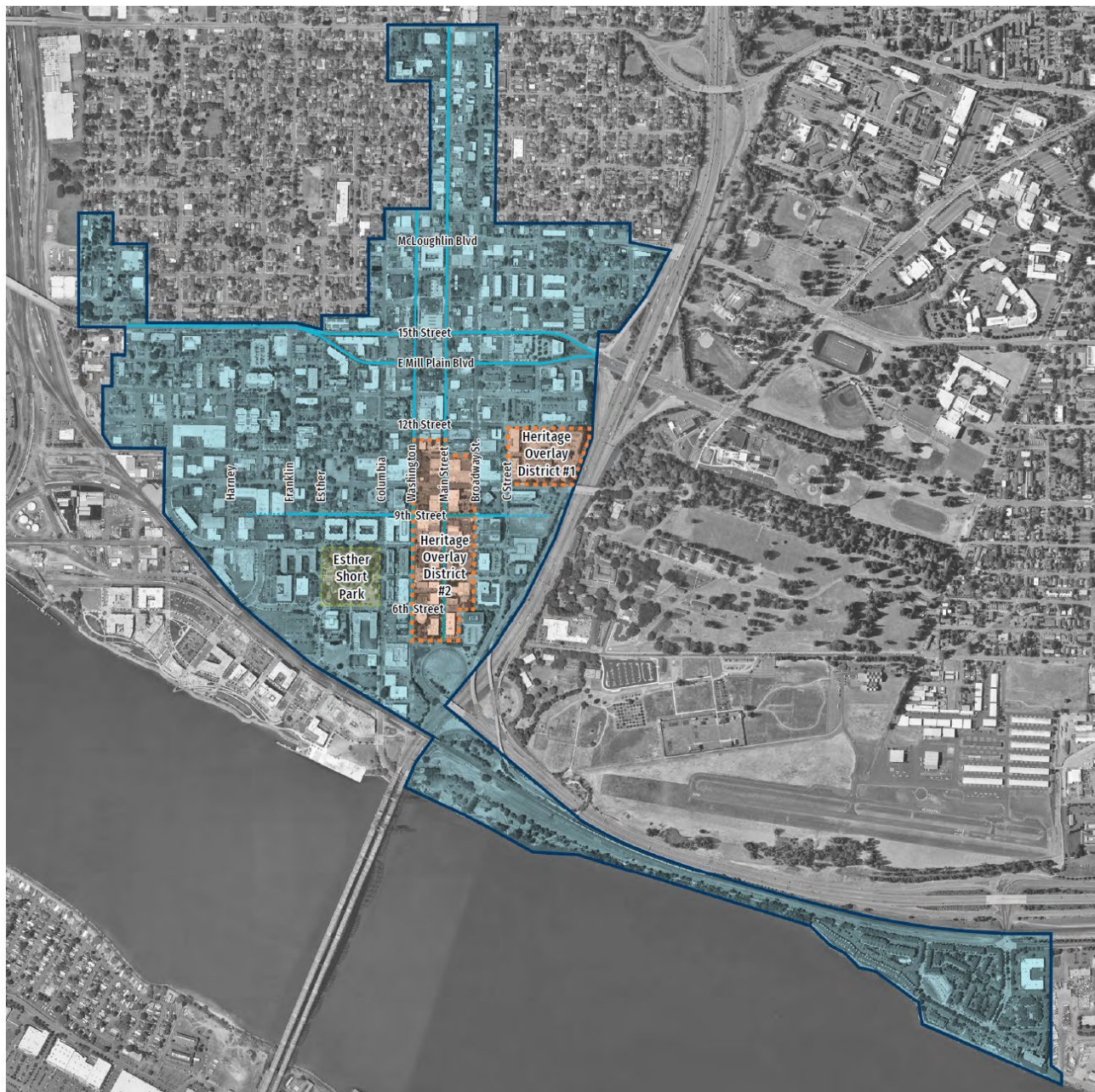
Comparison Document

- High-level comparison of approach of each document
- Outlines areas not applicable to current design review
(Waterfront Area, R-9 District, Public ROW)
- Reprints 1995 VDDG and shows updated approach in 2025 Update and Zoning Code changes since adoption



2025 VDDG Goals:

- Provide a set of guidelines that are easy to understand and administer;
- Ensure the compatibility of new development with the existing historic character of the downtown;
- Maintain quality design and materials;
- Ensure ground floors include interest-creating features that contribute to an active downtown environment; and
- Ensure building designs complement each other and contribute to a cohesive sense of place.



- Downtown Design Guidelines Plan Area
- Heritage Overlay District #1 and #2
- Esther Short Park



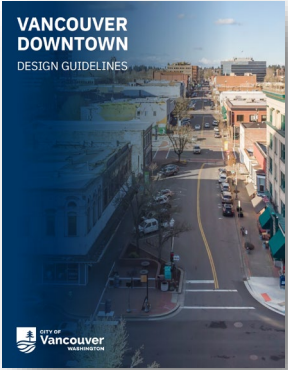
1995 vs 2025 Downtown Design Guidelines



CITY OF VANCOUVER DOWNTOWN DESIGN GUIDELINES MANUAL

TABLE OF CONTENTS

Introduction	2
Outline of Project Review Process	4
Design Guidelines for Downtown Commercial Areas	6
Site Design	6
Building Form and Appearance	8
Weather Protection	10
Pedestrian Amenities	12
Landscaping	14
Parking	16
Signs	16
Design Guidelines for Special Areas of Concern	22
Lower Main Street (Old Town) Conservation Area	24
Conservation Areas and Historic Buildings	28
Columbia River Waterfront Area	28
Design Guidelines for Downtown Residential Areas	30
Site Design	30
Building Form and Appearance	32
Parking	36
Landscaping	36



Part I: Introduction

Purpose

Background

Design Review Process

Part II: Design Guidelines

Building + Design

Active Ground Floor Design

Lighting

Signage

Mechanical Equipment, Utilities, and Service Areas

Vehicle Access and Parking Design

"Main Street" Heritage Overlay District #2

5

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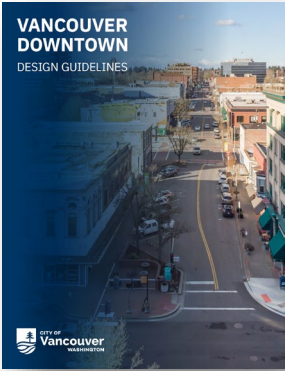
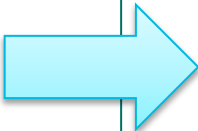
1995 vs 2025 Downtown Design Guidelines



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TABLE OF CONTENTS

Introduction	2
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Design Guidelines for Downtown Commercial Areas	6
Site Design	6
Building Form and Appearance	8
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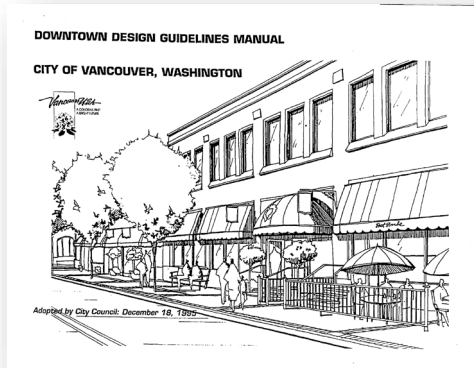
Vehicle Access and Parking Design

"Main Street" Heritage Overlay District #2



1995 vs 2025 Downtown Design Guidelines

1995 VDDG

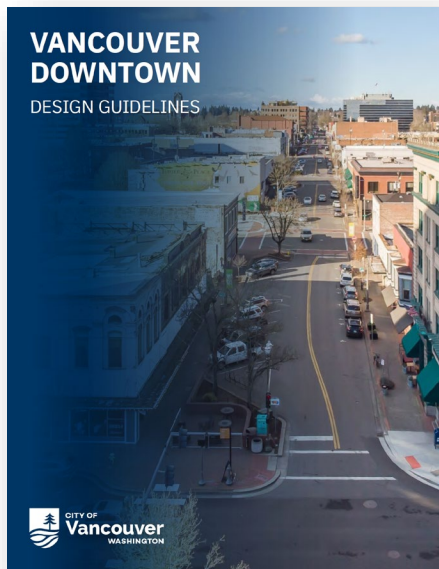


- Difficult to administer and evaluate building design applications
- Not organized by design topics
- Guidelines do not focus on current mid-rise and high-rise building types
- Included guidance on buildings and street design (street design guidance no longer needed)
- Included guidance on R-9 district which is not subject to design review



1995 vs 2025 Downtown Design Guidelines

2025 VDDG



- Improve Administration
- Include Checklist
- More Detailed and Verifiable Design Guidelines
- Include more guidelines for common higher density buildings

What's New:

- Building Modulation
- Ground Floor Design
- High-rise Massing
- Structured Parking
- Window Detailing
- Bird-Safe Design
- Green Roofs
- Building Lighting



Site Design

1995 VDDG

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

SITE DESIGN

- Ground floor spaces adjacent to public areas, including sidewalks, should be devoted to "active uses" such as retail or service-oriented space, unless found to be infeasible due to site conditions. Inactive uses such as storage or offices requiring privacy should not be located at the ground floor.
- Where a site has frontage on two intersecting streets, the building and/or a plaza should be located at the corner of the site where the streets intersect. (Figure 2)
- Drive-in facilities are discouraged in the downtown area. (Figure 2)
- Whenever functionally feasible, buildings should abut the sidewalk with parking areas behind the building.
- Where buildings do not immediately abut the sidewalk, exterior semi-public "gathering spaces" created by design and placement of planters, low walls, steps, etc. are encouraged. In the design of new or renovated building frontages, temporary encroachment into sidewalk areas for cafes and retail sales is encouraged. (Figure 3) This encroachment should not impede pedestrian movement. Note: Encroachment into the public right-of-way may require a street use permit from the Department of Public Works. Contact Public Works at 696-8290 for more information.

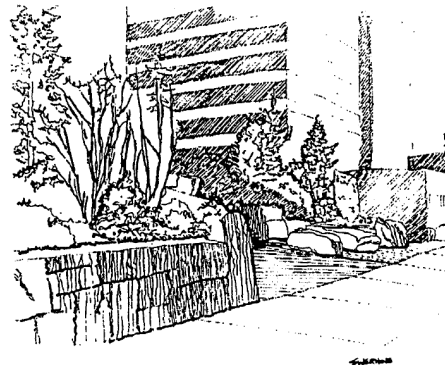


Figure 3:
Semi-public plazas are encouraged

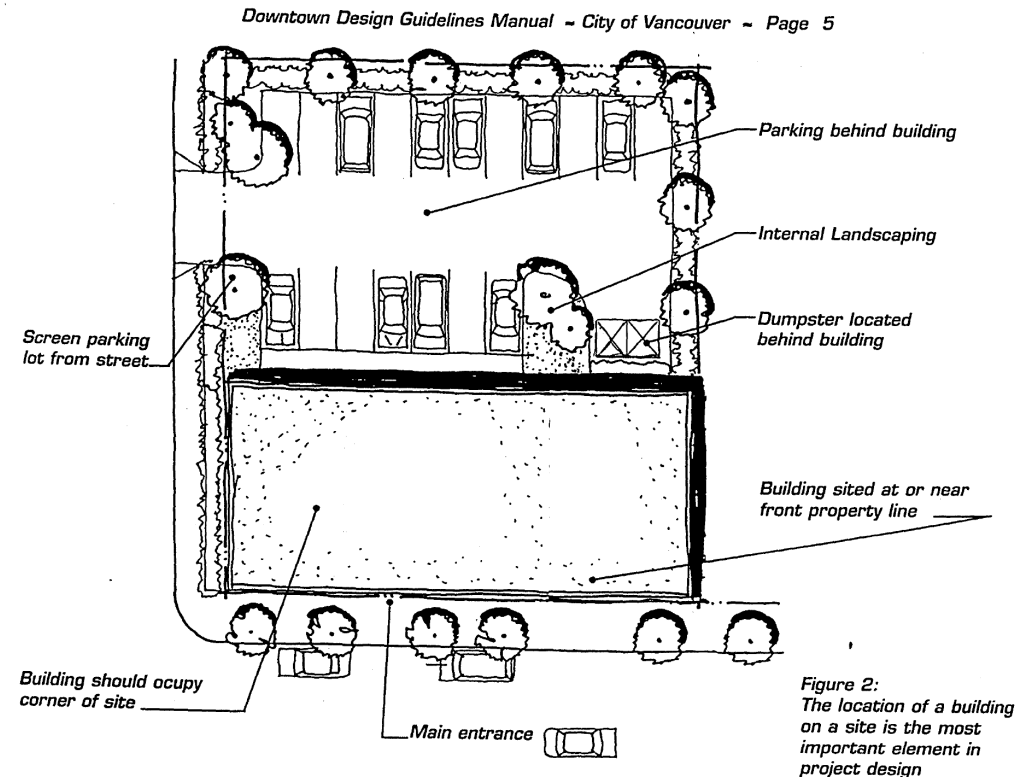


Figure 2:
The location of a building on a site is the most important element in project design



Site Design

1995 VDDG

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

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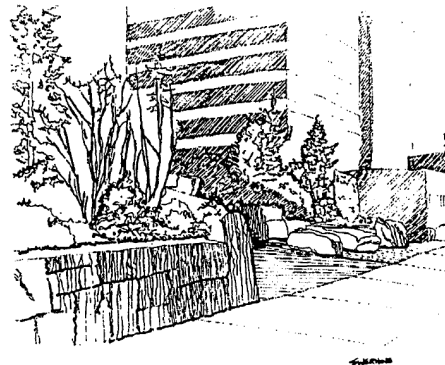


Figure 3:
Semi-public plazas are encouraged

Comprehensive Approach
to Site Design and Active
Ground Floors

VDDG Update

2. ACTIVE GROUND FLOOR DESIGN

INTENT

To ensure ground floor frontages focus on interest-creating facades lined with active uses or designed to show regular habitation and activity. Active ground floor uses include retail, restaurants, or other service-oriented spaces but may also include residential units, residential accessory spaces, or office space if designed to interact with and contribute to the pedestrian realm and sidewalk character while ensuring an appropriate level of privacy for the ground floor occupants.

2.1. Building Entrances

2.2. Retail/Commercial Ground Floors

2.3. Office/Professional Services

2.4. Live/Work

2.5. Residential

2.6. Rain/Weather Protection

Figure 10—Retail/Commercial Ground Floors

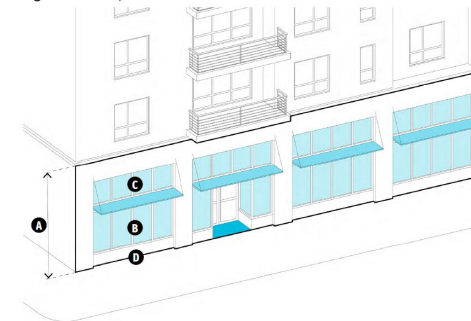


Figure 11—Office/Professional Services Ground Floor

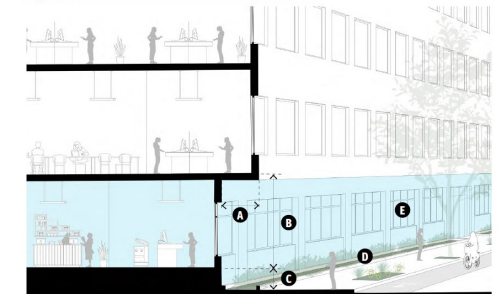


Figure 13—Residential Ground Floor (North of 15th Street)

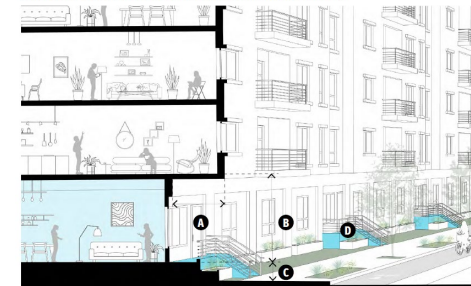
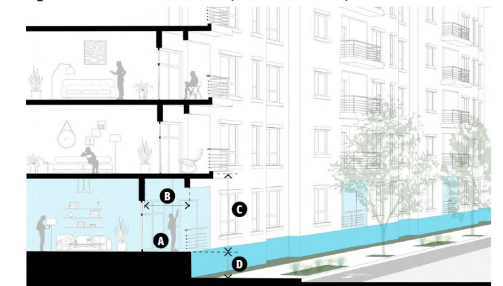


Figure 14—Residential Ground Floor (South of 15th Street)



Site Design

1995 VDDG

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

SITE DESIGN

- Ground floor spaces adjacent to public areas, including sidewalks, should be devoted to “active uses” such as retail or service-oriented space, unless found to be infeasible due to site conditions. Inactive uses such as storage or offices requiring privacy should not be located at the ground floor.
- Where a site has frontage on two intersecting streets, the building and/or a plaza should be located at the corner of the site where the streets intersect. (Figure 2)
- Drive-in facilities are discouraged in the downtown area. (Figure 2)
- Whenever functionally feasible, buildings should abut the sidewalk with parking areas behind the building.
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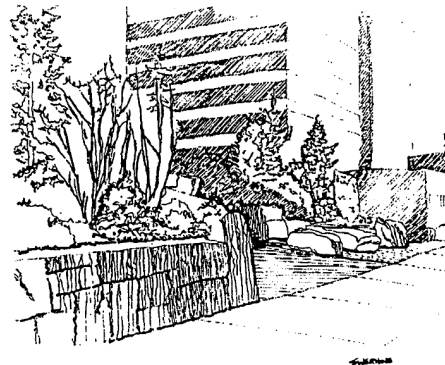


Figure 3:
Semi-public plazas are encouraged

Comprehensive Parking Standards

VDDG Update

6.1. Vehicle Access

INTENT

To increase pedestrian safety and reduce conflicts between vehicles and pedestrians.

A. Drive-thru and drive-in facilities are prohibited downtown.

B. Entrances to parking and loading areas and surface parking should be located on the secondary street with the least active pedestrian frontage. Parking, loading, and utility access should be avoided on the following streets: Esther Street, Columbia Street, Washington Street, Main Street, Broadway Street, 9th Street, 12th Street, and 13th Street.

6.2. Surface Parking

INTENT

To minimize visual impact of parking areas on the public realm and not detract from the overall character of downtown or create inhospitable pedestrian environments.

A. Surface parking should be screened by a landscaped area that includes vertical elements with a minimum height of 3 feet to screen parked cars. The vertical element may be hedges, low walls, trellis, or other plantings.

B. Surface parking should be setback from the property line a minimum 8 feet to provide adequate space for planting.

C. Trees are encouraged in the setback landscape area to increase canopy cover over the sidewalk and parking area. (Figure 17)

Figure 17—Surface Parking Guidelines



A Surface parking should be setback from the property line a minimum 8 feet to provide adequate space for planting.

B Surface parking should be screened by a landscaped area that includes vertical elements with a minimum height of 3 feet.



Building Form

1995 VDDG

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

BUILDING FORM AND APPEARANCE

- Large buildings should be architecturally treated to be visually compatible with adjacent small scale residential development.
- Vertical continuity of facades should be maintained for at least the first two floors along Main Street and other major pedestrian areas to reinforce a sense of enclosure of the street.
- Accessory buildings located on the same lot should be architecturally consistent with the major building.
- Rooflines should be consistent with the building's use and surroundings. Interesting details (such as the use of cornices) are encouraged.
- Maintain the building line by screening parking lots which abut the street. Hedges, fences, raised planters, and low walls combined with plantings are possible solutions. In some cases, the facade of the building may be retained with parking located behind it. (Figures 2,9)
- Bay windows and/or balconies projecting beyond the building facade into the street right-of-way are encouraged above the first story. Note: Approval from the City Department of Public Works may be required for such encroachment.
- Blank walls in excess of 15 lineal feet along sidewalks or other pedestrian areas are not permitted. All new construction having walls in excess of 15 lineal feet should have a substantial part of such wall surfaces provided with window areas open to interior views or displays. Where windows are not feasible, more than one type of surface material, texture, or color (including murals) should be used to visually break up long walls. Measures to enhance the appearance of existing blank walls in excess of 15 lineal feet, such as landscaping or murals, are encouraged. (Figure 4)



Figure 4: Design elements can add interest to a buildings appearance.



Building Form

1995 VDDG

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

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VDDG Update

1.1.2. Facade Design

INTENT

To break down the massing of block-scaled buildings and create pedestrian-scaled facades with a vertical rhythm and pattern that reflects the building's use.

A. Modulations.

1. Continuous building facades greater than 150 feet in length should have a minimum of one modulation. (Modulations should meet the modulation guidelines below).
2. Continuous residential building facades greater than 100 feet in length should have one or more modulations. (Modulations should meet the modulation guidelines below).

B. Modulation Design

1. Facade modulations may be a combination of recesses and projections.
2. Modulation and articulation of the ground floor should complement and align with the modulation and articulation of upper floors.



Example with two modulations that break the facade into three distinct massing elements. The breaks are emphasized with a change in color and material. Modulation and articulation of the ground floor complement and align with upper floors.



Example with combination of balcony projections and recessed modulations.

3. The facade modulation, at a minimum, should extend from the second floor through the roof plane.



Example of facade modulation extending through the roof plane creates distinct upper floor massing elements.



Example of modulation design of top floors that complement the ground floor design.

4. If more than one modulation is provided, balconies may occur within the facade modulation. To ensure the facade modulation is visible, balconies should be projected or recessed from the primary facade plane, approximately 8 inches or more.



Example of building with multiple modulation recesses with balcony projections. Modulations begin at the second floor.



Example of building with multiple modulations that extend from the ground floor through the roof plane.



DON'T: Create buildings with long flat facades. Design buildings to have modulations that reflect a residential rhythm and pattern.



DON'T: Create flat facades with only balcony projections and no facade modulation that result in an overly flat facade appearance.

C. Modulation Size

1. Modulations in the facade plane should be sized depending on overall length of the facade and the number of modulations per facade.
 - a. If only one modulation is provided, the modulation should have a minimum width of approximately 8 to 12 feet and a minimum depth of approximately 8 to 10 feet. (Figure 2)
 - b. If two modulations are provided, the modulation should have a minimum width of approximately 6 to 8 feet and a minimum depth of approximately 4 to 6 feet. (Figure 3)
 - c. If three or more modulations are provided, the modulations should have a minimum width of 6 feet and a minimum depth of 3 feet. (Figure 4)
2. The facade modulation may be of less depth if combined with a change/contrast in material/ color and/or a variation in the fenestration pattern.

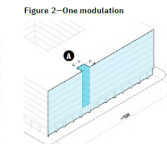


Figure 2—One modulation

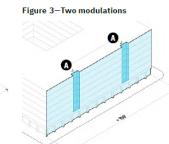


Figure 3—Two modulations

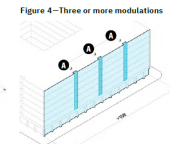


Figure 4—Three or more modulations

D. Modulation Exemption.

1. If the top one or two stories of a facade plane are stepped back a minimum 6 feet from the building line and facade plane before, the stepped back facade plane is exempt from the modulation guidelines noted in C above. (Figure 5)

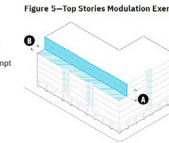


Figure 5—Top Stories Modulation Exemption

E. Blank Walls.

1. Large, blank walls should be avoided on facades that face public streets or other publicly accessible spaces. Any wall sections should not exceed 30 linear feet in length without windows and facade articulation.



Example of large blank wall area between fenestration elements.



DON'T: Create blank walls longer than 30 linear feet along sidewalks or other publicly accessible spaces.



Weather Protection

1995 VDDG

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

WEATHER PROTECTION

Awnings are significant elements in the facades of commercial buildings in the downtown. When suitably designed and maintained, awnings convey that merchant's care for their buildings, their customers, and their business district.

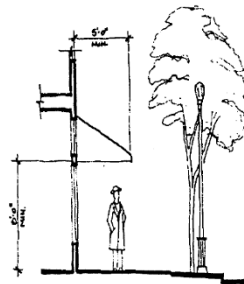
While their appearance is important, awnings and canopies also serve several practical functions. They protect people from the elements, they protect storefront windows from moisture, and they prevent excessive glare and heat build-up inside buildings. By blocking the mid-day sun, awnings and canopies protect merchandise in display windows from fading and heat damage.

Rain protection features are **mandatory** on new and renovated buildings within the Downtown Rain Protection Combining District, which generally extends along both sides of Main Street (including several side streets) from 5th Street to 15th Street. Specific dimensional requirements of such features are required within this district, therefore applicants are advised to review these standards (see Appendix A).

Guidelines:

- Rain protection is encouraged at the ground level of all new and rehabilitated commercial buildings located adjacent to primary pedestrian routes. In predominantly retail-oriented areas, rain protection is strongly recommended. (Figures 4, 5)
- All weather protection features, whether in the Rain Protection District or not, shall have a minimum depth of 5 feet from building wall, and shall be located over the pedestrian path of travel. (Figures 6)
- All weather protection features shall have a minimum height above sidewalk of 8 feet. (Figure 6)
- The architectural character of the building should determine the design, scale and color of the awning.

Figure 6: Minimum awning distance



Downtown Design Guidelines Manual ~ City of Vancouver ~ Page 9

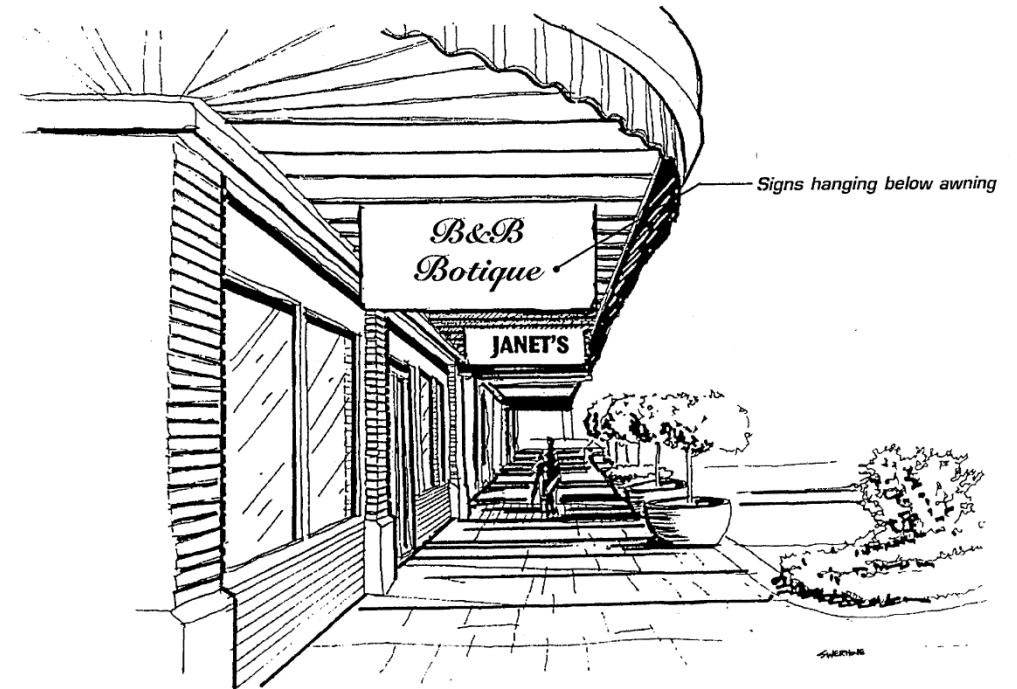


Figure 5: Awnings protect pedestrians from the elements and enhance the building appearance.



Weather Protection

1995 VDDG

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

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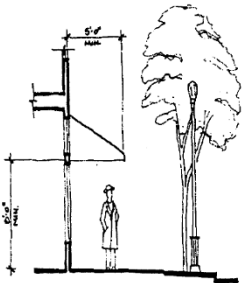
While their appearance is important, awnings and canopies also serve several practical functions. They protect people from the elements, they protect storefront windows from moisture, and they prevent excessive glare and heat build-up inside buildings. By blocking the mid-day sun, awnings and canopies protect merchandise in display windows from fading and heat damage.

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Figure 6: Minimum awning distance



Extensive Weather Protection Requirements are in the Zoning Code

Zoning Code

20.630.030 Rain Protection.

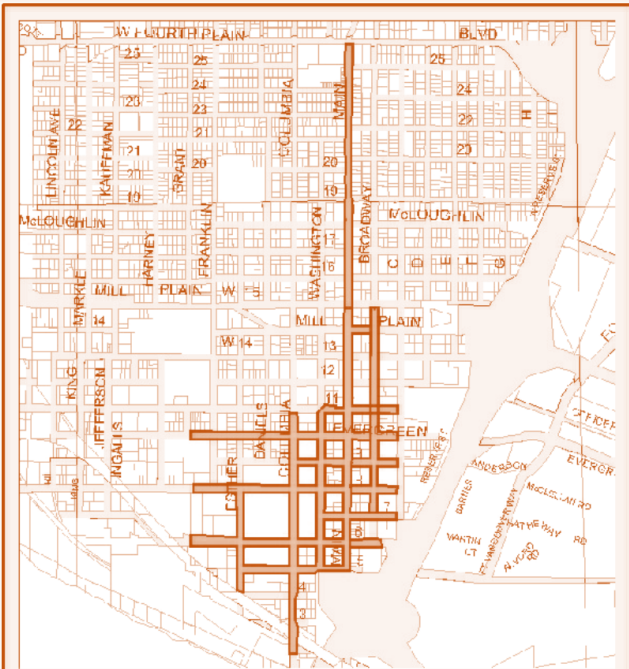


FIGURE 20.630-2

Rain Protection

20.630.030 Rain Protection.

E. Design standards. New rain protection features, whether required or not, and which are located on affected street frontages shall be in compliance with the following design standards:

There shall be a minimum vertical clearance above the sidewalk or walkway of no less than 8'.

There shall be a maximum vertical clearance above the sidewalk or walkway of 13', except as provided for arcades in this Section.

Rain protection features shall be provided within the public right-of-way (under a street use permit from the City), or within the property, or within both the public right-of-way and the property, except as provided for arcades in this Section. Rain protection features shall provide cover of at least 5' in depth over the sidewalk or other surfaced pedestrian way. Such features shall be additionally extended at least 6' in depth for each foot of vertical clearance above 8', but shall not extend closer than 2' to the curb line. In the absence of a curb line, the features shall extend a maximum of 15' from the street property line into the public right-of-way or, in the case of any publicly constructed rain protection feature parallel to the street property line only to such rain protection feature or such minimum distance beyond such feature as is necessary to provide for complete coverage of the walkway, sidewalk, property or other walkway. Where a sidewalk along a street frontage containing a required building line and a required rain protection feature has a width of less than 10', an existing building constructed at the required building line may provide a rain protection feature with a depth of less than 8' over the sidewalk, but not less than the depth between the building and 2' from the curb line.

In the case of new construction where the distance between the required building line and the curb line is less than 10', the building may be set back from the required building line by no greater than that distance necessary to provide a cover of up to 12' in depth from the building line to the curb line. The rain protection feature shall extend to within 2' of the curb line.

Along a lot frontage of at least 100', the rain protection feature requirement may be satisfied by an arcade, constructed wholly on the property within the building. This is provided that the arcade adjoins and is continuously accessible from the adjoining public right-of-way, and provides at least 10' of horizontal clearance for pedestrians. An arcade may provide greater than 13' of vertical clearance above the pedestrian walkway, provided, the 10' minimum horizontal clearance shall be increased by one foot for each foot of increase in height of the unprotected opening along the face of the arcade.

Rain protection features on each building shall be designed to abut or adjoin rain protection features provided or to be provided under this Section, on adjacent buildings along the same street frontage, to the greatest extent possible to ensure a continuous protected pedestrian walkway.

Weather Protection

1995 VDDG

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

WEATHER PROTECTION

Awnings are significant elements in the facades of commercial buildings in the downtown. When suitably designed and maintained, awnings convey that merchant's care for their buildings, their customers, and their business district.

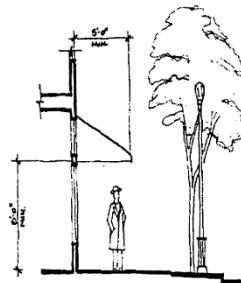
While their appearance is important, awnings and canopies also serve several practical functions. They protect people from the elements, they protect storefront windows from moisture, and they prevent excessive glare and heat build-up inside buildings. By blocking the mid-day sun, awnings and canopies protect merchandise in display windows from fading and heat damage.

Rain protection features are **mandatory** on new and renovated buildings within the Downtown Rain Protection Combining District, which generally extends along both sides of Main Street (including several side streets) from 5th Street to 15th Street. Specific dimensional requirements of such features are required within this district, therefore applicants are advised to review these standards (see Appendix A).

Guidelines:

- > Rain protection is encouraged at the ground level of all new and rehabilitated commercial buildings located adjacent to primary pedestrian routes. In predominantly retail-oriented areas, rain protection is strongly recommended. (Figures 4, 5)
- > All weather protection features, whether in the Rain Protection District or not, shall have a minimum depth of 5 feet from building wall, and shall be located over the pedestrian path of travel. (Figure 6)
- > All weather protection features shall have a minimum height above sidewalk of 8 feet. (Figure 6)
- > The architectural character of the building should determine the design, scale and color of the awning.

Figure 6: Minimum awning distance



VDDG Update

2.6. Rain/Weather Protection

INTENT

To provide weather protection and comfort for pedestrians that enhances the design of ground floor facades.

2.6.1. Locations

- A. Rain/weather protection may be an awning, overhang, marquee, free-standing shelter, arcade or other architectural feature.
- B. Rain/weather protection should be provided at the following locations:
 1. All primary building entrances.
 2. All areas with retail-ready ground floors or where retail-ready ground floors are required.
 3. Entrances to ground floor residential uses and office spaces.

2.6.2. Primary Building Entrances

- A. At primary building entrances, rain/weather protection should be:
 1. A minimum 10 feet in width at primary building entrances.
 2. Distinguished in design from other ground floor rain/weather protection.
 3. A minimum 2 feet higher than adjacent rain/weather protection.
- B. At primary building entrances, rain/weather protection should be located between 10 and 20 feet in height above sidewalk grade. (Figure 15)

2.6.3. Retail Frontages

- A. At retail and retail-ready ground floor locations, rain/weather protection should:
 1. Extend the length of retail-ready ground floor.
 2. Include clerestory windows above rain/weather protection overhang to increase natural light into the building spaces.
 3. Not extend across building columns or create segments greater than 35 feet in length unless part of an arcade structure.
 4. Integrate signage into rain/weather protection structure.

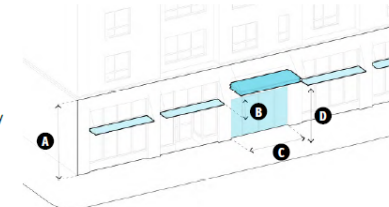
2.6.4. Ground Floor Residential and Office Entrances

- A. At ground floor unit and office space entrances, rain/weather protection should be a minimum 6 feet wide.

2.6.5. Materials

- A. Cloth and fabric awnings are prohibited unless part of a retractable awning over an outdoor dining area.

Figure 15—Primary Building Entrances



- A. Minimum floor-to-floor height of 18 feet or a minimum floor-to-ceiling height greater than 15 feet.
- B. Rain/weather protection at primary building entrances should be a minimum 2 feet higher than adjacent rain/weather protection.
- C. Minimum 10 feet in width at primary building entrances.
- D. Rain/weather protection should be located between 10 and 20 feet in height above sidewalk grade.



Example of a primary building entrance awning that is higher than the adjacent awning.



Example of an active retail frontage with weather protection with clerestory windows above.



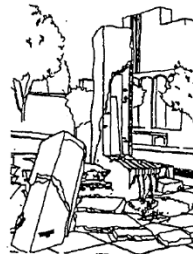
Pedestrian Amenities

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DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

PEDESTRIAN AMENITIES

- Pedestrian amenities such as benches, trash receptacles, etc. should be provided in areas open to the public, where sidewalk width can accommodate them. Design and location of such amenities shall be coordinated with the Public Works Department as well as the Project Review Committee. (Figure 7)
- Site services such as trash dumpsters, utility boxes, etc. should be located on the least visible side of the building and screened with hedges, fences, planter boxes or a combination of trees and shrubs.
- Add interest and variety to the walking surface by use of a material such as pavers, brick and/or stone, set in geometric or free form patterns. Materials selected should be compatible with other design elements. (Figure 7)
- Design light standards to be compatible with the architectural scale and character of the building.
- Use lighting to accent key architectural elements or to emphasize landscape features. (Figure 7)
- Add lighting to paths and sidewalks. Pedestrian-oriented lights, both on the street and on buildings, are encouraged to enhance pedestrian safety. (Figure 7)
- Water features such as fountains are a positive element of outdoor spaces accessible to the public and should be provided in such areas where determined to be appropriate. (Figure 7)
- Gateways, passageways, plazas, parks, waiting places, transit stops, and other unique sites offer numerous opportunities to integrate art-work into the downtown. Works of art are strongly encouraged to be provided in outdoor spaces accessible to the public.



Downtown Design Guidelines Manual - City of Vancouver - Page 11

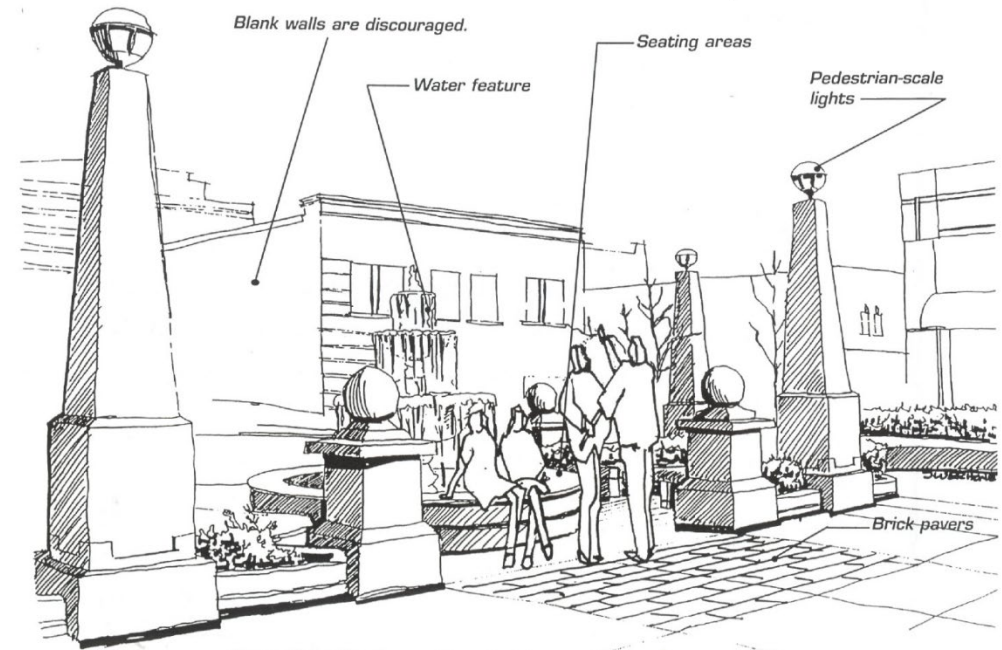


Figure 7: Public plazas with pedestrian amenities are encouraged.



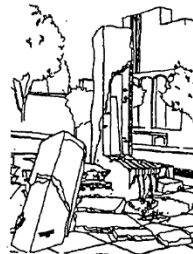
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Existing guidelines apply to public realm and street design, not building design

- Not Applicable to Development Review



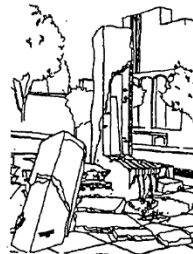
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VDDG Update

3. LIGHTING

[3.1. Building + Site Lighting](#)

[3.2. Dark Sky](#)

[3.3. Skyline and Beacon Lighting](#)

3.1. Building + Site Lighting

INTENT

To provide clear wayfinding and pedestrian lighting that enhances the architectural character.

- A. Pedestrian-Oriented Lighting.** Pedestrian-scaled lighting should be provided along active frontages and should highlight building entrances. Pedestrian-oriented lighting should be placed along pedestrian pathways, multi-use pathways and other walkways at minimum intervals of every 25-50 feet to improve pedestrian comfort, security, and safety.
- B. Architectural Compatibility.** Exterior lighting fixtures should be architecturally integrated with the building style, materials, and colors.
- C. Attachment.** Fixtures on buildings should be attached only to walls, eaves, or weather protection, and the top of the fixture should not exceed the height of the parapet, roof, or eave of the roof.
- D. Rooftop.** Rooftop open space lighting should be minimized and should be turned off outside of normal usage hours.

3.2. Dark Sky

INTENT

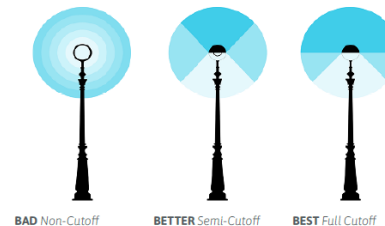
To limit the impact of lighting on the environment.

- A. Light Trespass.** All lights should be directed, oriented, and shielded to prevent light trespass or glare onto adjacent properties. All luminaires should meet the most recently adopted criteria of the Illuminating Engineering Society of North America (IESNA) for "Cut Off" or "Full Cut Off" luminaires. *(Figure 16)*
- B. Lighting Intensity.** Lighting should use the lowest level of light necessary. Outdoor lighting should not exceed 1,000 lumens in intensity.
- C. Time.** Lighting should be limited to essential time periods for lighting. Controls such as timer or motion detectors should be used to ensure that light is available when it is needed, dimmed when possible, and turned off when not needed.
- D. Color/Temperature.** General site and parking lot lighting should have a nominal correlated color temperature (CCT) of no greater than 3000 Kelvin. Cooler/whiter lighting above 3000 Kelvin in CCT should be limited to areas where a more accurate color rendition is important, including building entrances and exits (for security reasons), and lighting of signs.

3.3. Skyline and Beacon Lighting

Figure 16—Street Lighting Guidelines

- A.** Buildings should not have special, "beacon" lighting that highlights a building's top floor, roof structure, or parapet.
- B.** Dynamic "art lighting" with moving lights or graphics are prohibited above the ground floor.



Landscaping

1995 VDDG

Existing guidelines apply to public street design, not building design

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

LANDSCAPING

- Deciduous street trees shall be provided along all public streets, at 2" caliper, spaced at 30-foot maximum intervals. (Figure 8)
- Trees shall be of a type listed as "Recommended Street Trees" in the Urban Forestry Commission's Guide to Selecting and Planting Trees (See Appendix B). For more specific advice in regard to desirable street trees, contact the city's Urban Forester, at 696-8290.
- As many mature trees as possible shall be retained.
- All planting and landscaping should be appropriate for the kind of wear and use they will be subjected to.

- Not Applicable to Development Review

Downtown Design Guidelines Manual ~ City of Vancouver ~ Page 13



Figure 8: Street trees and other landscaping softens the appearance of buildings and sidewalks.



Parking

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

PARKING

- > Service bays should be provided at the rear of buildings, incorporated into parking areas and screened from view from pedestrian areas. (Figure 10)
- > Parking lots should be located at the rear of buildings and are not allowed in front of buildings. (Figures 2,9,10)
- > Parking should generally not be provided at a rate higher than the amount required by the Zoning Ordinance.
- > Landscaping and architectural treatment of blank sidewalls facing parking areas is encouraged. (Figure 9)
- > Large paved areas not being used for auto sales shall be screened from the street by landscaping or a solid fence to a minimum height of 36 inches.
- > Ground floor parking areas under buildings shall be screened from sidewalk areas by walls or planting strips.
- > Elevators to parking garages should be directly accessible and visible from sidewalks.
- > Surface parking areas in excess of 5,000 square feet should be landscaped internally with trees and shrubs to visually reduce their scale.

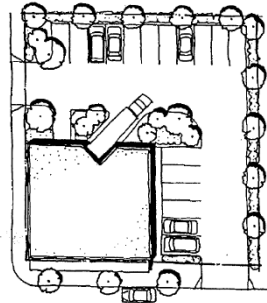


Figure 10: Locate service bays behind buildings

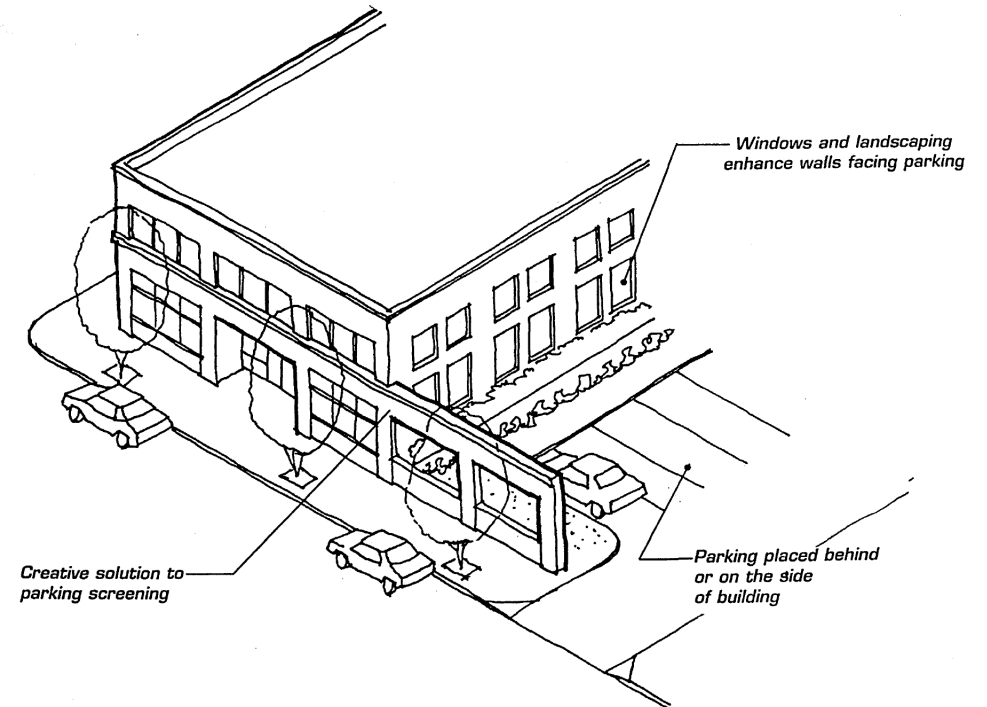


Figure 9: Locate parking behind building, incorporating screening from the street.



Parking

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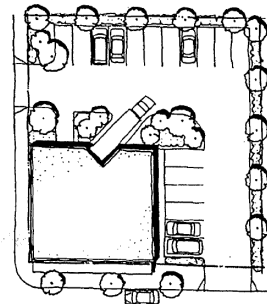


Figure 10: Locate service bays behind buildings

VDDG Update

Comprehensive Approach to Parking Design, including Structure Parking

6.1. Vehicle Access

INTENT

To increase pedestrian safety and reduce conflicts between vehicles and pedestrians.

A. Drive-thru and drive-in facilities are prohibited downtown.

B. Entrances to parking and loading areas and surface parking should be located on the secondary street with the least active pedestrian frontage. Parking, loading, and utility access should be avoided on the following streets: Esther Street, Columbia Street, Washington Street, Main Street, Broadway Street, 9th Street, 12th Street, and 13th Street.

6.2. Surface Parking

INTENT

To minimize visual impact of parking areas on the public realm and not detract from the overall character of downtown or create inhospitable pedestrian environments.

A. Surface parking should be screened by a landscaped area that includes vertical elements with a minimum height of 3 feet to screen parked cars. The vertical element may be hedges, low walls, trellis, or other plantings.

B. Surface parking should be setback from the property line a minimum 8 feet to provide adequate space for planting.

C. Trees are encouraged in the setback landscape area to increase canopy cover over the sidewalk and parking area. (Figure 17)

Figure 17—Surface Parking Guidelines



6.3. Structured Parking

INTENT

To ensure structured parking does not detract from designing ground floors with active uses that engage with the streetscape.

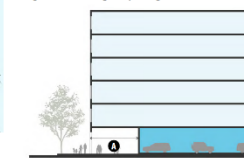
A. Partially sub-grade parking structures:

1. Should not include direct visual access to parking areas. All fenestration into parking areas should be screened with decorative grates, louvers or landscaping.
2. Structured parking should not exceed 6 feet above sidewalk grade for residential buildings and should not exceed approximately 3 feet above sidewalk grade for office buildings. Partially sub-grade parking structures are not appropriate on façades where retail-ready ground floors are required.
3. If structured parking projects 4 feet above sidewalk grade, stoop entries accessing ground floor residential units should be included to partially screen the parking level and provide visual interest and activation of the streetscape.

B. Above-grade parking structures:

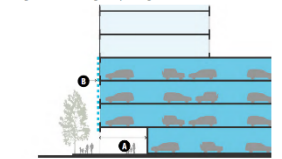
1. Parking areas should be setback a minimum of 25 feet from the building line to provide functional interior space and active frontages.
2. Structured parking facades should be designed with interest-creating features and active uses.
3. For high-rise structures greater than 120 feet in height, structured parking may come to the façade edge on upper levels. Facades should be designed to look like a non-parking use building or should be designed with artistic design and articulation features to create a unique and interest-creating façade. Upper garage floors should read horizontally on the façade. (Figure 19)
4. Structured parking facades should fully screen all interior and vehicle light trespass.

Figure 18—Above-grade parking structures



A. Parking areas should be setback a minimum of 25 feet from the building line to provide space for active uses.

Figure 19—Above-grade parking structures



A. Parking areas on the ground floor should be setback a minimum of 25 feet from the building line to provide spaces for active uses.

B. Facades should be designed to look like a non-parking use building or should be designed with artistic design and articulation features.



Parking

1995 VDDG

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

PARKING

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- > Surface parking areas in excess of 5,000 square feet should be landscaped internally with trees and shrubs to visually reduce their scale.

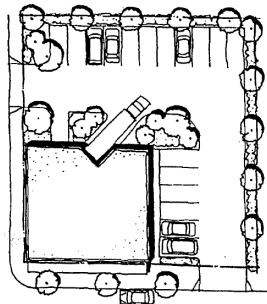


Figure 10: Locate service bays behind buildings

Zoning Code includes other guidance

Zoning Code

20.945.040 General Design Standards for Surface P...

20.630.060 Parking Control.

I. Parking lot landscaping.

1. Purpose. The following landscaping standards are intended to improve and soften the appearance of parking areas; reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones; shade and cool parking areas; reduce the amount and rate of stormwater runoff from vehicle areas; and improve air quality.

2. Perimeter Landscaping. Any off-street parking area, other than for a single-family or duplex dwelling, shall be effectively screened by a sight-obscuring fence, wall or evergreen planting on each side which adjoins property situated in a residential zone, the premises of any school or like institution, or a public or private street. Screening along a common property line shall be 6' high. Landscape screening shall be capable of attaining a height of 6' within 2 years of planting. Screening along all public or private streets shall be a minimum of 3' high.

3. Interior Landscaping. Interior landscaping must be provided for sites containing more than 20 parking spaces. At least 10% of the parking and maneuvering areas, not including driveway areas, must be landscaped.

a. Standards. The landscape materials must meet the general standards below:

1. The landscaping must be dispersed throughout the parking area. All of the required landscape area may be in the parking area, or some may be in the loading areas.

2. Perimeter landscaping may not substitute for interior landscaping. However, interior landscaping may join perimeter landscaping as long as it extends at least four feet into the parking areas from the perimeter landscape line.

3. Individual tree-planting spaces. Where an individual tree is planted in a space surrounded by pavement, the planting area must have a minimum dimension of six feet with each tree placed in the middle.

c. Required landscape materials for parking lot landscaping. Landscape materials for parking lot interior and perimeter landscaping must be provided as follows:

1. Tree required. At least one tree must be provided for every 10 parking stalls. Existing trees may be used to meet this standard. At least one tree shall be planted in each landscape island. Broadleaf trees must be at least 2 caliper inches at the time of planting and conifer trees must be at least 5' tall at the time of planting. Trees must be dispersed throughout the parking area to provide shade for the parking area. Some trees may be grouped, but the groups must be dispersed.

A. Purpose. This district is intended to prevent disruption of pedestrian circulation; to provide for smooth traffic flow; to prevent excessive use of downtown land for parking; to ensure the most efficient provision of parking facilities; to preserve the continuity of retail use and building frontage in the downtown shopping area; and to protect the public health and safety.

B. Establishment of boundaries. The boundaries of the area within which these regulations apply are illustrated in Figure 20.630-5. These regulations apply to three areas within the downtown: 1) Structural Parking with Limited Access Area; 2) Structural Parking Area; and 3) Limited Surface Parking Area.

0 500 1,000 2,000 Feet

Structural Parking with Limited Access Area

Structural Parking Area

Limited Surface Parking Area

FIGURE 20.630-5

N

Parking Control

Page 99 of 396

Signage

1995 VDDG

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

SIGNS

The attractiveness of a sign is determined by size, placement, content, legibility, letter size, and contrast, as well as choice of material and illumination. Because each building is different in design, each sign must be considered individually.

The different character of the various sub-areas of the downtown can be reflected in the signs and graphics that are used. Certain kinds of uses, such as restaurants, retail shops, and other active pedestrian areas should use signs which are indicative of those activities. The guidelines in this chapter are organized by type of building sign.

Signs do not require approval by the Project Review Committee unless they are: a) part of a larger project; b) within a designated conservation district; or c) potentially out-of-character with the surrounding uses and structures, as determined by planning staff.

General Sign Guidelines:

- > The number and size of signs are regulated by the City's sign ordinance (VMC 20.82). However, in some instances, the maximum amount of signage permitted may allow multiple signs. Wherever possible, the allowable sign area should be consolidated into the minimum number of signs consistent with the design of the project and the needs of the occupant.
- > Paper, cloth, vinyl, and other such materials that create an impermanent appearance when used as signs are strongly discouraged.

Building Wall (Fascia and Projecting) Signs:

- > Signs should be architecturally well-integrated with the building's facade with respect to scale, size, color, location, and type of materials. (Figure 11)
- > The use of symbols representing the goods for sale or services rendered in the commercial facility is encouraged in pedestrian areas at the sidewalk level. (Figure 11)

Downtown Design Guidelines Manual ~ City of Vancouver ~ Page 17



Figure 11: Different types of signs can be integrated with the building's facade to be consistent with one another.



Signage (Continued)

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DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

SIGNS — *continued*

- Signs should be located so that building details will not be covered or otherwise obscured.
- Auto-oriented fascia signs should be of minimum area required for readability from no more than two blocks away (400 feet).
- Projecting signs should be of minimal area required for readability from no more than one block away (200 feet) and should not obstruct public signs.
- Signs should be aligned with those on adjacent buildings when possible. *(Figure 11)*
- Signs located in pedestrian areas should be flush-mounted on a building's facade low enough to be read from the sidewalk.
- Diverse graphics and signs which are pedestrian-oriented in size and location are encouraged in high activity areas.
- Signs should be designed and placed so they complement overall facade composition. *(Figure 11)*
- Each building should have only one primary sign on any one building face.
- Select lettering sizes which will be more visible to the pedestrian than to vehicular traffic. No more than sixty percent of the sign face should consist of lettering.
- At least one sign on the building shall meet ADA standards for visibility.

Free-standing Signs:

- Free-standing pole signs for individual commercial establishments are strongly discouraged in the downtown area.
- Low monument-type signs are preferred to pole-mounted signs, especially in mixed office/residential areas.
- Free-standing pole signs should not be visible from streets other than the one on which they are located, except for corner locations.

Canopy Signs:

- Awning or canopy signs should not impede pedestrian traffic. *(Figure 5)*
- Business identification signs which hang down from canopies are encouraged. *(Figure 5)*

Rooftop Signs:

- Rooftop signs in the downtown area are strongly discouraged.

Illuminated Signs:

- The type and intensity of lighting should be compatible with *both the design of the sign and adjacent buildings*
- *Use of interior-illuminated awnings as signs is discouraged.*

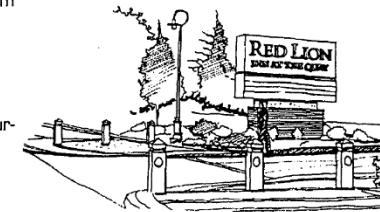


Figure 12



Signage

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DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

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General Sign Guidelines:

- > The number and size of signs are regulated by the City's sign ordinance (VMC 20.82). However, in some instances, the maximum amount of signage permitted may allow multiple signs. Wherever possible, the allowable sign area should be consolidated into the minimum number of signs consistent with the design of the project and the needs of the occupant.
- > Paper, cloth, vinyl, and other such materials that create an impermanent appearance when used as signs are strongly discouraged.

Building Wall (Fascia and Projecting) Signs:

- > Signs should be architecturally well-integrated with the building's facade with respect to scale, size, color, location, and type of materials. (Figure 11)
- > The use of symbols representing the goods for sale or services rendered in the commercial facility is encouraged in pedestrian areas at the sidewalk level. (Figure 11)

VDDG Update

4. SIGNAGE

INTENT

To create an integrated and cohesive signage strategy that complements a building's architectural character.
To ease wayfinding and provide visual interest and identity.

4.1. General

4.2. Retail Signage Retail Signage

4.1. General

- A. The number and size of signs are regulated by the City's sign ordinance (VMC 20.82). In some instances, the maximum amount of signage permitted may allow multiple signs. Wherever possible, the allowable sign area should be consolidated into the minimum number of signs consistent with the design of the project and needs of the occupant.
- B. Materials. Paper, cloth, vinyl and other such materials that create an impermanent appearance when used as signs are strongly discouraged.
- C. Signs should be designed and placed so they complement the overall façade composition.
- D. Signs should be located so that building details will not be covered or otherwise obscured.
- E. Free-standing pole signs and monument-type signs for individual commercial establishments are strongly discouraged.
- F. Signage should be oriented to pedestrians.
- G. Each building should have only one primary sign on any one building face.
- H. Building signage above 45 feet in height is discouraged.
- I. Signage for building tenants is prohibited above the 2nd story except for hotel and hospitality uses.
- J. Large scale signage visible from the freeway or other areas of the city is prohibited.

4.2. Retail Signage

- A. Retail signage should be integrated into the building and weather protection design.
- B. Blade, fin and pendant signs perpendicular to the sidewalk are encouraged to provide more visible signage for pedestrians.



“Main Street” Heritage Overlay District #2

1995 VDDG

DESIGN GUIDELINES FOR SPECIAL AREAS OF CONCERN

LOWER MAIN STREET (OLD TOWN) CONSERVATION AREA

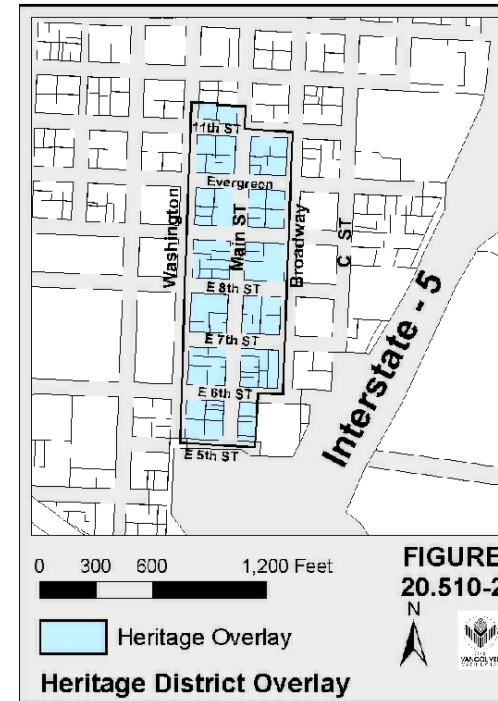
The Zoning Ordinance, at VMC 20.54, contains a special design district for the frontages along Main Street south of 8th Street, and for the first blocks of 7th Street on both sides of Main. This district recognizes the older buildings concentrated here, and attempts to ensure that the architectural character is maintained and enhanced, to emphasize Vancouver's unique historical setting. Guidelines covering this area are directed toward the same objectives as those that apply elsewhere in the downtown area — to increase pedestrian activity and reduce the negative impact of the automobile, in addition to ensuring compatibility of design with the older buildings of this district. These guidelines are supplemental to the general guidelines of this manual and VMC 20.54, and are intended to provide a building designer more detailed direction in meeting the City's design goals for this area. The Project Review Committee reserves the right to consult with the City Office of Heritage Services regarding any issue involving historic buildings, such as design, details, colors, etc.

Guidelines:

- Building heights and ^{Saved to My Drive}promises of new construction should generally maintain a low scale of early 1900's streetscape; exceptions would be allowed for towers and ornamental architectural features that are in character with the architecture.
- Key buildings are those that establish the character of the special design district, such as:
 - C.C. Department Store (Vancouver Commerce Center) (101 E. 8th Street)
 - Pearlman Building (705 Main Street)
 - Chronis Building (617 Main Street)
 - 605-607 Main Street
 - Ford [Heritage] Building (601 Main Street)
 - 511 Main Street
 - Vancouver National Bank (801 Main Street)
 - Schofield Building (600 Main Street)
 - Donegan Building (614 Main Street)
 - Cady Building (109 W. 7th Street)

Zoning Code includes extensive guidance on Heritage District Overlay

Zoning Code



VDDG Update adds additional guidance and detail to Zoning Code's guidance

VDDG Update

7.1. Historic Rhythm and Pattern

INTENT
To create buildings that complement the historic rhythm and pattern of buildings within the “Main Street” Heritage Overlay District #2.

- A. Buildings should have a distinguishable 25-30 foot column pattern.
- B. Columns should be expressed from cornice to the street level.
- C. Columns should be a minimum 2 feet in width. Taller facades, greater than 4 stories, should have wider columns up to 4 feet in width.
- D. Window panes should be recessed a minimum 4-8 inches from the facade plane.
- E. Fenestration should be grouped or articulated with columns or ornamentation that emphasizes a vertical orientation.

7.2. Identifiable Base/Middle/Top

INTENT
To ensure new buildings, of any scale, use or style use the base/middle/top design organization to build on the Heritage District's design history and create human-scaled buildings.
The existing older buildings in the “Main Street” Heritage Overlay District #2 are designed to have a defined base, middle, and top.

A. Building facades should be designed to have a base, middle, and top.

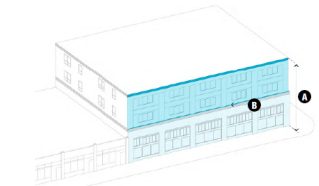
1. **Building Base:** Should be designed with a distinct building base that is differentiated from the building middle and top.
 - a. May include a ground floor distinguished by one or more of the following: change in material, cornice line, or change in design pattern or fenestration type; or
 - b. May include a bulkhead that grounds the building and/or columns of a building and is distinguished from the middle of the building through a change in material.
 2. **Building Top:** Should be designed with a distinct building top that is differentiated from the building middle and base.
 - a. Should include a defined cornice line or roof overhang; and
 - b. May include upper floor change in design pattern or fenestration type.
- B. **Building alignment:** Floor plates and facade features are encouraged to line up with at least one of the adjacent building's base datum line and/or top cornice line.

7.4. Main Street Building Massing and Facade Design

INTENT
To maintain and emphasize the historic character and scale of buildings.
To ensure new buildings do not overwhelm Main Street historic structures.

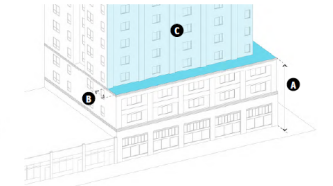
- A. **Alterations and Additions.** Projects that maintain the original facades of existing buildings but do not exceed 35 feet in height should step back new facades a minimum of six inches from the face of the original facade. (Figure 20)
- B. **Building Massing on Main Street.** Buildings facing or within 100 feet of Main Street should step back upper floor facades above 35 feet in height. The upper floor step back should be greater than 10 feet. (Figure 21)

Figure 20—Alterations and Additions to Heritage structures



- 1 Second story or 35 feet in height.
- 2 Projects that maintain the original facades of existing buildings should step back new facades a minimum of six inches from the face of the original facade.

Figure 21—Building Massing on Main Street



- 1 Building base, up to 35 feet in height.
- 2 The upper floor step back should be greater than 10 feet.
- 3 Upper stories, above 35 feet in height.

Single Family Home Consistency

R-9 District

DESIGN GUIDELINES FOR DOWNTOWN RESIDENTIAL AREAS

SITE DESIGN

- New duplex and other multi-family residential buildings should be sited and designed to be as consistent with single family homes as possible, where the latter are predominant in the neighborhood.
- Such buildings should relate in the same way to the street as existing housing with front entrances facing the street and a clearly defined front and back yard.
- New buildings should have setbacks and side yards that are consistent with the surrounding residences in order to maintain the continuity of building placement.
- The consistency of scale of new duplex, triplex and fourplex construction in terms of height, depth, width, volume and shape with the existing predominant built form of the neighborhood is desired.

- Not Applicable to New VDDG Plan Area



■ Downtown Design Guidelines Plan Area
■ Heritage Overlay District #1 and #2
■ Esther Short Park



Downtown Residential Areas

VDDG Update included guidelines that meet the design goals of the highlighted relevant guidelines

DESIGN GUIDELINES FOR DOWNTOWN RESIDENTIAL AREAS

BUILDING FORM AND APPEARANCE

- Where long continuous buildings would be out of scale with surrounding areas, smaller roof sections, jogs or setbacks of portions of the building, changes in material or color, and other architectural means should be explored to mitigate negative visual impacts.
- As many units as possible should have entrances facing the street. (Figure 13)
- Openings along street frontages, such as windows, balconies, doors, decks and other features are encouraged to relieve long, blank walls and enhance street life. (Figure 13)
- Every attempt should be made to provide each residence with its own entrance. If this is not possible, the number of residences sharing entrances should be minimized to enhance privacy. (Figure 13)
- Walkways should be designed so that there is screening and/or a reasonable distance between visual access to individual units and pedestrian flow. Access balconies are discouraged.
- Stair towers should be integrated with the building form.
- The windows and/or building form should be designed so that visual intrusion between units within a project is minimized.
- In areas where there is no strong existing single family housing character, single family attached houses with no side yards should be considered, where permitted by the applicable zoning designation of the property. This allows single family home construction to make better use of a site by not wasting land in side yards. (Figure 13)
- New duplex, triplex and fourplex construction should not use materials for siding or roofing which are not found on an existing single family home within the neighborhood. The following materials are discouraged as siding: plywood, exposed concrete block, T111 or particle board, stone aggregate, and metal.
- Windows should be located so that visual and sound intrusion from adjoining buildings and the street is minimized. This should not be interpreted to discourage windows.

DESIGN GUIDELINES FOR DOWNTOWN RESIDENTIAL AREAS

BUILDING FORM AND APPEARANCE —continued

- New construction should be compatible with the existing visual character of the neighborhood with architectural features such as roof shape, porches, bay windows, entrance design, etc., keying from surrounding forms.
- Front porches and projecting features such as balconies, bays and dormer windows are encouraged.
- Building additions should be in keeping with the original architectural character, color, mass, scale, and materials. Additions should be designed to have the least impact upon character-defining features and should be located inconspicuously when viewed from the street.
- Smaller non-commercial buildings, where permitted, should have gable or hip roofs with medium to steep pitch. Dormers and gable roofed projections are encouraged.
- In renovating existing buildings, architectural integrity of street-oriented facades should be maintained. Additions and structural alterations should be limited to the side or rear yard facades and be minimally visible from the street.
- Front and side yards which abut a street should be visually open to the street. Hedges, retaining walls and fences which visually obscure front yards are discouraged. Fences, should be kept behind building lines, as viewed from the street. Chain-link fences within front yards are also strongly discouraged.
- Where feasible, efforts should be made to preserve older, salvageable single family structures in mixed residence/office areas either through conversion to higher density residential, office or mixed use.
- After preliminary review by the Committee, renovations or additions to historically-designated buildings may be referred to the City Office of Heritage Services for their recommendation.
- Free standing signs in these mixed residence/office areas should not be higher than five feet above grade. Monument-type signs are encouraged in place of pole-mounted signs.
- In mixed residence/office areas, if a sign is attached to a building, the height of the bottom of the second story window sill should be the maximum height permitted for a sign.

DESIGN GUIDELINES FOR DOWNTOWN RESIDENTIAL AREAS

LANDSCAPING

- Landscaping guidelines outlined in the Downtown Commercial section of this manual shall apply to residential developments.

PARKING

- No parking shall be located between a building and public way, unless it is demonstrated that no other site layout is feasible. Access to parking areas from alleys, rather than from streets, is desirable.
- The amount of paved area should not exceed that necessary for required parking spaces, vehicle maneuvering, and pedestrian pathways.
- Where possible, parking should be enclosed, within the building envelope or to the rear of the building form — either on a surface lot or more desirable, in a garage.
- Parking should be screened by planting and/or fences, from adjacent uses and the street where appropriate.
- Attempts should be made to minimize the size and number of curb cuts in order to preserve on-street parking spaces.

USABLE OPEN SPACE

- Where open space is provided in multi-family developments, the following features should be provided: Including both private and semi-public open space into the project design is encouraged. Such open space should be of adequate size and dimension to permit outdoor activities to take place, both for children and adults.
- Screening should be provided to allow outdoor activity of residents to take place in semi-privacy. Privately screened areas should be provided at each housing unit to be enjoyed by residents.
- When private open space is on the ground level, solid paving of asphalt or concrete is discouraged, although patio areas and other forms of attractive pattern paving or special brickwork are desirable.

- Not Applicable to New VDDG Plan Area
- Translate relevant guidelines that are applicable to new multifamily



MEMORANDUM

DATE: October 8, 2024

TO: Chair Adigweme and Planning Commission Members

FROM: Jason Nortz, Development Review Manager, Community Development
Greg Turner, Land Use Manager, Community Development
Chris Sensenig, Raimi and Associates

RE: **Downtown Design Guidelines Update**

CC: Rebecca Kennedy, Deputy Director, Community Development

The City is currently updating its Downtown Design Guidelines Manual to ensure alignment with current City policies and goals. The memo includes the history of using design guidelines in the City as well as a timeline and process for next steps.

Background

The City of Vancouver established design guidelines for the downtown area in 1978 to assist architects and developers in their efforts to ensure quality design in their projects as well as compatibility with the existing urban fabric and alignment with broad City goals. The original design guidelines were updated in 1995 and became the Downtown Design Guidelines Manual, and these are still in place today. The guidelines are the primary tool applied by review staff when evaluating the design of proposed projects within the design review area.

In 1998, the City adopted the Esther Short Redevelopment Plan around Esther Short Park and then expanded the area in 2007 to include the 130-block area of downtown with the adoption of the Vancouver City Center Vision (VCCV) Subarea plan (Exhibit A). The VCCV plan was intended to guide continued growth by encouraging residential development and creating a dynamic and rich mix of residential, cultural, civic, retail and entertainment places that attract growth, jobs and round-the-clock activity. Since the adoption of the guidelines as well as the VCCV plan, the pace and scale of development in the downtown has dramatically increased, and the City is now seeing the need for more robust and updated design guidelines to address development scenarios not covered in the current guidelines, including large urban scale buildings. As development interest continues to grow in Downtown Vancouver, City staff have identified a need for the guidelines to be updated to better streamline the review process for both the City staff reviewers and the applicant. The goal is to have updated guidelines that are clear and concise, but still allow for flexibility and are not overly prescriptive.

Updated Vancouver Downtown Design Guidelines (VDDG)

The VDDG Manual is organized around key design topics. Each design topic includes an Intent Statement that outlines the design goals for each topic. A series of guidelines follow for each topic outlining design guidance on how to meet the design intent for each topic. Addressing guidelines are a requirement of design approval. To further explain the intent of the design guidelines, diagrams and images are provided for reference. Precedents are shown to illustrate recommended and discouraged design details. A VDDG Checklist will be included that summarizes the design requirements. The checklist is required to be completed and submitted along with project application for review. Applicants will be required to fill out the checklist and provide a narrative description and supporting drawings that document compliance with the design guidelines.

Heritage Overlay Districts

The focus of the VDDG update as it relates to the Heritage Overlay Districts is to complement Chapter 20.510 of the Vancouver Municipal Code (VMC) through the provision of more actionable design guidelines related to new construction and how it should enhance and expand the economic, cultural, and architectural attraction of the area. The VDDG accomplishes this by providing detailed guidance about vertical and horizontal design patterns and materiality to ensure new construction enhances the historic nature of the district.

The design guidelines are not intended to replace the review process and standards identified in [VMC 20.510.030 Review Process, Heritage Overlay District but to reinforce the historic character of the Heritage Overlay Districts](#).

Design Review Process

Per [VMC 20.265](#) the purpose of the design review process is to allow for architectural and design review of new construction and exterior improvements to buildings and developments in the Vancouver's downtown areas prior to or in conjunction with a formal land use approval. The purpose is to:

1. Preserve the character and quality of the City's cultural, historical and architectural heritage (as noted above).
2. Protect certain public investments and ensure compatibility between public and private developments.
3. Encourage innovation and flexibility in design of new developments while maintaining standards necessary to protect the public interest.
4. Ensure design compatibility between existing and new development.
5. Promote qualities in the built environment that enhance the value of the area to the community.
6. Ensure compliance of development projects with *adopted City design guidelines and plans*.

Per the review criteria in VMC 20.265 the Planning Official shall base all reviews of the design of any proposed construction, remodeling or development according to the required zoning standards in VMC Title 20 and the Downtown Design Guidelines Manual.

Because the City is adopting a new Downtown Design Guidelines Manual that is referenced in the VMC this is considered a text change and therefore subject to the requirements outlined

in VMC 20.285 Text and Map Amendments. All proposed text changes shall be reviewed by the Planning Commission. Vancouver Municipal Code 20.285.070 provides the approval criteria for comprehensive plan or zoning code text amendments:

- 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.

Next Steps

The City is currently seeking input from various stakeholders on the draft of the Downtown Design Guidelines prior to returning to the Planning Commission in December to review the proposed guidelines and text amendments. Additional information can be found at the City of Vancouver's [Be Heard page](#) and in the Project Fact Sheet provided as Attachment C.

Attachment(s):

- A. VCCV Subarea Plan Map
- B. Vancouver Downtown Design Guidelines Manual (Draft)
- C. Project Fact Sheet

Vancouver Downtown Design Guidelines Manual

Jason Nortz

Community Development Department
March 11th 2025



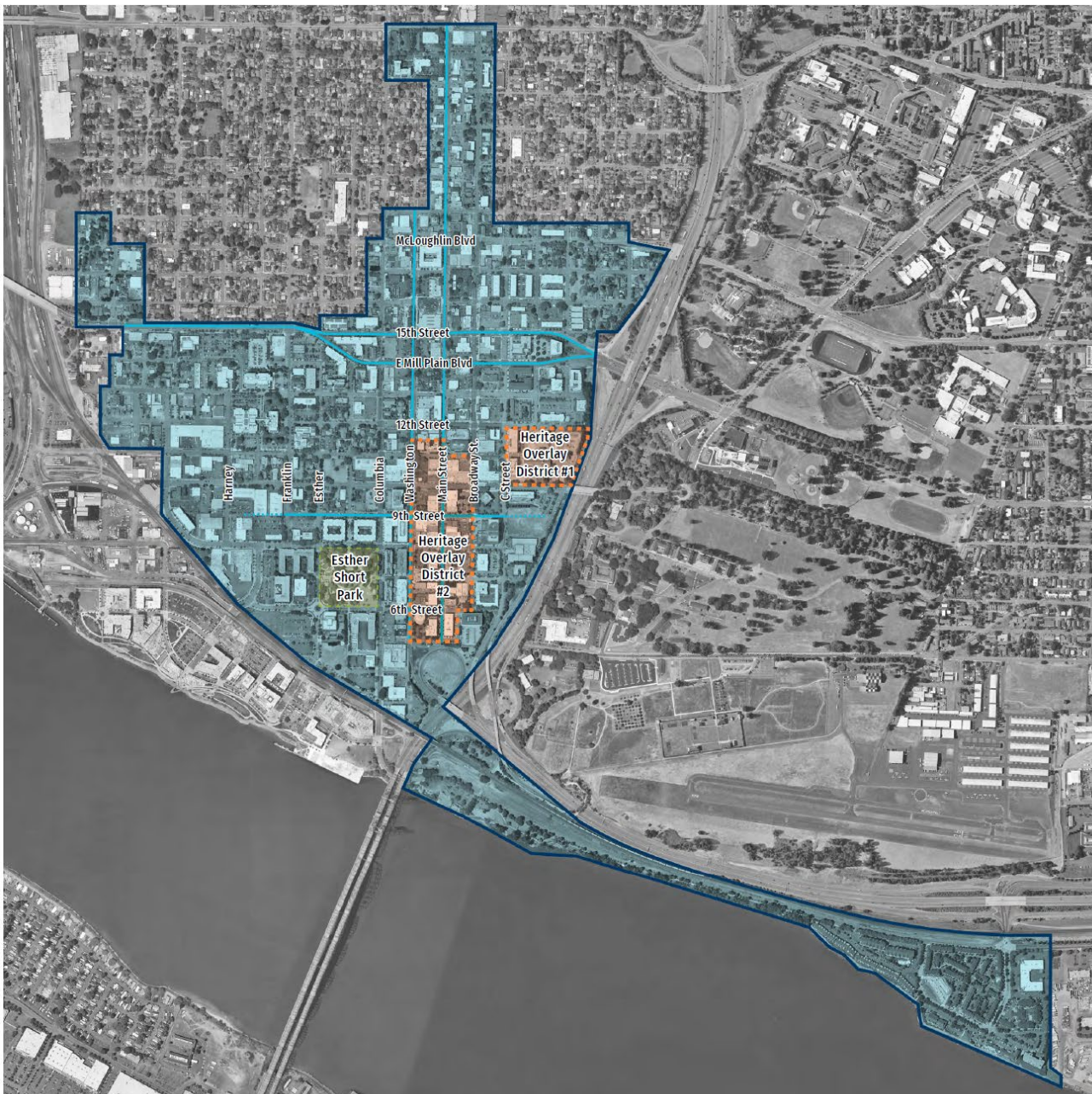
Chris Sensenig
Associate Principal
Raimi + Associates

Agenda

- Purpose and Goals for VDDG Manual Update
- Review 1995 vs 2025 VDDG Manual Update
- Design Topics
 - Window Design
 - Materials
- Discussion

VDDG Overview

- Previously before Planning Commission for a workshop on October 8, 2024
- Feedback included:
 - Primary differences between 1995 and 2025 Design Guidelines
 - More detail on material costs
 - How do guidelines align with Green Building Code
 - Consideration for additional material types
 - How guidelines are consistent with Heritage Overlay requirements



VDDG Goals:

- Provide a set of guidelines that are easy to understand and administer.
- Ensure the compatibility of new development with the existing historic character of the downtown.
- Maintain quality design and materials.
- Ensure ground floors include interest-creating features that contribute to an active downtown environment.
- Ensure building designs complement each other and contribute to a cohesive sense of place.



Design Elements that Enhance a Sense of Place for Downtown (more of this)

- Active ground floor design that creates **interesting and pedestrian focused streetscape**.
- Ground floor building articulation and **craftsmanship that provides human-scale details**.
- Fenestration is offset from the primary façade to provide **visual interest and shadow lines**.
- A **vertical rhythm and pattern** to the fenestration and façade articulation.
- Use of **brick and masonry as the primary façade material**, particularly at the ground level.





Design Elements that Need Improvement (less of this)

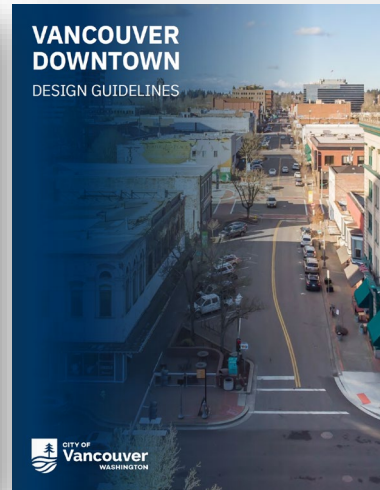
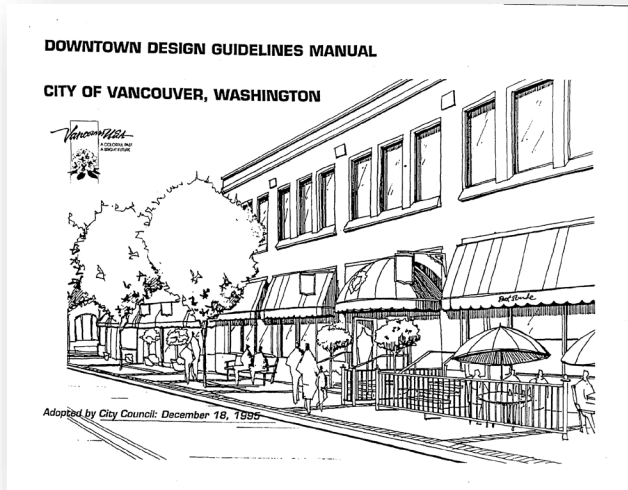
- Ground floor **façades dominated by parking, utilities, and blank walls.**
- **Overly flat facades** with limited to no articulation, modulation, or depth of fenestration to provide shadow lines and visual interest.
- **High-rise buildings stepped back from the building line** and located above parking structures.
- Large flat **façades dominated by horizontal glazing** with little to no human-scaled details.



1995 to 2025 Comparison

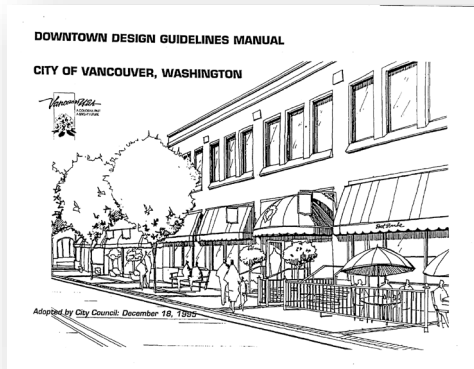
Comparison Document

- High-level comparison of approach of each document
- Outlines areas not applicable to current design review
(Waterfront Area, R-9 District, Public ROW)
- Reprints 1995 VDDG and shows updated approach in 2025 Update and Zoning Code changes since adoption



1995 vs 2025 Downtown Design Guidelines

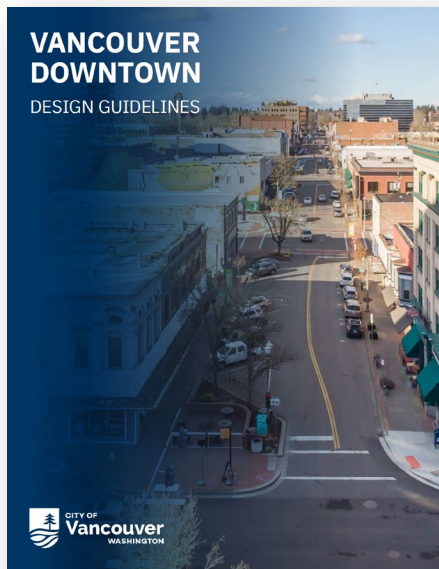
1995 VDDG



- Difficult to administer and evaluate building design applications
- Not organized by design topics
- Guidelines do not focus on current mid-rise and high-rise building types
- Included guidance on buildings and street design (street design guidance no longer needed)
- Included guidance on R-9 district which is not subject to design review

1995 vs 2025 Downtown Design Guidelines

2025 VDDG



- Improve Administration
- Include Checklist
- More Detailed and Verifiable Design Guidelines
- Include more guidelines for common higher density buildings

What's New:

- Building Modulation
- Ground Floor Design
- High-rise Massing
- Structured Parking
- Window Detailing
- Bird-Safe Design
- Green Roofs
- Building Lighting

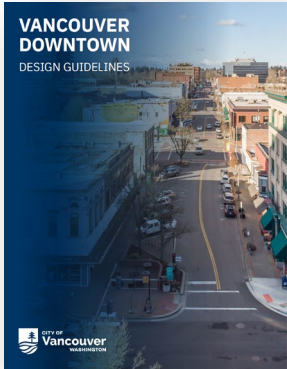
1995 vs 2025 Downtown Design Guidelines



CITY OF VANCOUVER DOWNTOWN DESIGN GUIDELINES MANUAL

TABLE OF CONTENTS

Introduction	2
Outline of Project Review Process	4
Design Guidelines for Downtown Commercial Areas	6
Site Design	6
Building Form and Appearance	8
Weather Protection	10
Pedestrian Amenities	12
Landscaping	14
Parking	16
Signs	16
Design Guidelines for Special Areas of Concern	22
Lower Main Street (Old Town) Conservation Area	24
Conservation Areas and Historic Buildings	28
Columbia River Waterfront Area	28
Design Guidelines for Downtown Residential Areas	30
Site Design	30
Building Form and Appearance	32
Parking	36
Landscaping	36



Part I: Introduction

Purpose

Background

Design Review Process

Part II: Design Guidelines

Building + Design

Active Ground Floor Design

Lighting

Signage

Mechanical Equipment, Utilities, and Service Areas

Vehicle Access and Parking Design

"Main Street" Heritage Overlay District #2

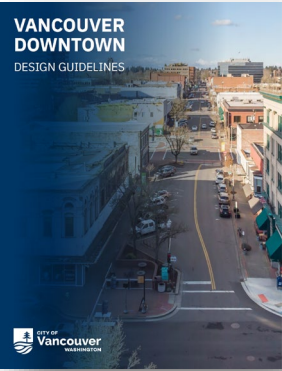
1995 vs 2025 Downtown Design Guidelines



CITY OF VANCOUVER DOWNTOWN DESIGN GUIDELINES MANUAL

TABLE OF CONTENTS

Introduction	2
Outline of Project Review Process	4
Design Guidelines for Downtown Commercial Areas	6
Site Design	6
Building Form and Appearance	8
Weather Protection	10
Pedestrian Amenities	12
Landscaping	14
Parking	16
Signs	16
Design Guidelines for Special Areas of Concern	22
Lower Main Street (Old Town) Conservation Area	24
Conservation Areas and Historic Buildings	28
Columbia River Waterfront Area	28
Design Guidelines for Downtown Residential Areas	30
Site Design	30
Building Form and Appearance	32
Parking	36
Landscaping	36



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"Main Street" Heritage Overlay District #2



Site Design

1995 VDDG

DESIGN GUIDELINES FOR THE DOWNTOWN COMMERCIAL AREAS

SITE DESIGN

- Ground floor spaces adjacent to public areas, including sidewalks, should be devoted to "active uses" such as retail or service-oriented space, unless found to be infeasible due to site conditions. Inactive uses such as storage or offices requiring privacy should not be located at the ground floor.
- Where a site has frontage on two intersecting streets, the building and/or a plaza should be located at the corner of the site where the streets intersect. (Figure 2)
- Drive-in facilities are discouraged in the downtown area. (Figure 2)
- Whenever functionally feasible, buildings should abut the sidewalk with parking areas behind the building.
- Where buildings do not immediately abut the sidewalk, exterior semi-public "gathering spaces" created by design and placement of planters, low walls, steps, etc. are encouraged. In the design of new or renovated building frontages, temporary encroachment into sidewalk areas for cafes and retail sales is encouraged. (Figure 3) This encroachment should not impede pedestrian movement. Note: Encroachment into the public right-of-way may require a street use permit from the Department of Public Works. Contact Public Works at 696-8290 for more information.

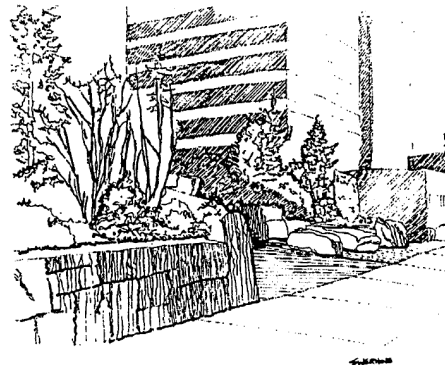


Figure 3:
Semi-public plazas are encouraged

Comprehensive Approach
to Site Design and Active
Ground Floors

VDDG Update

2. ACTIVE GROUND FLOOR DESIGN

INTENT

To ensure ground floor frontages focus on interest-creating facades lined with active uses or designed to show regular habitation and activity. Active ground floor uses include retail, restaurants, or other service-oriented spaces but may also include residential units, residential accessory spaces, or office space if designed to interact with and contribute to the pedestrian realm and sidewalk character while ensuring an appropriate level of privacy for the ground floor occupants.

2.1. Building Entrances

2.2. Retail/Commercial Ground Floors

2.3. Office/Professional Services

2.4. Live/Work

2.5. Residential

2.6. Rain/Weather Protection

Figure 10—Retail/Commercial Ground Floors

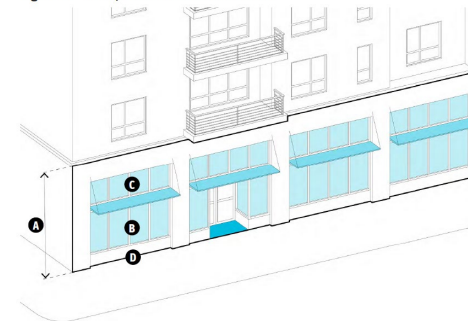


Figure 11—Office/Professional Services Ground Floor

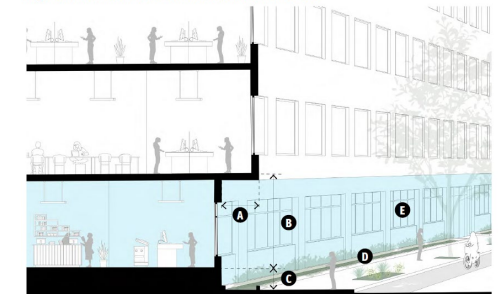


Figure 13—Residential Ground Floor (North of 15th Street)

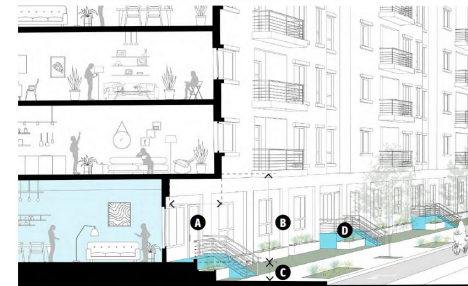


Figure 14—Residential Ground Floor (South of 15th Street)

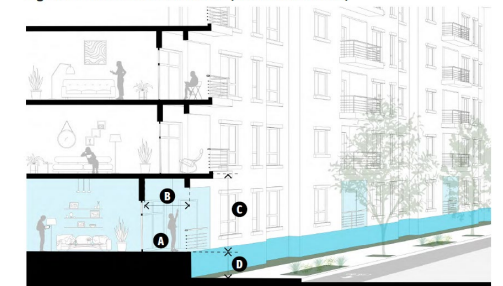
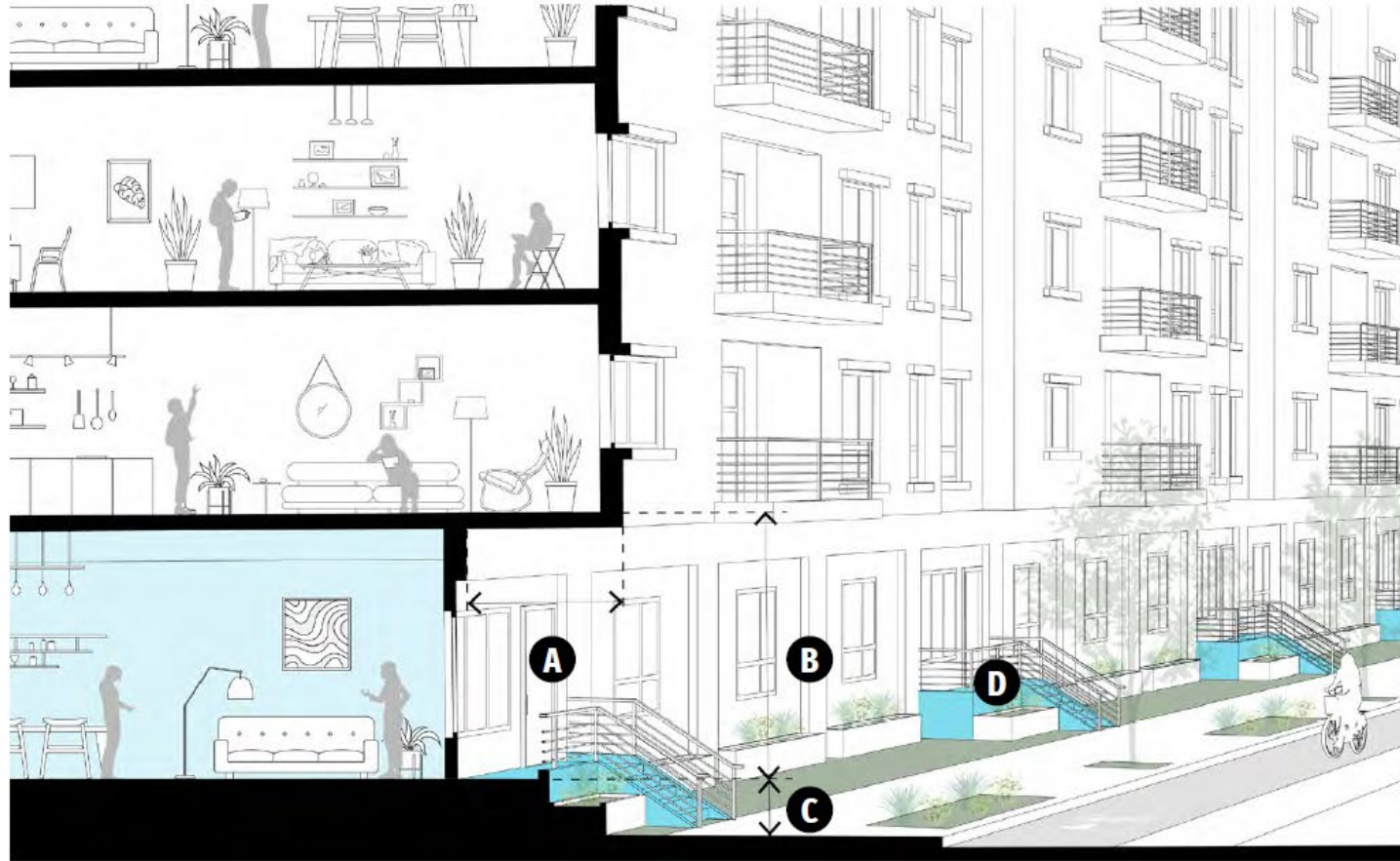
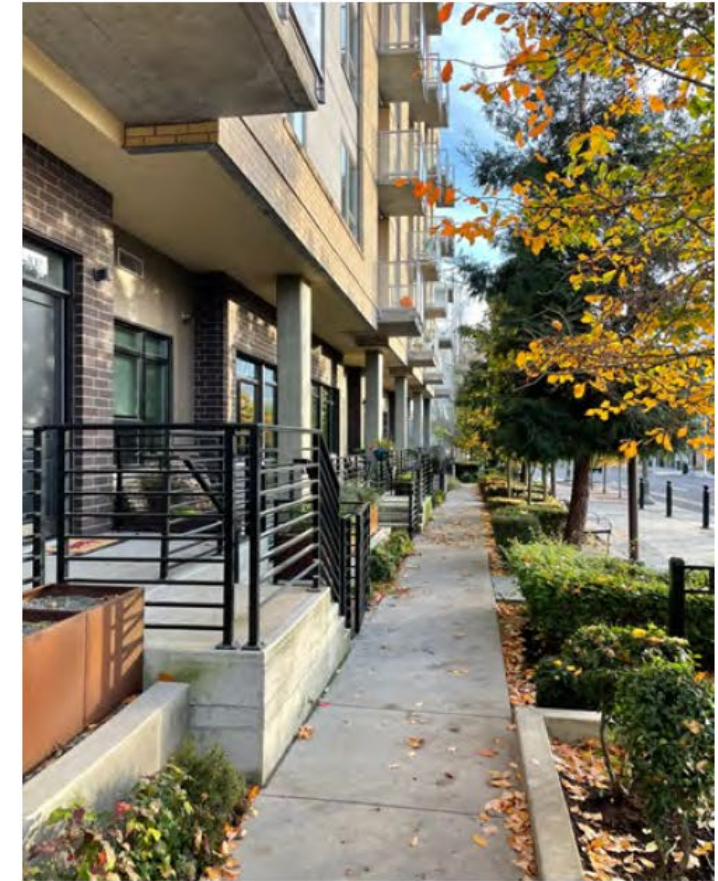


Figure 13—Residential Ground Floor (North of 15th Street)



- A** Ground floor residential units should be setback a minimum of 3-5 feet from the building line.
- B** The ground floor unit should have minimum floor-to-floor height of 10 feet.
- C** Ground floor residential units should be raised a minimum of 2 feet and not more than 6 feet above sidewalk grade.
- D** Ground floor units are encouraged to have stoop entries.



Example of a ground floor residential unit activating the public realm through stoops and patios in the setback area.





“Main Street” Heritage Overlay District #2

Consolidate appropriate design standards and guidelines from the Code into the Main Street Heritage Overlay District #2 Design Guidelines

1.3. Fenestration

1.3.1. Window Design

INTENT

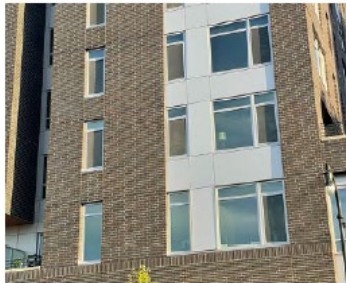
To avoid flat facades and provide human-scaled architecture elements that create visual interest and shadow lines.

A. Fenestration on facades facing a public street, right-of-way or publicly accessible open space should follow the guidelines listed below (portions of a building with glass curtain wall systems are exempt):

1. Window panes should be recessed 3 to 6 inches from façade plane.
2. Windows that are flat or "flush" with the façade are prohibited unless:
 - a. Applied to a portion of a building that is part of a façade recess/inset with a minimum 4 inches in depth. The portion of the building that is recessed should have a maximum width of 20 feet.
 - b. Framed or include a lintel and mantel with a minimum projection of 2 to 6 inches from the facade.



DO Recess windows from the facade plane to create facade depth and shadows.



DO Have windows that may be flat or "flush" with facade, if applied to a portion of a building that is part of a façade recess/inset.



DON'T Have flat or "flush" windows compose large sections of a building facade.

1.5. Materials

INTENT

To improve the overall appearance of buildings and to have building character express longevity and permanence through high quality materials that will maintain quality of appearance over time. To create a consistent character and identity for downtown.

- A.** Building materials should be of a high-quality and chosen for the product's longevity and sustainability. Sustainability considerations should include the sourcing of materials, distance and material travels, carbon impact, and maintenance requirements.
- B.** Brick, brick veneer, terracotta, ceramic tiles, or masonry provide a human-scaled element to facades and should be the primary material for all ground floor facades exclusive of fenestration.
- C.** South of 15th Street: brick veneer, terracotta, ceramic tiles, or masonry are encouraged to be the primary material for all publicly facing facades for the first 50 feet of height.
- D.** Mass timber buildings may be exempt from this standard to express the structural facade elements. High-quality low carbon concrete may be used if detailed with human-scaled elements.

Façade Quality:

Material and Fenestration Design

- Feedback from Public Draft:
 - Concern about cost implications of requiring higher quality windows and materials
 - Concern about being overly prescriptive of material selection



Window Design

Goal:

- To prohibit flat facades
- Improve the overall character and quality of facades



Buildings with Recessed Windows

Buildings with Flush Windows



Examples: Facades with flat or “flush” windows



Window Design

Goal:

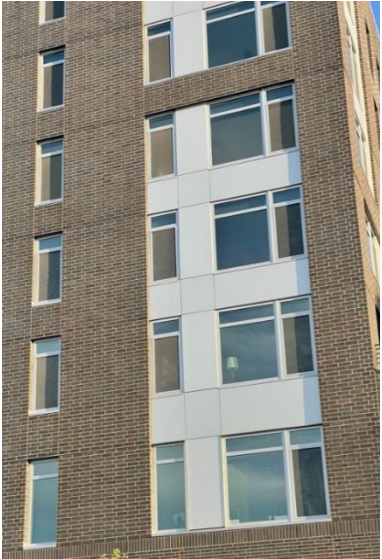
- To prohibit flat facades
- Improve the overall character and quality of facades

A. Fenestration on facades facing a public street, right-of-way or publicly accessible open space should follow the guidelines listed below (portions of a building with glass curtain wall systems are exempt):

1. Window panes should be recessed 3 to 6 inches from façade plane.
2. Windows that are flat or “flush” with the façade are prohibited unless:
 - a. Applied to a portion of a building that is part of a façade recess/inset with a minimum 4 inches in depth. The portion of the building that is recessed should have a maximum width of 20 feet.
 - b. Framed or include a lintel and mantel with a minimum projection of 2 to 6 inches from the facade.

Window Design

Examples: Facades with recessed windows (3"-4" detail)



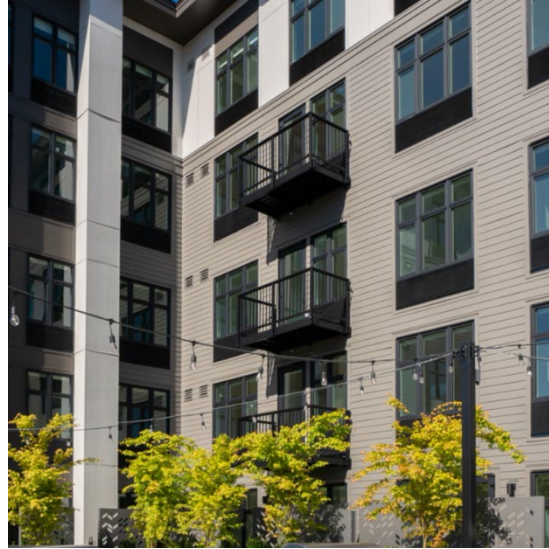
Goal:

- To prohibit flat facades
- Improve the overall character and quality of facades

A. Fenestration on facades facing a public street, right-of-way or publicly accessible open space should follow the guidelines listed below (portions of a building with glass curtain wall systems are exempt):

1. Window panes should be recessed 3 to 6 inches from façade plane.
2. Windows that are flat or "flush" with the façade are prohibited unless:
 - a. Applied to a portion of a building that is part of a façade recess/inset with a minimum 4 inches in depth. The portion of the building that is recessed should have a maximum width of 20 feet.
 - b. Framed or include a lintel and mantel with a minimum projection of 2 to 6 inches from the facade.

Examples: Facades with recessed windows (2" detail)



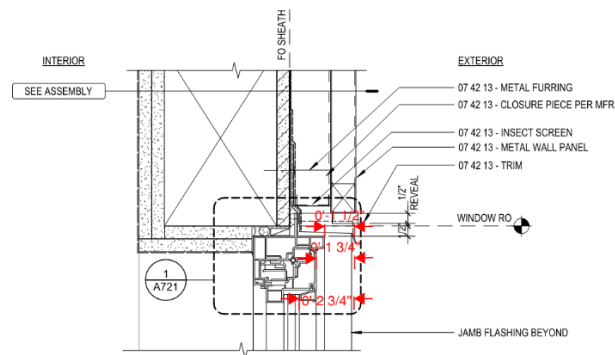
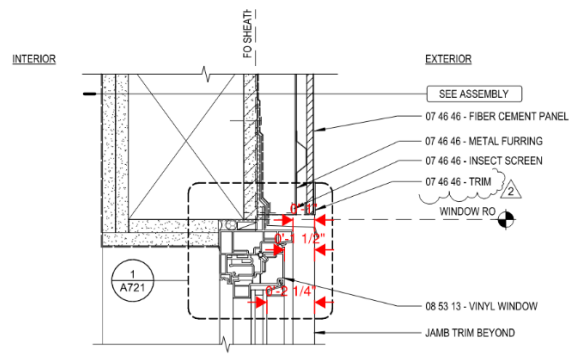
Window Design

Goal:

- To prohibit flat facades
- Improve the overall character and quality of facades

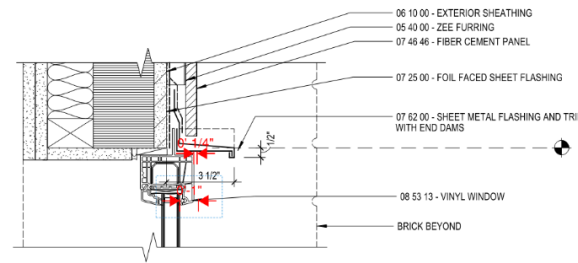
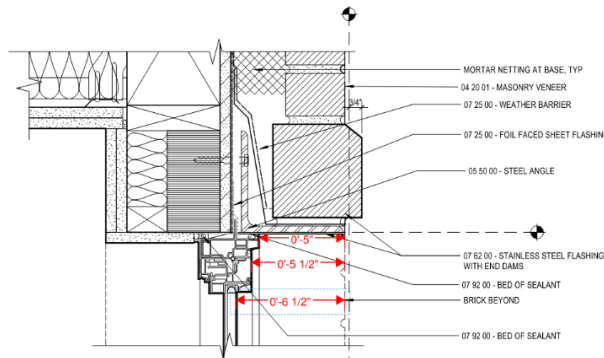
A. Fenestration on facades facing a public street, right-of-way or publicly accessible open space should follow the guidelines listed below (portions of a building with glass curtain wall systems are exempt):

1. Window panes should be recessed 3 to 6 inches from façade plane.
2. Windows that are flat or “flush” with the façade are prohibited unless:
 - a. Applied to a portion of a building that is part of a façade recess/inset with a minimum 4 inches in depth. The portion of the building that is recessed should have a maximum width of 20 feet.
 - b. Framed or include a lintel and mantel with a minimum projection of 2 to 6 inches from the facade.



4 HEAD AT FIBER CEMENT PANEL FCP
3" = 1'-0"

8 HEAD AT METAL WALL PANEL
3" = 1'-0"



7 VINYL WINDOW HEAD AT BRICK
3" = 1'-0"

1 VINYL WINDOW HEAD AT FCP RECESS
3" = 1'-0"

Window Detail Cost Implications

- 3" Window detail is difficult to achieve without using a brick or similar thickness veneer
- 2" Window detail is more common for stucco and fiber cement facades
- Cost increase on 2" detail vs Flush to 1" detail:
 - \$200-\$500 per unit
 - Less than one quarter of one percent of total building costs

Suggested Change:

1.3. Fenestration

1.3.1. Window Design

INTENT

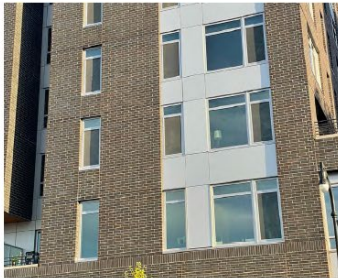
To avoid flat facades and provide human-scaled architecture elements that create visual interest and shadow lines.

A. Fenestration on facades facing a public street, right-of-way or publicly accessible open space should follow the guidelines listed below (portions of a building with glass curtain wall systems are exempt):

1. Window panes should be recessed 3 to 6 inches from façade plane. **Change minimum dimension from 3" to 2"**
2. Windows that are flat or "flush" with the façade are prohibited unless:
 - a. Applied to a portion of a building that is part of a façade recess/inset with a minimum 4 inches in depth. The portion of the building that is recessed should have a maximum width of 20 feet.
 - b. Framed or include a lintel and mantel with a minimum projection of 2 to 6 inches from the facade.



DO Recess windows from the facade plane to create facade depth and shadows.



DO Have windows that may be flat or "flush" with facade, if applied to a portion of a building that is part of a façade recess/inset.



DON'T Have flat or "flush" windows compose large sections of a building facade.

- **Reduce requirement for recess from 3 to 6 inches to 2 to 6 inches to be inline with common window details.**
- **Maintain restriction on flush window designs**

Suggested Change:

Only require bird safe glazing on façade areas with a glazing area greater than 30%

1.3.3. Bird Safe Design

INTENT

To limit the number of bird collisions by reducing the façade area of reflective materials that mimic bird habitat areas such as trees and vegetation.

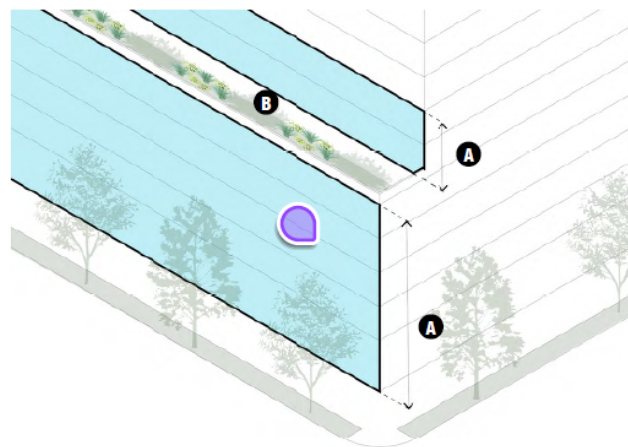
For new buildings, when the façade has 30 percent or more glazing in the...

A. Façade area between the ground and 60 feet or within 15 feet above a green roof should be designed with bird-friendly glazing treatments. (Figure 9)

B. Bird-friendly glazing treatments include the use of opaque glass, the covering of clear glass surface with patterns, the use of paned glass with fenestration patterns, and the use of external screens and/or netting over non reflective glass.

C. Visual traps such as areas of glass through which trees, landscape areas, water features or the sky are visible from the exterior, should be avoided unless a bird safety treatment is used.

Figure 9—Bird Safe Façade Design



Bird Safe Design

Feedback

- Draft guidelines were not in-line with common practice in other cities to only require bird safe glazing where a façade or portion of a façade greater than 30 feet in length has a glazing percentage over 30%

Materials Character and Quality

Goal:

- To improve the overall appearance of buildings
- To have building character express longevity and permanence through high quality materials that will maintain quality of appearance over time.
- To create a consistent character and identity for downtown.



Buildings with Brick as Primary Façade Material



Buildings with Stucco and Fiberboard Cement Panels as Primary Façade Material



Materials

Brick, brick veneer, terracotta, ceramic tiles, or masonry provide a human-scaled element to facades.

ALL BUILDINGS:

- **Primary material for all ground floor facades** exclusive of fenestration.

SOUTH of 15th ST:

- **Primary material for all publicly facing facades for the first 50 feet of height**
- Mass timber buildings may be exempt from this standard to express the structural facade elements.
- High-quality low carbon concrete may be used if detailed with human-scaled elements.
- Buildings with 100% glass curtain wall facades are discouraged.



What about other materials?



Corrugated Metal Panels



Metal Panels



Fiber Cement Boards



Fiber Cement Siding



Material Guideline

Cost Implications

- Stucco to Brick for a minimum of 50% of public facing building façades:
 - **50-75% premium (2-2.5 times per sf)**
 - **About 2-3% of total building cost**
- Typical 6-story Midrise (~200 Units)
 - Full Block Façade Area: 13,000 sf
 - Typical Window Pattern: 30% of facade
 - Typical Material Area: 9,100 sf (70%)
 - Premium: \$15-\$25 per sf
 - 4 public facing facades = \$910,000 (~2%)
 - Total Building Costs: \$50,000,000



Suggested Change:

1.5. Materials

INTENT

To improve the overall appearance of buildings and to have building character express longevity and permanence through high quality materials that will maintain quality of appearance over time. To create a consistent character and identity for downtown.

A. Building materials should be of a high-quality and chosen for the product's longevity and sustainability. Sustainability considerations should include the sourcing of materials, distance and material travels, carbon impact, and maintenance requirements.

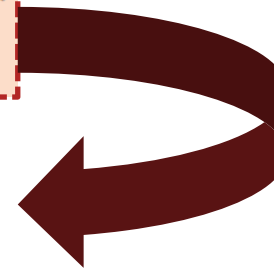
B. Brick, brick veneer, terracotta, ceramic tiles, or masonry provide a human-scaled element to facades and should be the primary material for all ground floor facades exclusive of fenestration.

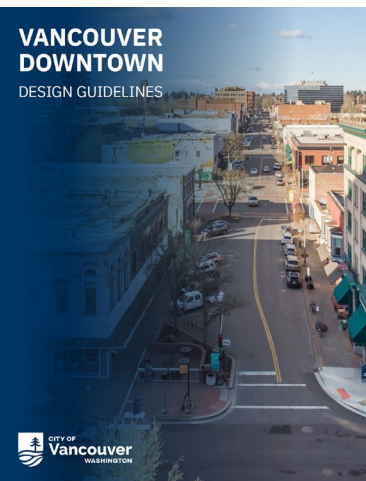
C. South of 15th Street: brick veneer, terracotta, ceramic tiles, or masonry are encouraged to be the primary material for all publicly facing facades for the first 50 feet of height.

D. Mass timber buildings may be exempt from this standard to express the structural facade elements. High-quality low carbon concrete may be used if detailed with human-scaled elements.

- B. Within the design review area, provide brick, brick veneer, terracotta, ceramic tiles, masonry or other durable materials with human-scaled textures and/or patterns that provide visual interest as the primary façade material on the ground floor of the structure.
- C. Within the area designated as Historic Overlay District #2, brick, brick veneer, terracotta, ceramic tiles, masonry or other durable materials with human-scaled textures or patterns that provide visual interest are encouraged to be the primary façade material for a minimum of the first 2 to 4 floors of the structure.

- **Retain requirement of higher quality materials for the ground floor throughout the VDDG design review area.**
- **Only require higher quality materials on upper floors within the “Main Street” Historic Overlay District #2**





Part I: Introduction

Purpose

Background

Design Review Process

Part II: Design Guidelines

Building + Design

Active Ground Floor Design

Lighting

Signage

Mechanical Equipment, Utilities, and Service Areas

Vehicle Access and Parking Design

"Main Street" Heritage Overlay District #2

Questions + Discussion

- Feedback on VDDG Manual Update
- Feedback on Window Guidelines
- Feedback on Material Guidelines





STAFF REPORT

DATE: March 11, 2025

TO: Chair Adigweme and Planning Commission members

FROM: Mark Person, Senior Planner, Community Development Department

RE: **HP East Master Plan**

CC: Rebecca Kennedy, Deputy Director, Community Development Department

Introduction

HP has submitted a Master Plan for 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.

A Type IV (legislative) review process is required. The initial hearing is before the Planning Commission. The Commission conducts a public hearing and forwards a recommendation to the City Council. City Council then conducts a second public hearing and renders the final decision by the city.

Appeals are heard by the Superior Court

Background/Overview

The proposed Master Plan is located within Section 30, which 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. According to that prior approval, future development of the HP property subject to the existing master plan will require site plan approval.

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, once adopted.

General Site Information

Zoning District	ECX with surface mining overlay
Adjacent Zoning Designation	IL to the south, across 1 st Street, ECX to the east and north, single-family residential Clark County jurisdiction to the west
Comprehensive Plan Designation	IND
Parcel Size	A consolidated single parcel, containing approximately 98 acres
Adjacent Land Uses	English Estate Winery to the west and south, active mining operations to the east and north, and single-family residential development to the west
Access Roads	1 st Street to the south; 184 th Avenue to the west
Existing Vegetation	Grasses and trees along a portion of the perimeter of the site
Existing Structures	None
Topography	Steep slopes around the perimeter of the site associated with past mining activities
Geologic Hazards	Slopes > 25%
Seismic Hazard	NEHRP Class C
Flood Plains	No mapping indicators
Wetlands	No mapping indicators
Archaeology	Level B – Lower Probability
Drainage Basin	Lacamas Creek
Wellhead Protection	Critical Aquifer Recharge Area
Soils	LgB; and Fn at the northeast corner of the HP Property adjacent to the Clark County property
Park Impact Fee District	Not applicable for industrial development
School Impact Fee District	Not applicable for industrial development
Impacted Schools	Not applicable for industrial development
Traffic Impact Fee District	Cascade
Transportation Analysis Zone	278
Sewer District	Vancouver
Water District	Vancouver
Fire Service	Vancouver

Neighborhood Association	N/A
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Procedural History

Activity	Case #	Date
Annexation history	M-3880	07/16/2008
Pre-application conference		05/09/2024
Application submitted	LUP-84555	09/17/2024
Application determined fully complete		10/14/2024
Notice of application and notice of public hearing		10/25/2024
SEPA determination: Optional DNS		10/25/2024
Final DNS		12/04/2024
Planning Commission Hearing Date		03/11/2025

Review Criteria and Findings

Land Use

20.210 Decision Making Procedures

Finding: This application is reviewed as a Type IV per the Section 30 Review Criteria and Process of 20.690.050.C initially considered by the Planning Commission with final decisions made by the City Council.

Conclusion: The proposal was reviewed as a Type IV application. The proposal complies with the decision-making procedures of VMC 20.210 and 20.690.050.C. A public hearing before the Planning Commission is scheduled for March 11, 2025. After Planning Commission makes a recommendation, City Council will make the final decision.

20.690 Section 30 Employment Plan District

Finding: The Master Plan is within the Section 30 Employment Plan District and subject to the Section 30 Development Standards and Uses as modified by the approved Development Agreement.

20.690.030 Uses

Finding: The Master Plan includes office, research and development and other uses allowed as permitted uses in the ECX and consistent with the Development Agreement.

20.690.040 Development Standards

Finding: Development standard compliance for future development within the Master Plan area will be assessed at the time of site plan review. In general, the Master Plan concept demonstrates compliance with the ECX development standards and the Section 30 Design Guidelines.

A. New Heavy Industrial

Finding: No new heavy industrial uses are proposed as part of the Master Plan development.

B. Maximum Building Heights

Finding: There are no building height restrictions within the ECX zone, and under the code building heights shall not be restricted within the Plan District. The Section 30 Design Guidelines state, *“Care should be taken to consider the impact of the proposed construction within 500 feet of homes adjacent to the southwest quarry slope on existing views of Mt. Hood.”* The Master Plan narrative states that buildings may be single or multi-story and will predominately be a minimum of 24’ in height.

Building height will be reviewed for adherence to the Section 30 Design Guidelines at the time of site plan submittal.

C. Drive-Through Uses

Finding: No drive-through uses are proposed as part of the master plan.

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.*

Finding: The Master Plan does not include property along the frontage of a Principal Arterial, therefore, this standard does not apply.

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.*

Finding: 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. The Master Plan at Section 2.3 states:

“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 rights of way or private street.”

This will enable appropriate accommodation of pedestrian facilities and landscape. Setbacks will be reviewed at the time of site plan application.

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.*

Finding: No heavy industrial uses are proposed as part of the Master Plan.

4. *All landscaped setbacks shall at a minimum meet the Section 30 Landscape Design Guidelines.*

Finding: 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 rights of way or private street. Landscape setbacks will be reviewed at the time of site plan application.

20.690.050 Master Planning

Finding: An approved master plan is required prior to development in the Plan District to ensure development is consistent with the Section 30 Employment Center Plan. The application includes the required elements for master plan review and HP used the Section 30 Employment Center Plan (sometimes referred to as the Subarea Plan) as a framework for the development of the HP property describe in the Master Plan. As set forth in the HP Master Plan and incorporated here by reference, the applicable Section 30 Employment Center policies have been addressed.

Review Criteria and Process

1. *The Master Plan implements the Section 30 Employment Center Plan and requirements of this chapter.*

Finding: The proposed Master Plan implements the Section 30 Employment Center Plan and requirements of this chapter as outlined within this report.

2. *Impacts from ongoing heavy industrial uses on adjacent properties will be buffered and mitigated.*

Finding: Ongoing heavy industrial uses to the east will be buffered by the grade changes between the HP property and neighboring properties. To the north, grade changes and a pump station will buffer the proposed development from neighboring properties.

3. *The Master Plan is consistent with the Section 30 Design Guidelines or proposes standards that will achieve at least equal quality site development.*

Finding: The Master Plan is consistent with the Section 30 Design Guidelines and Development Agreement dated December 2019. Future site plans will be submitted and reviewed for consistency with the Master Plan, Section 30 Design Guidelines, and Development Agreement.

Prior to site plan approval, future applications must demonstrate compliance with Section 30 Standards and Design Guidelines as modified by the Development Agreement and provided in the Master Plan.

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.*

Finding: The Master Plan provides for up to 1.5 million gross square feet of development over the HP property (68 acres included in the already approved master plan and the 30-acres proposed for this master plan), providing for a more intense urban development consistent with the Development Agreement. The Master Plan application includes a Full Site Utilization Plan that meets the requirements of 20.690.060(D) demonstrating compatibility between adjacent land uses.

b. Provides safe, cohesive and connecting street and sidewalk system that is consistent with the Section 30 Employment Center Plan.

Finding: The Master Plan includes a public street, NE 184th Avenue, extending north from NE 3rd Street and a series of private streets to serve the site internally, as well as connections to public streets that will provide access to properties to the east, including public street NE 6th Street. The proposed private and public streets include pedestrian and bicycle facilities consistent with the Section 30 Employment Center Plan.

i. Plans and allows for connections to future development in the entire Plan District.

Finding: The Master Plan allows for future development to the north and east within the Plan District through the extension of NE 184th Avenue from NE 3rd Street to the south, and public street connections to the east as 184th Avenue extends to the eventual extension of NE 3rd Street, NE 6th Street and NE 9th Street.

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.

Finding: The proposed Master Plan includes the extension of NE 184th Avenue from NE 3rd Street to the eventual extension of NE 9th Street to the north. Northeast 184th Avenue generally meets the future collector location and connections shown in the Section 30 Employment Center Plan.

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.

Finding: The extension of NE 184th Avenue as part of the approved HP Master Plan to the west includes a 12-foot multi-use recreational trail along both sides of the street. The path includes facilities for bicycles and pedestrians. This recreational trail will provide a continuation for bicycles and pedestrians from development to the south, and with the planned continuation of the recreational path along NE 9th Street through Section 30. Internal to the site, the Master Plan includes sidewalks and shared private roadways for bicycle and pedestrian circulation.

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.

Finding: The Master Plan abuts NE 184th Avenue (public) to the west. The extension of NE 184th Street between SE 1st Street and NE 4th Street is currently under construction. The Master Plan includes proposed extensions of NE 3rd Street, NE 4th Street, NE 6th Street, NE

7th Street and NE 8th Street to the east. These street improvements will be completed as part of future site plan submittals.

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.

Finding: The approved Master Plan to the west included the extension of NE 184th Avenue north from SE 1st Street to the eventual extension of NE 9th Street. Northeast 184th Avenue will include a 12-foot pedestrian and bicycle multi-use recreational trail along both sides of the street. Internal to the site, private roadways include sidewalks for pedestrians and drive lanes anticipated for shared use with vehicles and bicycles. The applicant has been in close coordination with C-Tran on future stop locations along NE 184th Avenue to serve the site as it develops. Transportation Demand Management programs are also contemplated for the site (see Section 3.5 of the Master Plan) in addition to bicycle facilities like HP's other sites.

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 Site Utilization plan.

Finding: City staff from water, sewer, and stormwater have reviewed the Master Plan for compliance with Section 30 Employment Center Plan policies and the requirements of the Full Site 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.

Finding: The proposed Master Plan includes a series of plazas and open space areas internal to the site. A shared use recreational trail is included in the master plan along NE 184th Avenue in conformance with the parks, trails, and open space concept of Section 30. The Development Agreement between Vancouver and HP allows the 12-foot shared use recreational trail along NE 184th Avenue to satisfy the west perimeter walking path concept identified in the Section 30 Plan.

Based on the foregoing, the applicant's Master Plan meets the requirements for integrated park/open space and trail network under this criterion.

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.

Finding: The Master Plan includes a conceptual landscape plan in compliance with the Section 30 Design Guidelines. Site plan applications associated with the Master Plan will be reviewed by the Vancouver Urban Forester.

f. Establishes property grades and finished elevations that allow for balanced grade transitions between properties.

Finding: The Master Plan includes approximate grades for future buildings that demonstrate balanced grading and transitions. The proposed development will be separated from adjacent Section 30 properties by public roadways and NE 184th Avenue to the east.

g. Retaining walls shall meet the intent of Section 30 Design Guidelines.

Finding: As stated in the Master Plan, proposed elevations and graded perimeter banks to the south, east and north will minimize the use of retaining walls. Retaining walls will be reviewed at the time of site plan review.

h. Provides for shared parking where feasible.

Finding: As shown in the Master Plan, access between parking lots can occur without having to access public streets. Parking for the Master Plan site may be shared between phases and buildings internal to the site.

i. Meets SEPA requirement.

Finding: The applicant submitted an environmental checklist for review (Exhibit 5). Staff issued a Notice of Application and optional SEPA Determination of Nonsignificance (DNS) October 25, 2024. One public comment was received during the 30-day public comment period (Exhibit 6) and the applicant submitted a response (Exhibit 7). A final Notice Determination of Nonsignificance (DNS) was issued December 4, 2024 (Exhibit 8).

The SEPA appeal period ended December 18, 2024. No appeals were received.

Future site plan submittals must show compliance with the Master Plan SEPA checklist, or amend or submit a new SEPA checklist to include any unexpected impacts or project changes.

20.690.060(D) Full Site Utilization Plan

1. The FSUP demonstrates a realistic assessment of future building types and sizes, and future parking needs.

Finding: The Master Plan application includes a full site utilization plan. The plan demonstrates a realistic depiction of future buildings that includes approximate sizes and base elevations in addition to parking.

2. The FSUP provides for realistic areas for future building pads and structured parking facilities.

Finding: The full site utilization plan includes future building pads and potential areas that could be used for parking as needed. If the applicant decides to utilize deck parking, such parking could occur in the main parking area east of the proposed building locations. See Master Plan, Section 3.3., Potential Parking Options, Option B. If the applicant decides to utilize multi-story structured parking, such parking could be used in conjunction with surface parking on either side of the NE 6th Street. See Master Plan, Section 3.3., Potential Parking Options, Option C.

3. *The FSUP adequately represents the potential to achieve the street grid and circulation requirements of 20.690.040.*

Finding: The full site utilization plan included with the Master Plan application shows compliance with the street grid and circulation requirements of 20.690.040. Northeast 184th Avenue (public street) has been extended north from SE 1st Street as part of the approved master plan to the west. East-west streets will connect in a grid pattern at regular intervals of 200 to 600 feet. The Development Agreement between Vancouver and HP allows for block intervals of up to 700 feet as needed.

4. *The proposal meets the intent of the Section 30 Design Guidelines.*

Finding: As detailed within this staff report, the Master Plan proposal, including the full site utilization plan, meets the intent of the Section 30 Design Guidelines. Site-specific Section 30 Design Guidelines will be reviewed for compliance at the time of site plan review.

Section 30 Design Guidelines

A. Site Planning Guidelines

A.1 Grading and Elevations

A.1.1 Site Grading

Applicants should successfully demonstrate how proposed site grading on the property creates balanced grade transitions and promotes cohesive and attractive urban design.

Finding: The Master Plan application includes a full site utilization plan with approximate grades of future buildings and parking areas. The plan demonstrates balanced transitions and integration with the adjacent properties that will promote cohesive and attractive urban design.

A.1.2 Transitional Elevations

Transitional elevations between properties or development pads of differing elevation should be addressed in a manner to create an attractive urban design, allowing for pedestrian connectivity, and optimizing developable lands. Transitional elevations may include retaining walls, landscaped slopes or other techniques shown to meet the intent of this guideline. See Guideline E for retaining walls and landscaping.

Finding: The applicant's Master Plan states that grades will slope down approximately 10 feet from the HP East property to the intersection of NE 184th with NE 9th Street. In addition HP's property is separated from properties to the east by a drop of 10 to 20 feet.

A.2 Building Location and Orientation

A.2.1 Employment Center Mixed-use (ECX)

Buildings should orient to a frontage street and include a 10-foot setback. Exceptions for up to a 20 feet maximum setback is allowed provided key elements are included.

Finding: The Master Plan includes diagrams showing buildings oriented to the proposed NE 184th Avenue public street to the east and internal private streets in compliance with this guideline. The Development Agreement allows the 10-foot setback to be exceeded to ensure building and landscape features that enhance the pedestrian interface,

vehicular circulation and building design. See also finding in response to VMC 20.690.040(D)(2), incorporated here by reference.

A.3 Gateway Streets

A.3.1 Entrance Corner Design

Development at the entrance corners where collector streets enter Section 30 from bordering arterial streets should provide special design features.

Finding: The HP East site is not located at the gateway or corner of Section 30 as described in the Design Guidelines. The applicant states that 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.

A.4 Open Space and Plazas

A.4.1 Urban Pathways Connecting Open Spaces

Applicants should show how the proposed site design will connect open spaces by way of pathways to regional trails and other pedestrian corridors.

Finding: The Master Plan includes pathways connecting open spaces and plazas to buildings and internal site sidewalks that will connect to sidewalks in surrounding public streets and the public recreational trail along NE 184th Avenue.

A.4.2 Small Urban Plazas

Small plazas are encouraged to be incorporated into overall site design. These plazas provide visual interest to the streetscape, a place for residents, workers, or visitors to gather, and can be designed to create welcoming entrances to buildings. Plazas should be oriented for solar access and include such amenities as raised planters and benches.

Finding: The Master Plan includes several plazas and open space areas for use by employees as indicated on the landscape diagram.

A.4.3. Focal Point – Urban Neighborhood Overlay Mixed-use Center

Finding: The proposed Master Plan does not include an urban neighborhood overlay.

A.4.4 Useable Open Space – Urban Neighborhood Overlay Residential Area

Finding: The proposed Master Plan does not include an urban neighborhood overlay.

A.5 Creating a Lake

Finding: No lakes are proposed as part of the Master Plan.

A.6 Special Treatment of Westside Quarry Slopes

A.6.1 Quarry Side Slope Design

Quarry slopes across much of the western boundary currently are tall (70 feet or more) and steep with a 2 to 1 slope. These quarry slopes also provide several opportunities depending on potential site designs.

Finding: The HP East site is not located along the western boundary of Section 30.

A.7 Service Elements

A.7.1 Dry Utilities

Dry utilities (those other than sewer and water) should be placed underground.

Finding: The placement of dry utilities (other than sanitary sewer, storm sewer, and domestic water) underground within the public right of way will be reviewed at the time of site plan review.

A.7.2 Service Enclosures

Finding: Service enclosures and screening will be reviewed at the time of site plan review. Based on the Master Plan materials included in the submittal, many of the service areas will be located to the east of the proposed buildings, and some service areas for buildings along 184th Avenue will face private streets.

A.7.3 Service Element Location

Finding: Service elements within the Master Plan are located to the side and rear of the buildings, away from the public roadway and pedestrian environment associated with NE 184th Avenue. Based on the Master Plan materials included in the submittal, many of the service areas will be located to the east of the proposed buildings, and some service areas for buildings along 184th Avenue will face private streets. The service areas will be designed consistent with architecture of the primary structures and where adjacent to sidewalks will be separated by a three-foot-wide landscaped planting strip.

A.7.4 Roof-Mounted Mechanical Equipment

Finding: The Master Plan indicates that roof mounted equipment will be screened from public view by incorporating the equipment as part of the structure and designed and placed to reduce noise. Roof-mounted equipment associated with each building will be reviewed at the time of site plan application.

A.7.5 Utility Boxes and Meters

Finding: The Master Plan indicates that utility boxes and meters will be located and accessible from the private street on the east side of the buildings.

B. Access, Circulation and Parking

B.1 Street Pattern and Layout

B.1.1 Hierarchy of Connected Streets

Master Plans should successfully demonstrate how the proposed development meets the intent of the guidelines.

Finding: The proposed Master Plan abuts the extension of NE 184th Avenue currently under construction. The proposed alignment closely matches what is identified in the Section 30 Plan, including roundabouts for NE 3rd and 6th Streets. The Master Plan also includes private streets to serve parking and internal circulation.

B.2 Street Design

B.2.1 Street Design – Employment Center Mixed-use (ECX)

Project's should demonstrate how the proposed street and development design creates safe, attractive, and functional streets that enhance the Section 30 Plan area's ability to function as a pedestrian-oriented employment center. This can be accomplished by providing pedestrian-friendly street frontages and street amenities and landscaping elements that enhance the visual environment.

Finding: The Master Plan includes cross section details for NE 184th Avenue, a public street currently under construction, and typical east-west streets. NE 184th Avenue will include a landscape strip and a 12-foot multi-use recreational trail along both sides. The east-west private streets include a landscape strip and associated sidewalk along both sides. Therefore, the Master Plan complies with this guideline.

B.2.2 Street Design – Urban Neighborhood Overlay

Finding: The proposed Master Plan does not include an Urban Neighborhood Overlay.

B.2.3 Low Impact Street Design

Low impact street design, including pervious pavement, rain gardens, etc., is encouraged.

Finding: The Master Plan will include low impact street and parking design as practical that includes rain gardens, swales and other landscaped areas. In addition, the street design accommodates all modes of travel.

B.3 Pedestrian and Bicycle Circulation

Applicants should successfully demonstrate how the proposal includes an integrated pedestrian and bike system that connects buildings, open spaces, and parking areas with the adjacent street sidewalk and multi-use trail system and adjacent properties and land uses.

Finding: The Master Plan includes sidewalks along both public and private streets. A multi-use/recreational trail that includes pedestrian and bicycle facilities is currently under construction along both sides of NE 184th Avenue. Pedestrian pathways to buildings are also proposed within the parking area and connecting open spaces between buildings.

B.4 Sidewalks and Pathways

B.4.1

Generally, the sidewalk or public walkway infrastructure should be provided in a grid pattern with a suggested maximum grid size of 600 feet in the ECX portions of the Plan District and 300 feet in the Urban Neighborhood Overlay areas.

Finding: The proposed Master Plan abuts the extension of NE 184th Avenue to the west. A series of public and private east-west streets are proposed for internal circulation. Distances between east-west streets along NE 184th Avenue vary from 370 to 530 feet, with intermediate access between buildings, providing convenient access by pedestrians and bicyclists. The Development Agreement allows block lengths up to 700 feet as needed. The Master Plan does not include an Urban Neighborhood Overlay area.

B.4.2

Generally, the core bike lane network will consist of bike lanes on all Plan District Collector Arterial Roadways. All other roadways within the district should be designed in consideration of the street as a shared-use space that should accommodate all modes of travel. For example, street design should consider grade, safety, connecting uses, visibility, and travel speeds.

Finding: The extension of NE 184th Avenue (currently under construction between SE 1st Street and NE 4th Street) along the western edge of the site will include a 12-foot-wide multi-use recreation trail with space for bicycles and pedestrians along both sides of the roadway. Internal private streets include sidewalks for pedestrians, and shared road use for bicyclists. The Master Plan includes pedestrian facilities along public and private streets, within the parking area and between buildings. The Master Plan narrative states that bicycle racks and associated facilities will be located within each group of buildings to encourage walking and bicycle trips.

B.5 On-Site Vehicular Access and Connections

B.5.1

On-site vehicle access and connections to surrounding land uses should meet the intent of the plan district.

Finding: The Master Plan includes phased development of private streets. To the extent that these private streets provide access to multiple phases of the development, joint access goals are met. 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 buildings.

B.5.2

Developments are encouraged to design interior access roads to look and function like public streets. This includes planting strips and street trees on both sides, sidewalks on one or both sides, parking on one or both sides, pedestrian amenities such as lighting benches, plazas, or pocket parks.

Finding: The Master Plan includes interior access roads that include a landscape strip and sidewalk. Drop off zones for ride sharing may be included along portions of interior streets.

B.6 Parking

Sufficient, readily accessible, and safe parking is essential to the success of a mixed-use center. These guidelines provide flexibility in how developments accommodate parking, while ensuring the safety of users and convenience to businesses. Reducing the impact of parking lots, particularly when they are located adjacent to pedestrian activity, is essential. Structured parking is preferred, and parking garages should be physically and visually integrated with other uses.

Finding: The Master Plan includes parking areas to the east of the buildings, not adjacent to pedestrian activity. Pedestrian paths are proposed within the parking areas

for pedestrian circulation and safety to travel to and from buildings and vehicles. Optional deck and structured parking are considered in the full site utilization plan as discussed in the finding for VMC 20.690.060(D)(2) and incorporated here by reference.

B.6.1 Parking Lot Configuration

Applicants should successfully demonstrate how parking facilities (surface and structured) will be located and designed to minimize impacts on the pedestrian/visual environment.

Finding: Parking areas are located to the east of the proposed building sites. The parking areas will be screened from the public right of way and pedestrian environment of NE 184th Avenue through a combination of building design and landscaping. Parking areas will be screened from adjacent property to the east, south and west through a combination of grade changes and landscaping, with shade trees included to mitigate view impacts.

B.6.2 Minimum Parking Required

Parking spaces should be provided consistent with VMC.20.945. Reduced minimum parking required may be approved by the Planning Official if the applicant can demonstrate that the use does not require the parking (e.g., senior housing), that there is a shared parking agreement in place, or that the majority of users will not arrive in vehicles but on foot, bicycle or by transit.

Finding: 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.

B.6.3 Parking Garage Design

Parking garages should be designed to obscure the view of parked cars. Where commercial or residential space is not provided on the ground level adjacent to the sidewalk to accomplish this, features such as planters, decorative grilles, or works of art as approved by the Planning Official should be included.

Finding: No parking garages are proposed at this time.

B.6.4 Parking Garage Entries

Finding: No parking garages are proposed at this time.

C. Public Facilities and Services

C.1.1 Passive Open Space Uses and Designs

Stormwater facilities, such as retention ponds, swales, or infiltration trenches, can all be designed to be a visual asset to planned open space.

Finding: 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. A public stormwater facility is planned for the northern end of the already approved master plan, adjacent to the future alignment of NE 9th Street. Consistent with the DA, the applicant's Master Plan states that all stormwater will be treated on the HP East Master Plan area, then released to the existing NE 184th Avenue regional stormwater conveyance system. The stormwater will then discharge to the regional stormwater facility along future NE 9th Avenue. This existing system will need to be expanded with each future development phase. Stormwater facilities will be reviewed at the time of site plan review.

D. Building Form and Appearance

D.1 Architectural Character

D.1.1 Corporate Architecture Discouraged

Architecture that is defined predominately by corporate identity features is discouraged. These buildings are undesirable because they are not adaptable to other uses when the corporate franchises leave.

Finding: The Master Plan narrative indicates that each block within the Master Plan will have a distinctive character and design details will differ between buildings.

D.1.2 Gaudy Discouraged

The use of overly ornate building details that make a building look fake or contrived are strongly discouraged. Use of colors that are appropriate for the setting and blend with color choices of buildings in the vicinity is encouraged.

Finding: The Master Plan narrative states that finishes will include masonry or other durable materials. Building detail will be reviewed at the time of site plan submittal.

D.1.3 Multiple-Building Development

Multiple-building developments are encouraged to employ a variety of colors, building materials, and architectural treatments to reduce monotony and reinforce the pedestrian-oriented scale and character.

Finding: The proposed Master Plan will include multiple buildings upon full build out. The applicant's narrative states "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."

D.1.4 "Theme" Architecture Discouraged

The most memorable and enduring communities have varied, but complimentary architectural character along its streets. Theme architecture becomes dated and

unattractive rapidly. Themes such as “western frontier” and “Swiss village,” are discouraged.

Finding: No themed architecture is proposed as part of the Master Plan development.

D.2 Architectural Scale and Building Mass

D.2.1 Building Scale

Employment Center Mixed-use (ECX) Building height should be a minimum of 24 feet, preferably with two useable floors.

Finding: The Master Plan narrative states that buildings may be single or multi-story and predominately be a minimum of 24’ in height.

D.2.2 Industrial Building Articulation – Employment Center Mixed-use (ECX)

All industrial buildings should include articulation features that add visual interest from the street. Due to the nature of the uses and building types, larger articulation intervals are acceptable, and landscaping should be used in front of the primary façades to soften the view of the buildings from the street. All buildings should include building modulation at intervals no greater than 60 (sixty) feet.

Finding: Individual building articulation will be reviewed at the time of site plan review. The applicant’s Master Plan states that they are aware of this guideline and able to comply.

D.2.3 Maximum Façade Width

The maximum façade width (the façade includes the apparent width of the structure facing the street and includes required modulations) is 120 (one hundred twenty) feet. Buildings exceeding 120 (one hundred twenty) feet in width along the street front should be divided by a minimum 30 (thirty) foot wide modulation of the exterior wall, so that the maximum length of a particular façade is 120 (one hundred twenty) feet. Such modulation should be at least 20 (twenty) feet or deeper and extend through all floors. Other design features that effectively break up the scale of the building and add visual interest will be considered.

Finding: Individual building façade width will be reviewed at the time of site plan review. The applicant’s narrative states that they are aware of this guideline and able to comply.

D.2.4 Storefront Articulation – Urban Neighborhood Overlay Mixed-use Center

Finding: The Master Plan does not include an Urban Neighborhood Overlay Mixed-use Center.

D.2.5 Residential Articulation

Finding: No residential development is included in the Master Plan.

D.2.6 Rooflines

Rooflines visible from a public street, open space, or public parking area should be varied by emphasizing dormers, chimneys, stepped roofs, gables, prominent cornice, or wall, or a broke or articulated roofline. The width of any continuous flat roofline should extend no more than 100 (one hundred) feet without modulation.

Finding: The applicant's Master Plan states "Rooflines visible from public streets longer than 100 feet will feature changes in profile or other features consistent with articulation of the facade." Rooflines will be reviewed at the time of site plan application.

D.3 Blank Walls

D.3.1 Blank Walls

Untreated blank walls visible from a public street or pedestrian pathway are strongly discouraged.

Finding: The applicant's Master Plan describes that blank walls will largely be avoided where they are visible from public streets and pedestrian routes. The Master Plan further describes that where blank walls cannot be avoided, architectural features or landscaping will be provided.

D.4 Building Details

D.4.1 Details Toolbox – Employment Center Mixed-use (ECX)

All buildings should be enhanced with appropriate details. All new buildings should be required to include at least 3 (three) of the following elements on their primary façades...

Finding: The applicant's Master Plan states "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." Building details will be reviewed at the time of site plan review.

D.4.2 Details Toolbox – Urban Neighborhood Overlay

Finding: The Master Plan does not include an Urban Neighborhood Overlay.

D.5 Exterior Building Materials and Color

D.5.1 High Quality Materials

Encourage the use of high-quality building materials that add visual interest and detail and are durable and easily maintained.

Finding: 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. Building materials will be reviewed at the time of site plan review.

D.5.2 Sustainably Produced Materials

Encourage the use of sustainably produced, locally sourced products. The amount of energy to produce and pollution associated with differing building materials varies greatly. Locally sourced materials avoid transportation costs and pollution. Sustainably produced forest products similarly lessen environmental impacts.

Finding: The applicant's Master Plan states "Sustainability and longevity will influence the selection of architectural materials and finishes consistent with HP's sustainability goals."

D.5.3 Metal Siding Guidelines

Metal siding, if used, should have features such as visible corner moldings and trim and incorporate masonry, stone, or other durable permanent materials near the ground level (first 2 (two) feet above sidewalk or ground level) to make clear the quality of the construction.

Finding: Building materials will be reviewed at the time of site plan application.

D.5.4 Concrete Block Guidelines

The use of concrete block is discouraged, as it is very energy intensive to produce and contributes to greenhouse gas emissions. When used for the primary façade, buildings should incorporate a combination of textures to add visual interest. For example—combining split or rock-façade units and/or contrasting colored units with plain smooth block can create distinctive patterns. Plain concrete block fire walls on the sides of a building that are visible to the public are discouraged.

Finding: Building materials will be reviewed at the time of site plan application.

D.5.5 Guidelines for Stucco or Other Similar Troweled Finishes

Finding: Building materials will be reviewed at the time of site plan application.

E. Landscaping and Screening

E.1 Landscaping

E.1.1 Landscaping Setbacks

All setback areas should be landscaped according to the following guidelines:

- a. 10 foot setback – Canopy trees (deciduous), approved by the City, should be planted at a rate of at least one tree per 300 square feet of landscaped area and either two (2) high growing shrubs or three (3) low growing shrubs per 200 square feet, and groundcover should 100% cover the remainder of the landscaped area within 3 years of installation. Ivy should not be used for the groundcover.
- b. 20 foot setback – Trees both canopy (deciduous) or evergreen, approved by the City, should be planted at a rate of at least one tree per 300 square feet of landscaped area and either three (3) high growing shrubs or four (4) low growing shrubs per 200 square feet, and groundcover should 100% cover the remainder of the landscaped area within three years of installation. Ivy should not be used for the groundcover.
- c. The use of native vegetation is encouraged.

This guideline may be modified for landscaping plans that include hardscape features, rain gardens, the use of existing native vegetation, or other techniques that meet the goals of these guidelines.

Finding: The full site utilization plan included with the Master Plan shows general compliance with the landscape setbacks as modified by the Development Agreement. See also findings in response to VMC 20.690.040(D)(2) and (4), incorporated here by reference. Landscape setbacks will be reviewed in detail at the time of site plan review.

E.1.2 Landscaping between urban uses and ongoing mining activities

Landscaping between urban uses and ongoing mining activities should provide physical and visual separation between the uses. A berm at least six (6) feet high is required and should be planted with tall shrubs at least five (5) feet high and ninety-five percent (95%) opaque year-round. In addition, one tree is required for every thirty (30) lineal feet of landscaped area or as appropriate to provide a tree canopy over the landscaped area. Groundcover plants must fully cover the remainder of the landscaped area.

Departures to item E.1.2 will be considered where the applicant can successfully demonstrate that the topography or elevation variations between the urban and mining uses would meet the intent of this guideline.

Finding: Ongoing mining activities exist to the southeast of the site. The mining activities will be buffered from the site through landscaping and grade differences between the Master Plan site and the parcel to the southeast.

E.1.3 Full Site Landscaping

All areas of sites not used for buildings, parking, access ways, or recreation areas should be fully landscaped.

Finding: The site will include landscaping as it develops. The conceptual landscaping plan demonstrates that all the site not used for buildings, parking, access ways or recreation areas will be fully landscaped.

E.1.4 Maximizing Tree Canopy

Applicants should develop landscaping plans that maximize the potential for tree canopy, which takes into account placement of trees in setback areas, parking lot landscaping, side slope landscaping and street tree locations.

Finding: The landscaping information submitted for the Master Plan includes a variety of large and medium canopy trees throughout the site, in setback areas, and within parking areas.

E.1.5 Rain Gardens as Required Landscaping

The use of rain gardens to manage storm water runoff is encouraged. Rain gardens may be counted as landscape areas if planted with native plants and unfenced.

Finding: As stated in Master Plan, rain gardens for stormwater use within parking areas will be included in design as practical.

E.1.6 Green Roofs

Landscape plantings on roofs (including roofs of underground parking) is encouraged and may be counted toward meeting landscaping requirements.

Finding: The Master Plan states that the applicant may choose to employ green roofs.

E.2 Fences, Walls and Retaining Walls

E.2.1 Fences and Walls

Employment Center Mixed-use (ECX) –

A combination of solid wall, wrought iron, dense hedges or other similar treatment should be used for security fencing. Chain link fences should be black vinyl coated.

Finding: No security fencing is proposed as part of the Master Plan. The Master Plan states that if security walls or fences are found to be necessary, their design will be closely integrated with that of adjacent architecture and landscaping. Further, according to the applicant, boundary treatments will be compatible with surrounding uses and employ architecturally appropriate fencing.

E.2.2 Retaining Walls

Retaining walls taller than 6 (six) feet and visible from a street should be terraced so that no individual segment is taller than 6 (six) feet. Terraced walls should be separated by a landscaping bed of at least 2 (two) feet in width including ground cover and one shrub every 3 (three) lineal feet of retaining wall. Alternative landscaping treatments will be considered provided they reduce the bulk and scale of the retaining wall and enhance the streetscape.

Finding: The application includes a full site utilization plan with approximate building grades. The Master Plan states retaining walls taller than 6 feet are not anticipated. Retaining walls and landscaping treatments will be reviewed for compliance at the time of site plan application.

20.710 Archaeological Resource Protection

Finding: This project is located within an area of low probability for the discovery of archaeological resources; however, the proposed development is larger than 5 acres in size. The VMC includes exemptions for Ground-disturbing actions or activities proposed in areas in which the planning official determines that previous substantial disturbance has been documented per VMC 20.710.020(C)(11). The applicant's SEPA checklist included reference to 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 Archaeological Predetermination Report for the HP East Master Plan concludes that no significant archaeological resources would be impacted by this Project and recommends no further archaeological work.

Conclusion: The proposal complies with the Archaeological Resource Protection ordinance and no further archaeological review will be required.

20.770 Tree Conservation

Finding: Per VMC for Tree Density and Landscape requirements: Trees shall optimize diversity; include native species and at least 60% conifers; utilize insect and disease resistant trees. The purpose of these requirements are to maintain canopy coverage; preserve and enhance the City of Vancouver's environmental, economic, and social character with mature landscapes; prevent indiscriminate removal or destruction of trees and vegetation and avoid unnecessary disturbance to the City's natural vegetation; providing habitat, cover, food supply and corridors for wildlife; and contribution to the region's natural beauty.

Prior to future site plan approval, plans shall meet density plant a mix of Douglas Firs, Giant Sequoias, and Alaskan Yellow Cedars in groupings throughout development to create a cluster of trees that reflects the Northwest landscape.

At site plan review, per the VMC, replacement trees shall optimize tree diversity; include native species and at least 60% conifers; utilize insect and disease resistant trees. Include native evergreen calculation of 60% with tree density calculations. At site plan review, per VMC: Spacing of trees to be planted shall be such that it provides for the eventual mature size of the trees. Keep trees 10 feet from buildings to provide enough root space for trees to mature.

20.790 SEPA

Finding: The applicant submitted an environmental checklist for review (Exhibit 5). Staff issued a Notice of Application and optional SEPA Determination of Nonsignificance (DNS) October 25, 2024. One public comment was received during the 30-day public comment period (Exhibit 6) and the applicant provided a response (Exhibit 7). A final Notice Determination of Nonsignificance (DNS) was issued December 4, 2024 (Exhibit 8).

The SEPA appeal period ended December 18, 2024. No appeals were received.

Impact Fees

Finding: The applicable impact fees will be assessed at the time of site plan review.

20.925 Landscaping

Finding: Street tree requirement. Street trees are required for all projects fronting on a public street or private street. Street trees are required as part of new development projects and considered city infrastructure that provides numerous services to the community. Street trees are not viewed as sight obstructions; and can be in sight distance triangles.

Prior to future site plan approval, street trees shall be between 20-30 feet on center depending on conflicts such as streetlights. Street trees shall not be more than 30 feet on center. Street trees shall not be closer than 15 feet to streetlights. Root barriers are

required per City standard along detached and attached sidewalks. All street trees must be at least 2 inches in size or greater and have high heads which means no lower branches. Any deviation shall be approved by the City's Urban Forester.

Future site plan approvals shall be in conformance with the Development Agreement and Master Plan.

Prior to future site plan approval, include this note on Civil Plans:

Trees and Shrubs in Sight Distance Triangles:

All shrubs within sight distance triangles shall be maintained so that foliage height above pavement does not exceed 2.5 feet. Street trees within sight distance triangles shall be limbed up to a height of 10 feet consistent with ANSI A300 standards to provide for sight distance visibility.

20.945 Parking and Loading

Finding: On-site parking is required for customers and employees of the proposed development. All parking lots shall be kept clean and in good repair at all times, individual spaces shall be marked with painted strips. Parking is only allowed in the setback when authorized by approval of a variance, but this application does not propose parking in the setback. All parking spaces included in this application are designed so as not to interfere with traffic flow to/from a public street. No public street access point is within 20 feet of a circulation aisle. Driveways are not accessed off public streets.

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.

Parking requirements will be reviewed at the time of site plan review for each phase.

20.970 Solid Waste Disposal and Recycling

The proposed Master Plan includes a mix of uses described above and the development is required to plan space for solid waste, per VMC 20.970. Informed design and planning for solid waste at the time of land use applications, from site plan and building design, will maximize garbage and recycling diversion, safety and collection service efficiencies and reduce cost and/or eliminate the need for workarounds.

The Master Plan shows phased development. Each building and phase will need to satisfy the unique needs of the development proposed and will need standalone areas for its associated solid waste storage needs. The applicant will be required to ensure **adequate storage space and plan for access by collection vehicles.**

11.70 Transportation – Concurrency

Finding: The applicant is proposing a Master Plan for the HP East mixed-use development. The project envisions the development of a 30-acre portion of the HP property (former gravel pit), consisting of a mix of office, research and development, and other uses consistent with the existing Development Agreement (DA). The applicant previously received master plan approval for the HP Inc. Master Plan (LUP-79900), which is comprised of the 68-acres immediately to the west of HP East Master Plan project area, and which is also covered by the existing DA. The development within the total area of the DA envisions up to 1,500,000 square feet of building space. The site is located on the north side of SE 1st Street, between SE 172nd Avenue and SE 192nd Avenue. Access to the site will be by way of an extension of NE 184th Avenue into the site from SE 1st Street, which was included in the previously approved HP Inc. Master Plan.

The traffic analysis prepared for the existing DA identified and vested 723 PM peak hour trips associated with the first 700,000 gross square feet of proposed buildings. The first 700,000 gross square feet represents roughly half of the total building area anticipated under the DA and within the two master planned areas.

To ensure compliance with the findings of the traffic analysis prepared for the DA, a Transportation Compliance Letter (TCL) must be completed by a licensed traffic engineer and submitted to the City for approval as part of each site plan review application for the first 700,000 gross square feet of proposed buildings in the two proposed master plans located within the DA area. The TCL must show the cumulative number of weekday PM peak hour trips previously allocated for the development of the property, and demonstrate that, with the addition of the trips generated by the subject site plan, all trips are within the total allocation of PM peak hour trips for the DA.

Additional traffic analysis is required to identify and mitigate the traffic impacts generated by the site development after the first 700,000 square feet of building area are constructed. The concurrent and future development activities of other developers within Section 30 will similarly trigger the need for additional traffic analysis. It was determined that all developers within Section 30 would jointly benefit from a comprehensive traffic study that considers the totality of potential new development within Section 30.

Therefore, the City prepared a comprehensive Section 30 Traffic Study for all potential new development within Section 30, including the development above 700,000 gross square feet to 1.5 million gross square feet, or an additional 800,000 gross square feet of development within the DA area. The study prepared by the City identified traffic impacts within Section 30 and in the surrounding street network and neighborhoods which are expected to be caused by the full build-out of Section 30. The study also designated the recommended mitigation efforts that will be needed to address such impacts. This study satisfies the required traffic analysis for the HP East Master Plan pursuant to VMC Chapter 11.80. The developer has agreed to abide by the recommendations for traffic impact mitigation that are presented in the results of the City Traffic Study. Such mitigations will be funded and constructed with additional proportionate share agreements, as appropriate. The proportionate share fees will be paid as part of future site plan submittals within the master plan area.

Transportation Impact Fees (TIF) are imposed per VMC 20.915, and per the conditions of the DA. See the section of this staff report addressing VMC 20.915 for calculation of TIF.

Conclusion: The proposed development meets the requirements of VMC 11.70 as conditioned.

11.80 Transportation – Street & Development Standards

Finding: The applicant is proposing a Master Plan for the HP East mixed-use development. The project envisions the development of a 30-acre portion of the HP property (former gravel pit), consisting of a mix of office, research and development, and other uses consistent with the existing DA. The applicant previously received master plan approval for the HP Inc. Master Plan (LUP-79900), which is comprised of the 68-acres immediately to the west of this HP East Master Plan project area, and which is also covered by the existing DA. The development within the total area of the DA envisions up to 1,500,000 square feet of building space. The site is located on the north side of SE 1st Street, between SE 172nd Avenue and SE 192nd Avenue. Access to the site will be by way of an extension of SE 184th Avenue into the site from SE 1st Street, which was included in the previously approved HP Inc. Master Plan.

NE 184th Avenue

NE 184th Avenue is designated a Collector Arterial. Pursuant to the approved DA and as shown on the proposed Master Plan, the applicant has committed to a street section for NE 184th Avenue that includes 70-foot right-of-way width, a 34-foot curb-to-curb pavement width, a 6-foot planting strip on each side, a 12-foot multi-use recreational trail on the east and west side.

As part of the site plan improvements for each phase, the applicant must incrementally extend NE 184th Avenue to the project's north property line using the road section described above. The applicant shall also construct a roundabout at the future alignment of NE 6th Street. Access to the HP East Master Plan area from NE 184th Avenue will be limited to the roundabouts (including the one already being constructed at NE 3rd Street) and appropriately spaced private accesses between the roundabouts.

Street lighting is required on public streets per VMC 11.80.090. See detailed street lighting requirements below.

NE 6th Street

NE 6th Street is designated a Collector Arterial. The approved DA and the proposed Master Plan does not provide a specific street section for NE 6th Street. This street section provides a 34-foot paved street width, which includes a center median/turn lane. The street section also includes 6-foot planter strips, 6-foot sidewalks, street trees, and streetlights on both sides of the street.

As part of the site plan improvements for each phase that has frontage on NE 6th Street, the applicant must extend NE 6th Street to the project's east property line using the road section described above.

Street lighting is required on public streets per VMC 11.80.090. See detailed street lighting requirements below.

Private Streets

As shown on the proposed Master Plan, the applicant intends to construct east-west private streets to provide circulation to the individual buildings and parking areas from NE 184th Avenue. The proposed section for the east-west private streets includes a 51-foot access easement width, a 38-foot curb-to-curb pavement width which includes stormwater planters and drop-off areas on both sides, and a minimum 6-foot sidewalk on each side. As a part of subsequent site plan approvals, the applicant shall extend additional private streets, using the adopted private street sections, to comply with the overall Master Plan and as needed by each phase.

All streets

Street lighting is required on private streets per VMC 11.80.050(L) and public streets per VMC 11.80.090. Lighting on private roads shall have its own meter to bill the private road owners and the lights shall be maintained by private road owners. Any substandard street lighting shall be required to be upgraded to current city standards as part of this project. A street light analysis plan for the ROW is required if existing lighting exceeds maximum spacing requirements per T21-01A and development doesn't propose addition lighting. Lighting shall be installed/updated to design standards T21-01A through T21-01D. In new development, if the lighting proposal doesn't exceed City maximum spacing requirements per T21-01A standard, then photometrics are not required.

When required, photometrics shall be analyzed in zones. Zones for each direction of travel of a straight roadway are done in luminance method. Intersections, sidewalks, and curved roadway sections are their own zones and done in illuminance. Average maintained luminance is measured in candela per square meter. Veiling luminance shall be shown. Average maintained illuminance is measured in foot-candles. Stationing is a required item on the lighting plans. IES files for lighting software can be obtained from lighting manufacturer. Use lighting materials from the City of Vancouver approved material list. New lights will be LED and fixture shall be chosen from approved materials list.

A right-of-way construction permit is required for any project that intends to close or alter a sidewalk or curb ramp for construction purposes. Each permit must include a Pedestrian Traffic Control Plan (PTCP). In general, the PTCP must limit sidewalk closures and avoid detouring of pedestrians to the opposite side of the street during construction. The designers of the PTCP must make every effort to allow pedestrians to continue using the sidewalk on the same side of the street as the construction project, if possible. Such measures as overhead protective scaffolding and/or temporary ramps and jersey barriers to temporarily divert pedestrians into a protected pedestrian route on the street should be considered. Short-term sidewalk closures and street-crossing detours may be allowed when the building foundation work is being completed, primarily in situations where the building foundation is being constructed at the immediate back of sidewalk, and having pedestrians too close to active foundation construction could pose a safety hazard. However, once those foundations are complete, the contractor will be expected

to restore the pedestrian route on the same side of the street as soon as practical. PTCs will be evaluated on a case-by-case basis; specific requirements will vary depending on location.

Conclusion: As submitted development proposals associated with the Master Plan area could be approved to meet the foregoing requirements.

Water

Finding: There are currently no public water mains in the area of this project.

This is a master plan only. No water main is proposed or required with this Master Plan.

Additional requirements may be outlined during the detailed site plan review process, meeting the water requirements as detailed in the *City of Vancouver Water General Requirements Water Design and Construction Requirements* (Rev 1-19), as vested in the Development Agreement.

Conclusion: The submitted plans indicate the requirements can be met.

Sewer

Finding: Sewer service to Section 30 in general will require construction of at least one public sewer pump station and associated public and private gravity sewer collection systems and the applicant proposes the Section 30 South Wastewater Pump Station will ultimately service the HP East Master Plan area.

Public sewer service to the subject development will also require the applicant to construct public gravity-flow sewers to, throughout, and across the development site as required to adequately serve the site itself and to provide a point of future public sewer connection to adjacent properties. Gravity sewers shall be 8-inch minimum diameter and be constructed at adequate depth for connection to each proposed building, as well as to serve adjacent properties.

The Applicant shall construct separate 6-inch (minimum) diameter service laterals to serve each building to the public gravity sewers. Service laterals shall be constructed per City Standard Plan Series S-1.4, as vested by the Development Agreement.

The Applicant shall submit flow estimates for the proposed development for pump station planning and future pump station design requirements at site plan review. 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 1,500,000 gross square feet 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 that was accomplished by HP's request for a pre-application meeting for the master planning process for the Project; 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.

The Applicant shall also submit an Industrial Information Form for review at site plan review. The form is available on the City of Vancouver web site.

Conclusion: Public sanitary sewer is available at or near the site and vested construction standards for public sewers, public wastewater pump stations, and private sewer lateral connections can be met.

14.24 Erosion Control

Finding: No construction or ground disturbing activities is proposed as part of this Master Plan application. Erosion and Stormwater Pollution Prevention Plans (SWPPP) will be prepared as part of road, utility and building construction engineering permitting and will be consistent with this proposed Master Plan.

14.25 Stormwater

Finding: The Development Agreement (DA) for the site outlines responsibilities of the developer and the city regarding the stormwater facilities that will serve private and public infrastructure for the site. The already approved HP Master Plan includes a rough conceptual plan for stormwater facilities within the project site. The plan, in accordance with the DA, calls for public and private infiltration facilities in locations with native gravels and good infiltration rates. These areas will be utilized by private development when feasible. When native gravels are not on or adjacent to a parcel, treated runoff may be directed to the public regional infiltration facility. Each property owner in Section 30 will be required to treat runoff generated onsite with an approved runoff treatment best management practice (BMP) prior to infiltrating onsite or releasing to the regional infiltration facility.

Per the DA, if it is found that the native soils are not suitable for full infiltration, the applicant has the option to drain treated runoff to the regional infiltration facility through the conveyance system in NE 184th Avenue, currently under construction. This conveyance system was sized to handle the HP East Master Plan area. Expansion of the region infiltration facility would be required to handle the additional stormwater volume from the HP East development and there is land available to accommodate such expansion. Construction of additional capacity at this facility and the associated conveyance infrastructure may be required for future phases of the Master Plan that will rely on the regional facility for infiltration capacity.

Development within the Master Plan area will require full civil plan submittal including stormwater plans and a stormwater report. The plans must follow the state and federal stormwater permit requirements that are in effect at the time or are otherwise vested under the Development Agreement for the project.

Fire

Finding: Fire requirements will be reviewed at the time of site plan submittal.

Building
Title 17 Building and Construction

Finding: 17.08.090 A building department plan review and permit will be required for this project. Building and site shall comply with the applicable codes listed in 17.08.010 in effect at the time of building permit application. A complete building code review of plans is not performed during site plan review. Filing of building permit application with required fees and review material is required for a complete building code review. At this time, plans, and information necessary to verify compliance with all applicable building code provisions is neither required nor provided. Building permit applications received after March 14, 2024, will be reviewed under the 2021 building codes.

Finding: Separate building permits will be required for any site structures requiring a permit, including, but not limited to, trash enclosures/fences over 6 feet in height or covered, retaining walls over 4 ft, automated gates, and flag poles.

Finding: IBC 1104 Accessible routes within the site shall be provided from public transportation stops, accessible parking, accessible passenger loading zones and public streets or sidewalks to the accessible building entrance served. The exterior accessible route must be 48 inches clear in width for new sites. Wherever practical, the accessible route shall not cross lanes of vehicular traffic. Where crossing traffic lanes is necessary, the route shall be designated and marked as a crosswalk.

Finding: Accessible parking spaces shall be located on an accessible route, near and distributed among accessible entrances. A minimum of one van-accessible parking space shall be provided for each 6 accessible parking spaces. Access aisles serving aisles serving accessible & van-accessible parking spaces shall be 60- & 96-inches minimum width respectively (WAC 51-50-1101.2.8).

Finding: WAC 51-50-0429 New buildings and accessory structures, including parking garages and parking lots, are required to provide Electric Vehicle Supply Equipment (EVSE). EV charging stations, EV-ready parking spaces, and EV capable parking spaces shall be provided for each occupancy per Table 429.2.

Finding: WAC 51-50-0429 Ten percent of the accessible parking spaces, rounded to the next whole number, shall be EV Charging Stations. Additional 10 percent of the accessible parking spaces, rounded to the next whole number, shall be EV Ready. Not fewer than one for each type of EV charging system shall be accessible. The electric vehicle charging infrastructure may also serve adjacent parking spaces not designated as accessible parking. A maximum of 10 percent of the accessible parking spaces, rounded to the next whole number, are allowed to be included in the total number of electric vehicle parking spaces required under Section 429.2.

Finding: Where parking is provided for mixed occupancies, Table 1106.1 must be satisfied for the parking spaces required/assigned for commercial occupancy and IBC 1106.2 must be satisfied for the parking spaces required/assigned for residential occupancy.

Conclusion: As submitted development proposals through site plan review associated with the Master Plan could be approved for 2021 building code requirements.

Recommended Action

Based upon the findings herein, the criteria for master plan approval have been satisfactorily met or shall be met as conditioned. Staff recommends Planning Commission recommend approval of the HP East Master Plan to City Council subject to the conditions listed below.

CONDITIONS OF APPROVAL RELATED TO SITE DEVELOPMENT

Prior to future site plan approvals

1. Demonstrate compliance with the provisions of VMC 20.690 and all applicable sections of the Section 30 Plan and Design Guidelines as modified by the 2019 Development Agreement and provided in the Master Plan.
2. Show compliance with the Master Plan SEPA checklist or amend or submit a new SEPA checklist to include any unexpected impacts or project changes.

EXHIBITS

1. Land Use Application
2. Applicant Narrative
3. Master Plan Appendices
4. Notice of Application, Public Hearing, and Optional SEPA DNS dated October 25, 2024
5. SEPA Checklist
6. SEPA Public Comment
7. Applicant's Response to SEPA Public Comments
8. Final DNS dated December 4, 2024
9. Applicant Regulatory Compliance Matrix
10. Development Agreement
11. Transportation Analysis by Kittelson & Associates dated September 5, 2019
12. Applicant's replacement 6th Street Section
13. Public Comment
14. Applicant Response to Public Comment
15. HP Inc. Correction Page

HP EAST MASTER PLAN

SEPTEMBER 5, 2024

CONTENTS

01 INTRODUCTION

A Community Partner	6
Background	8
A Catalyst for Development in East Vancouver	10
Master Plan Purpose	12
Regulatory Context	14

02 AREA PLANNING

Vision for the HP Property	18
Site Grading and Elevations	20
Building Location and Orientation	24
Scale and Building Massing	28
Open Space and Plazas	32
Gateway Streets	34
Service Elements in the Context Of Section 30 and Surrounding Zones	36

03 ACCESS, CIRCULATION, AND PARKING

Street Pattern and Layout	40
Street Design	46
Parking	52
Traffic Analysis	58
Traffic Demand Management Approach	59

04 PUBLIC FACILITIES AND SERVICES

Stormwater Facilities and Green Design	62
Regional Sanitary Sewer Facilities	64
Water, Electricity, Data, Telecommunications Routing and Connections	66

05 FULL SITE UTILIZATION PLAN AND PHASING

Full Site Utilization Plan	70
Phases of Development	72

06 LANDSCAPE PLANNING

Landscaping	76
Signage	84
Screening and Boundaries	86

APPENDICES

Provided under separate cover:

Appendix A. Regulatory Compliance Matrix
Appendix B. Development Agreement
Appendix C. SEPA Checklist
Appendix D. Transportation Analysis
Appendix E. Drawings
L1.0 Vicinity Plan
L1.1 Full Site Utilization Plan
L1.2 Parking Plan
L2.0 Master Landscape Plan

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

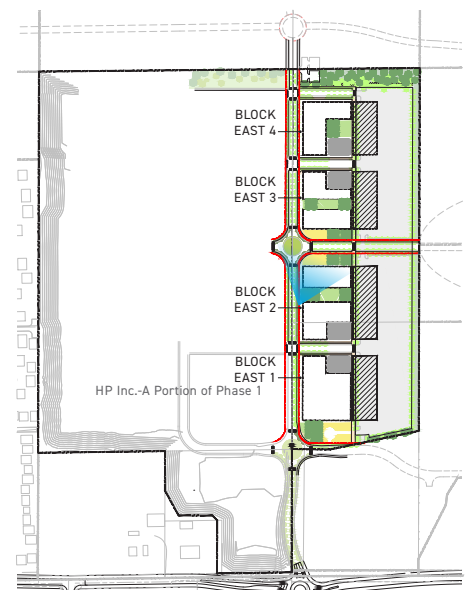
MASTER PLAN PURPOSE

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.

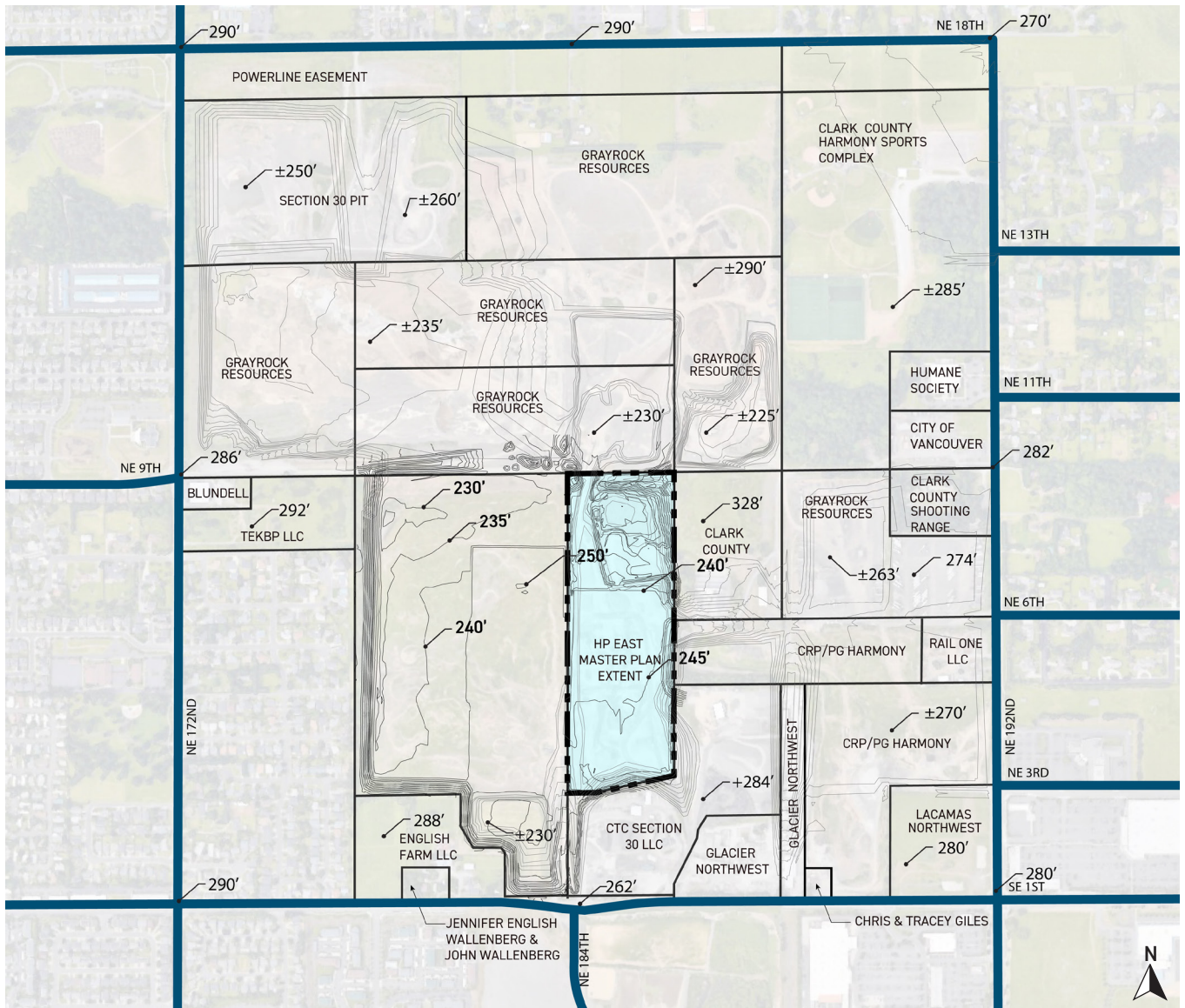


FIGURE 2.B - EXISTING GRADES

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).

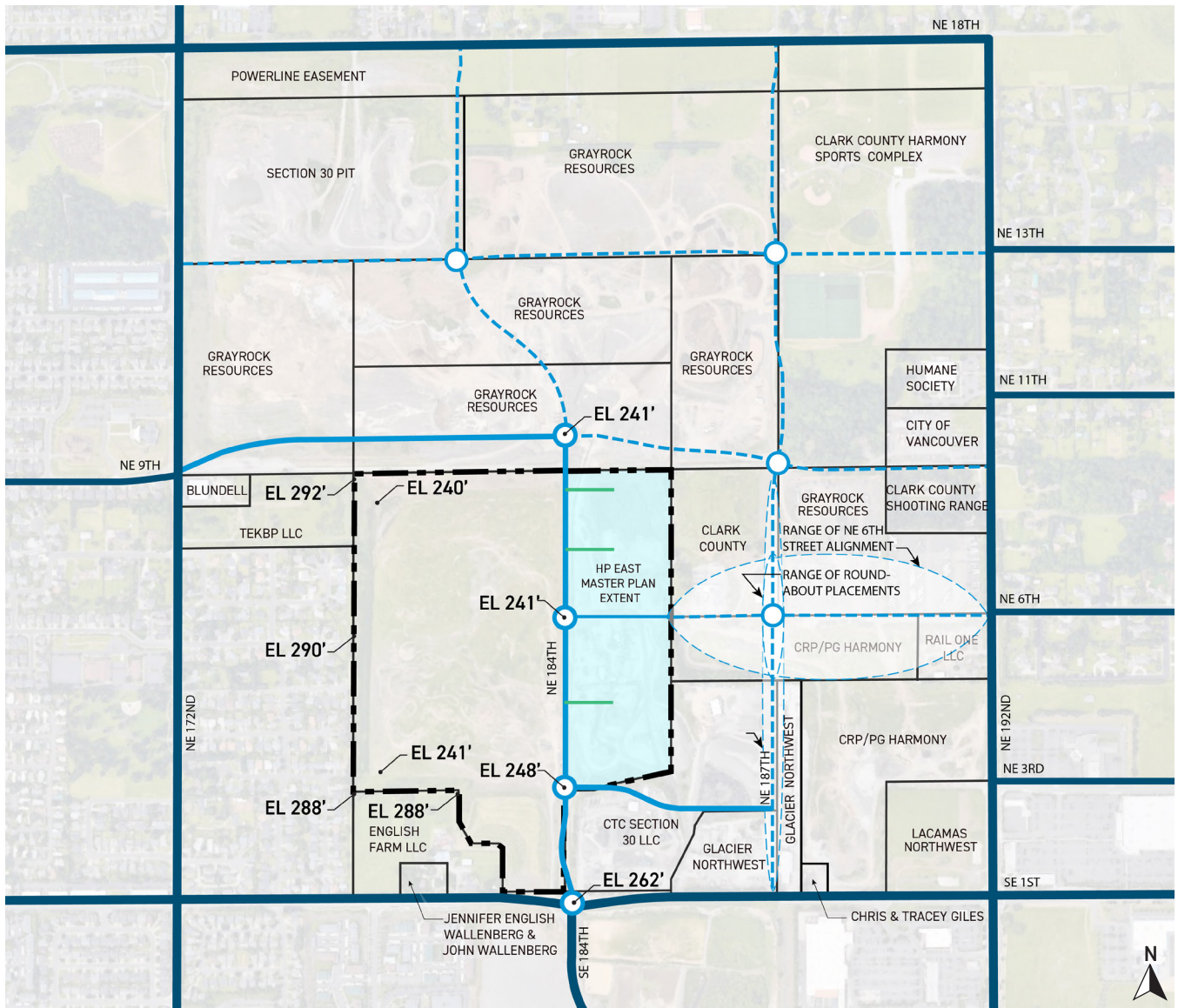


FIGURE 2.C - FUTURE GRADES

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)).

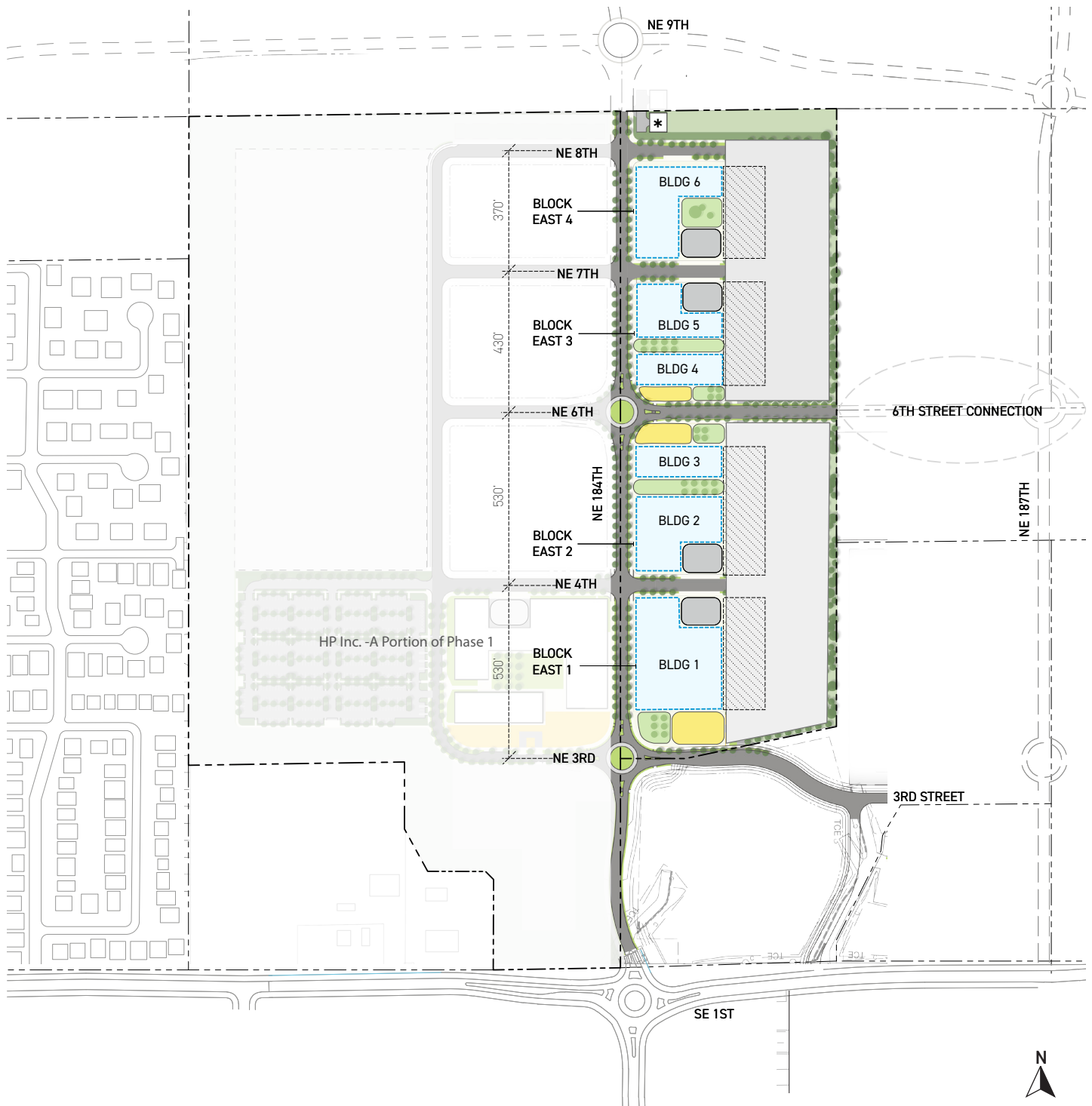


FIGURE 2.D - BUILDING LOCATION AND ORIENTATION

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).

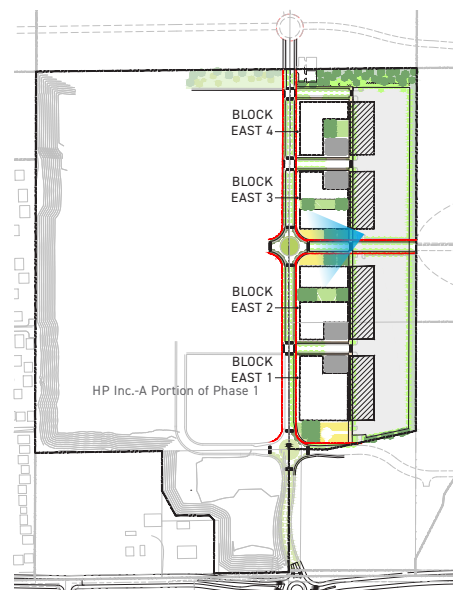
Parking lots east of the buildings will be partly screened by street trees, and partly by lines of shade trees that create separate parking areas. Occupants of taller buildings will look across tree canopies towards the landscaped banks at the eastern boundary. Trees will screen parked cars from most 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).

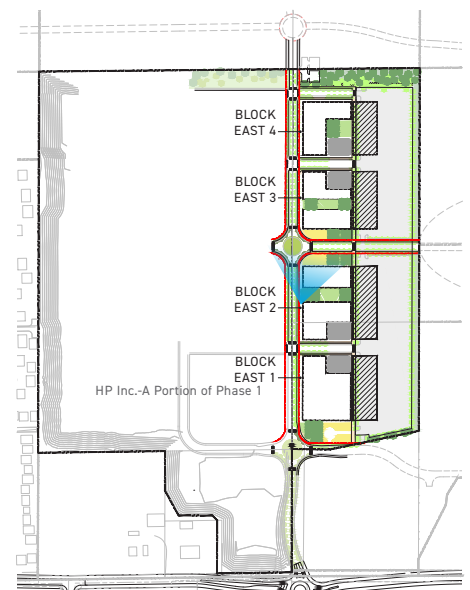
Any façade longer than 120 feet facing a public street will be interrupted with a setback, projection or other device at least 30 feet long and 20 feet deep for the full height of the building. Roof design will vary with building function but will be compatible between neighboring buildings. Rooflines 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

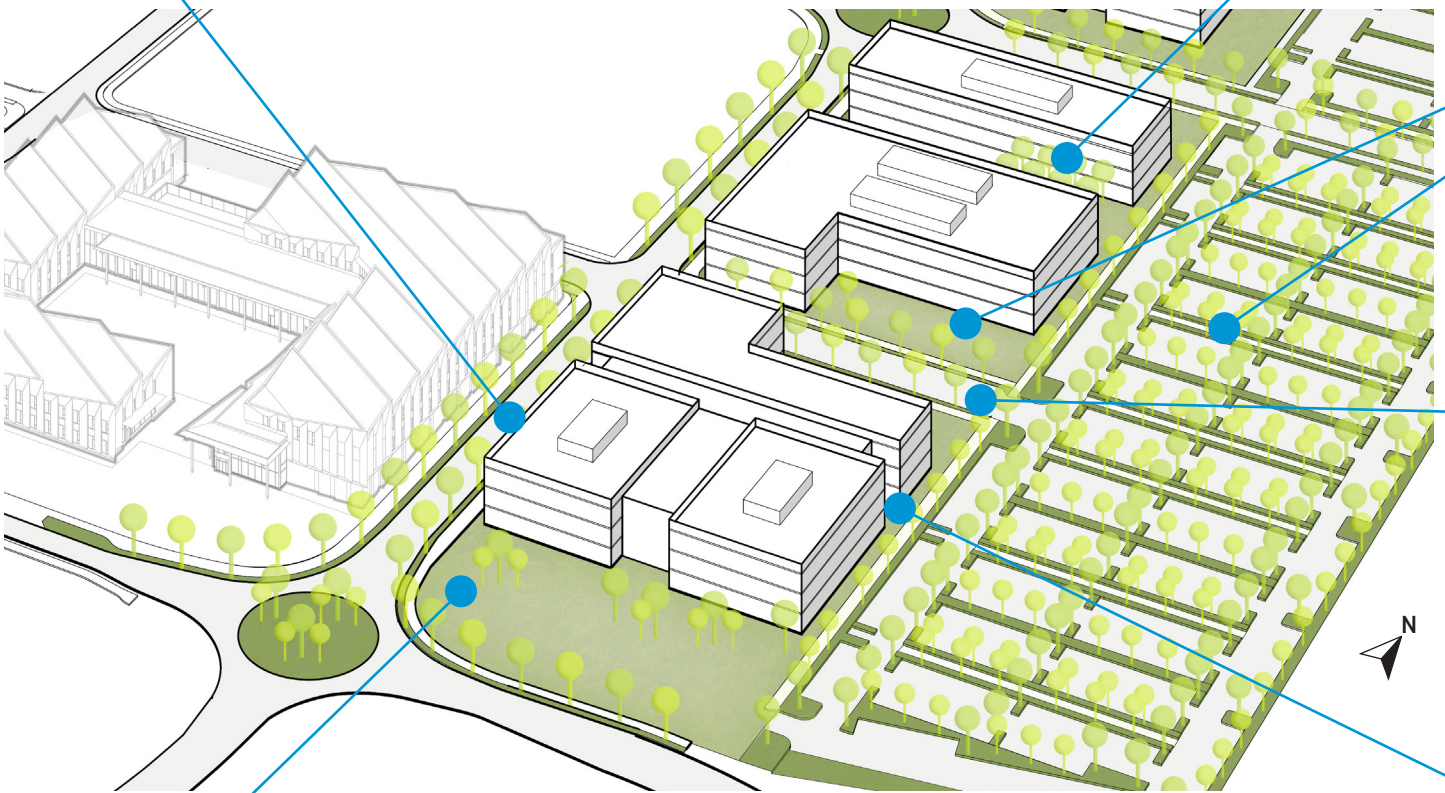


FIGURE 2.6 - BUILDING MASSING CONCEPTS

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)).

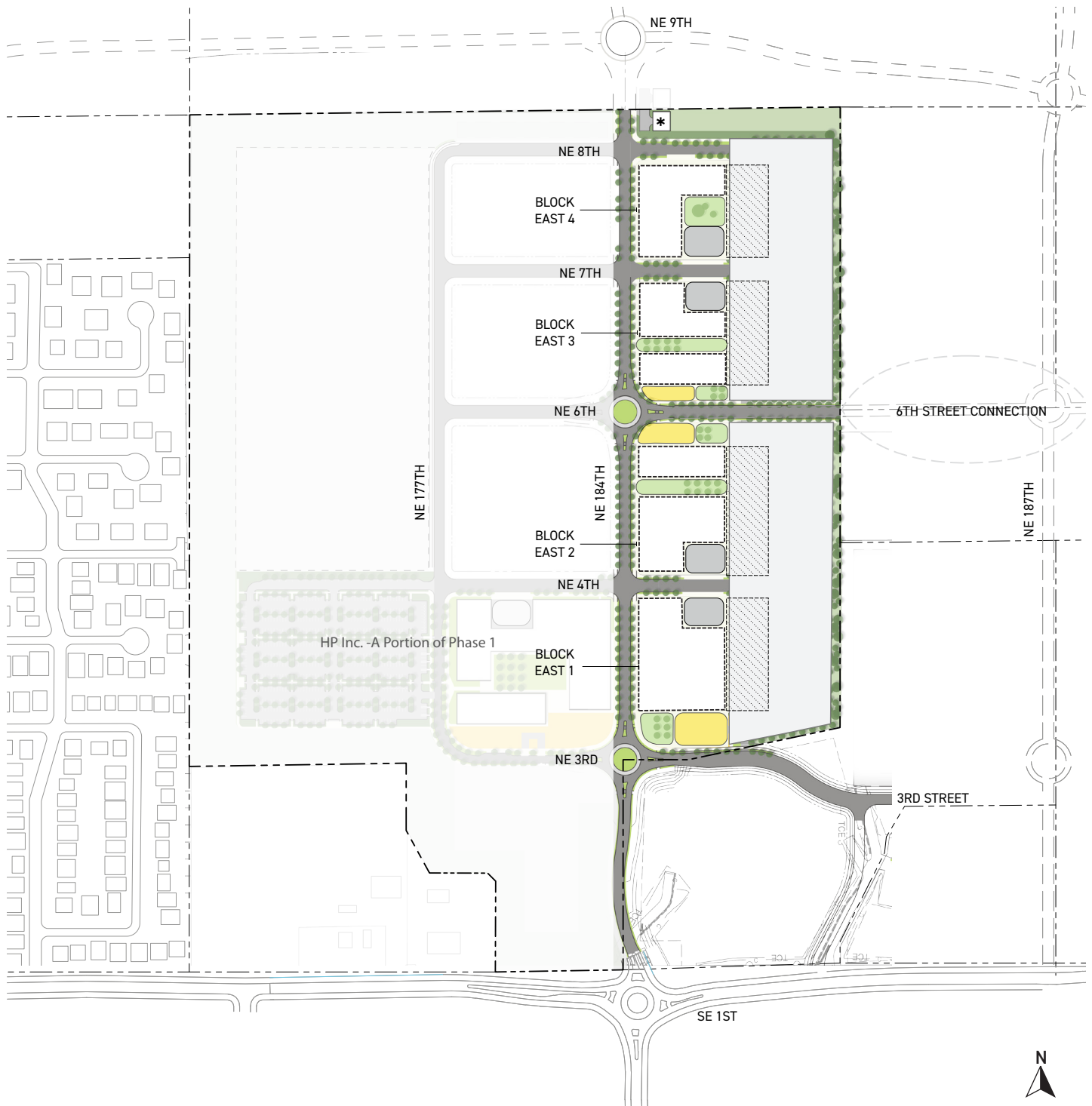


FIGURE 2.H - OPEN SPACE AND PLAZAS

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).

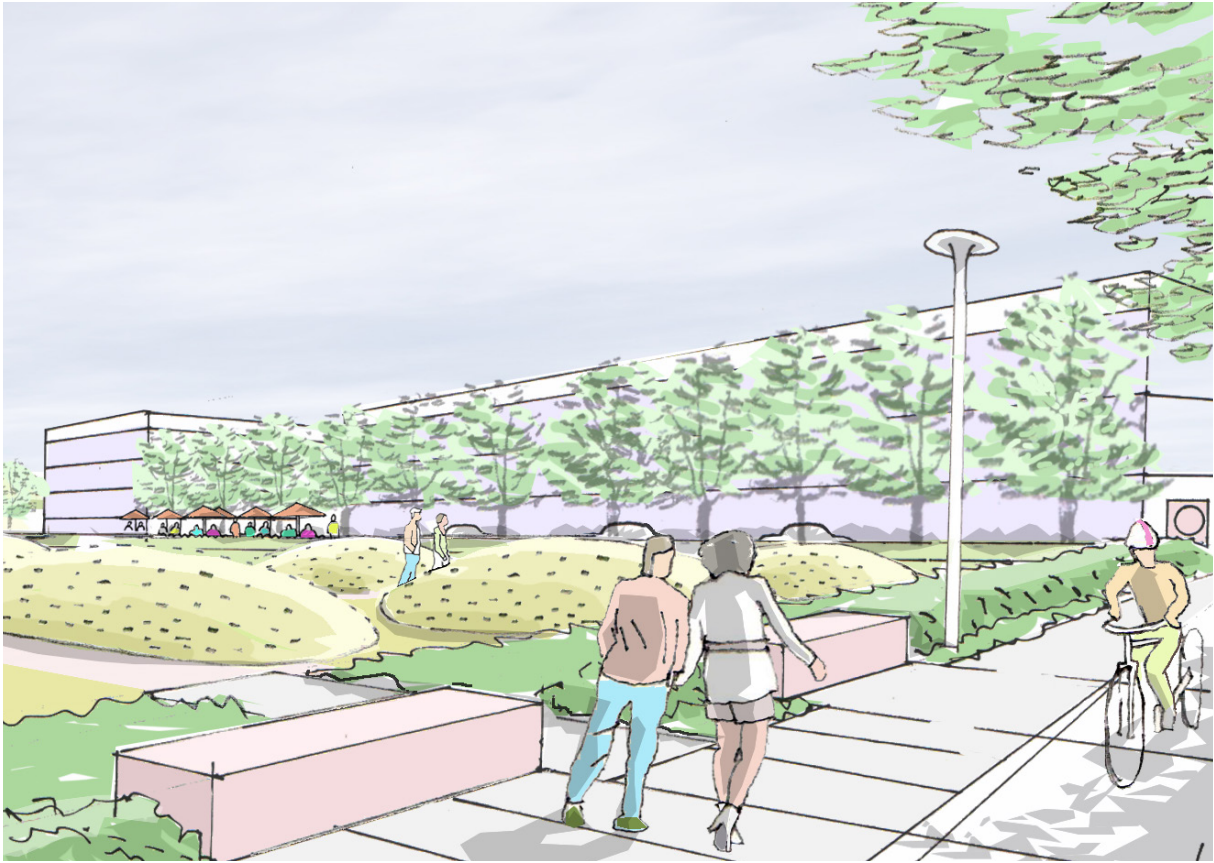
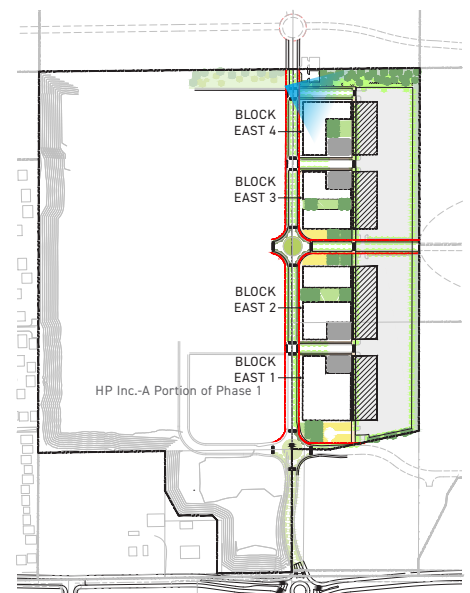


FIGURE 2.1 - CONCEPTUAL VIEW OF NORTHERN GATEWAY LOOKING SOUTH FROM NE 184TH AVENUE

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).

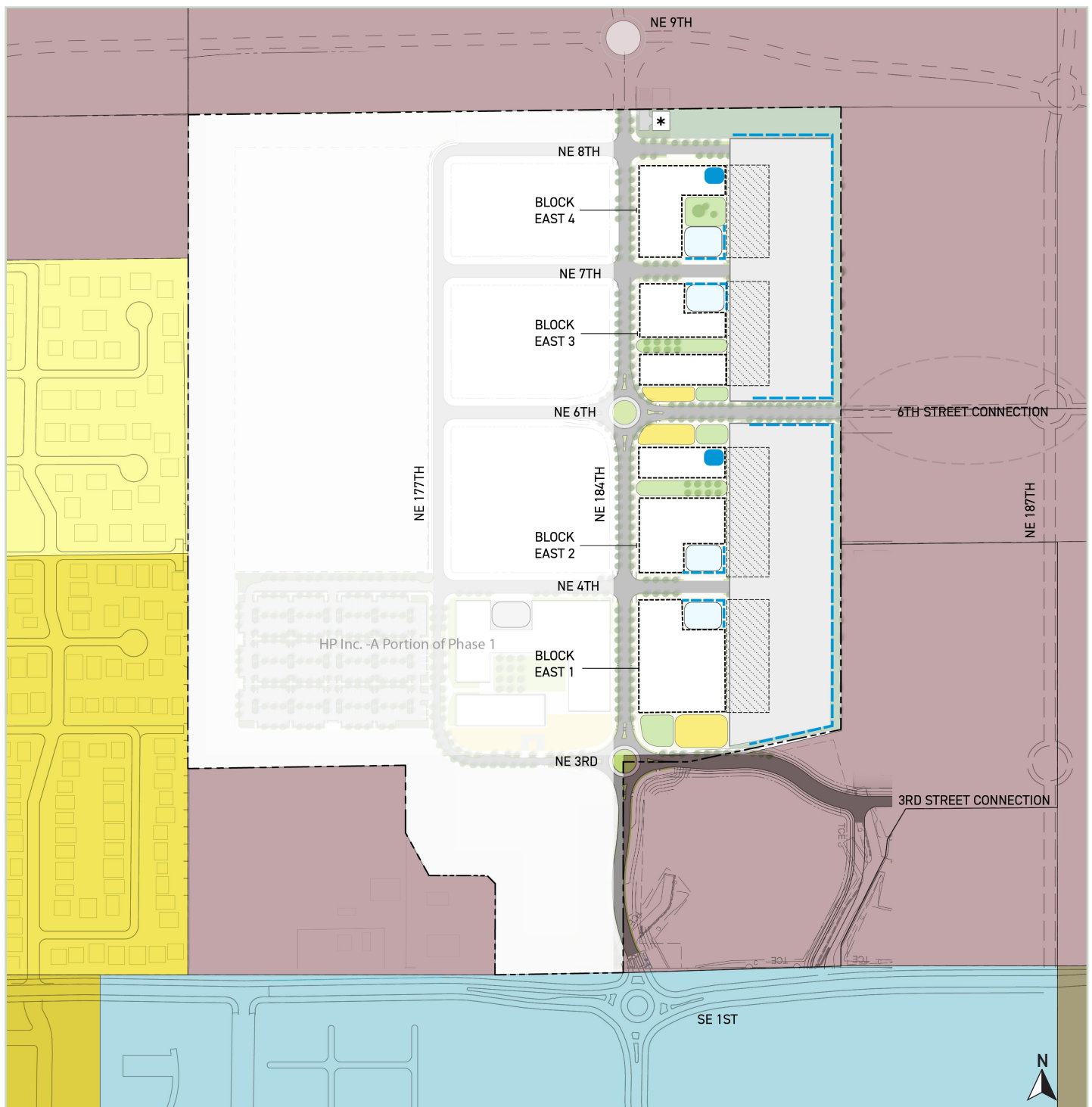


FIGURE 2.J - SERVICE ELEMENTS AND SURROUNDING ZONES

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	 EMPLOYMENT CENTER MIXED-USE (ECX)
 INTERNAL SERVICE	 SINGLE FAMILY RESIDENTIAL (R1-10)
 SCREENING	 SINGLE FAMILY RESIDENTIAL (R1-6)
 SECTION 30 SOUTH WASTEWATER PUMP STATION	 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).

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)).

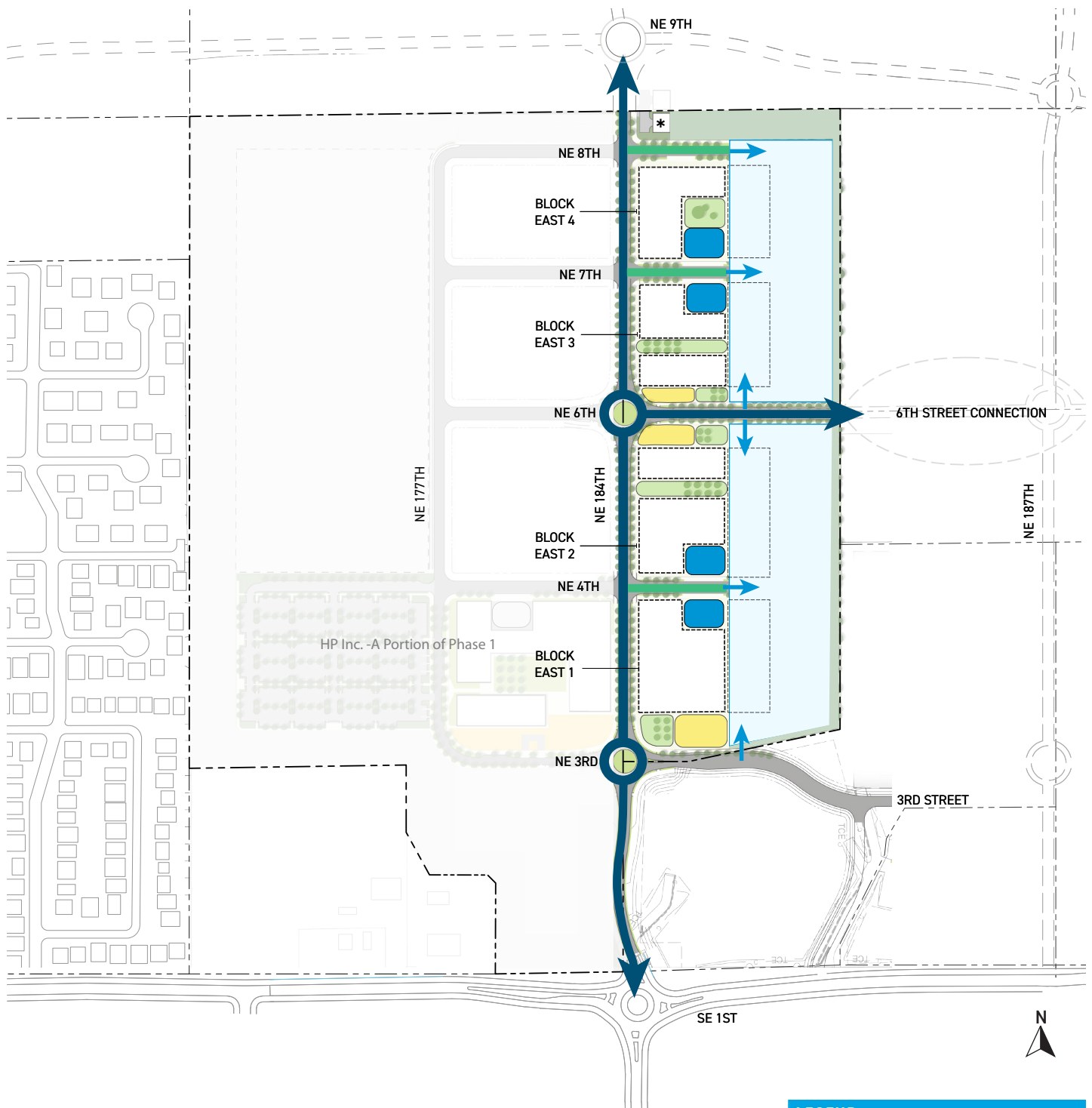


FIGURE 3.B -VEHICULAR NETWORK

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).

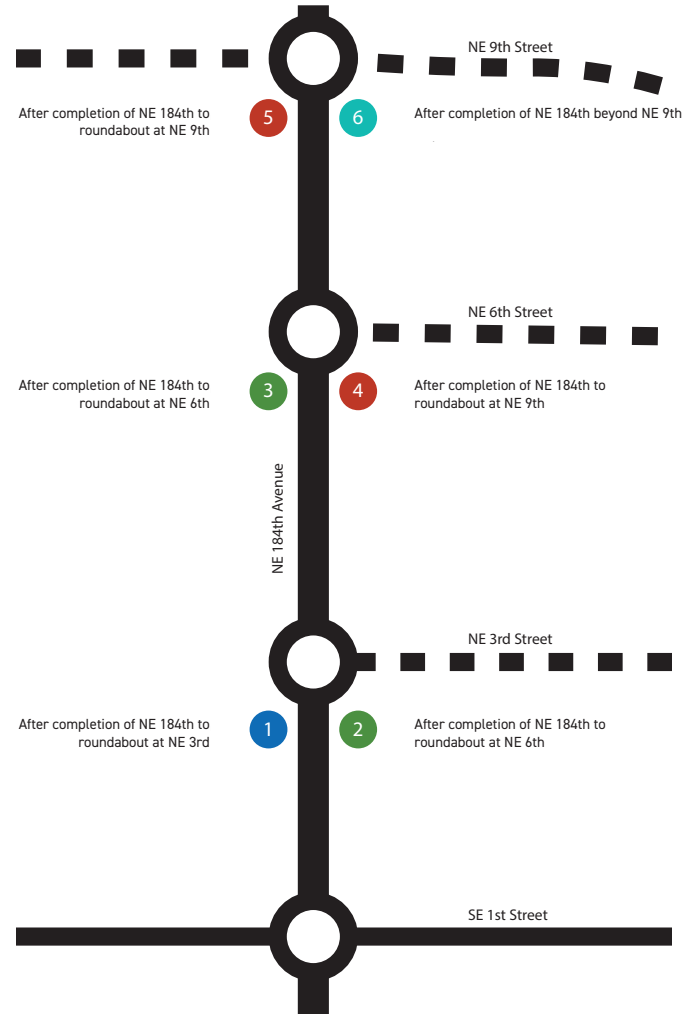


FIGURE 3.C - CONCEPTUAL BUS STOP PHASING

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.

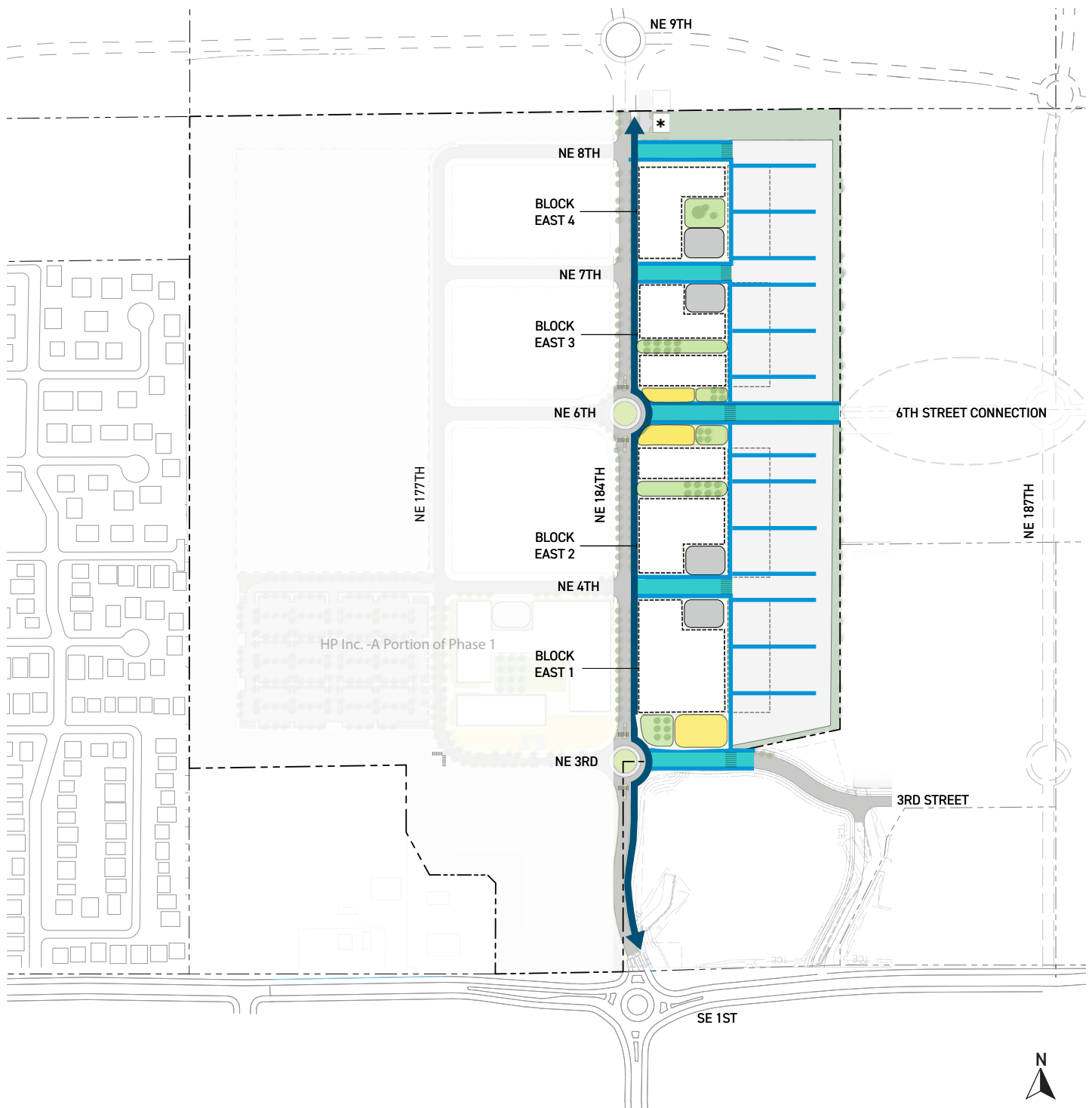


FIGURE 3.D - PEDESTRIAN AND BIKE NETWORK

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.

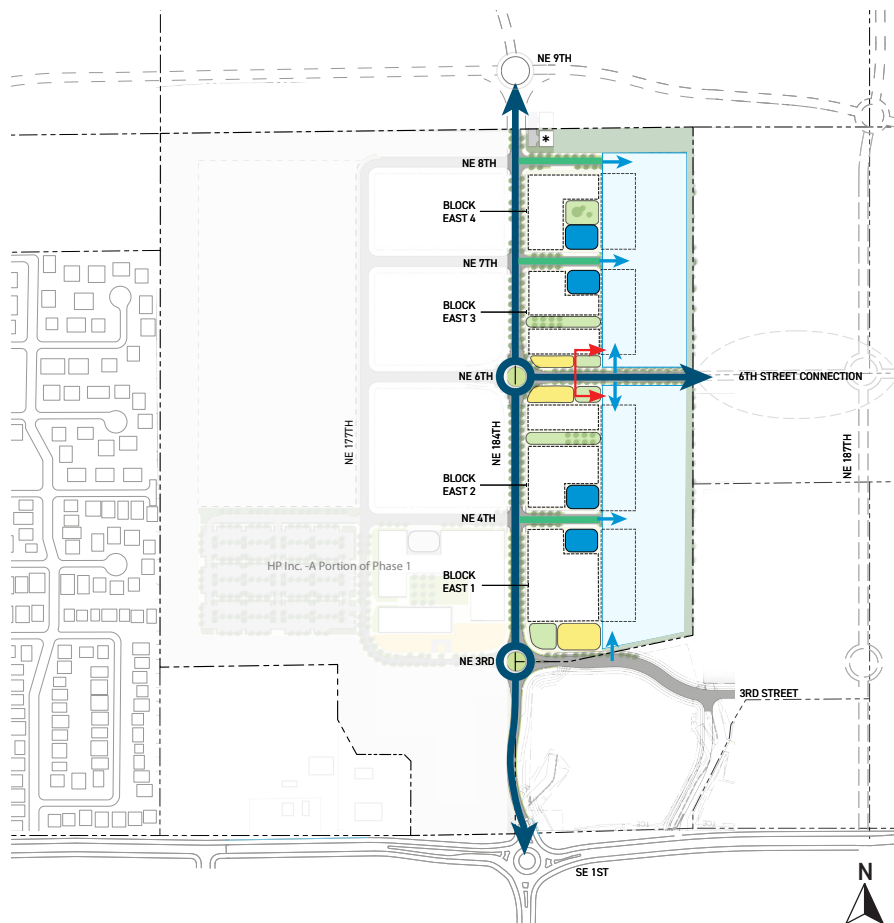
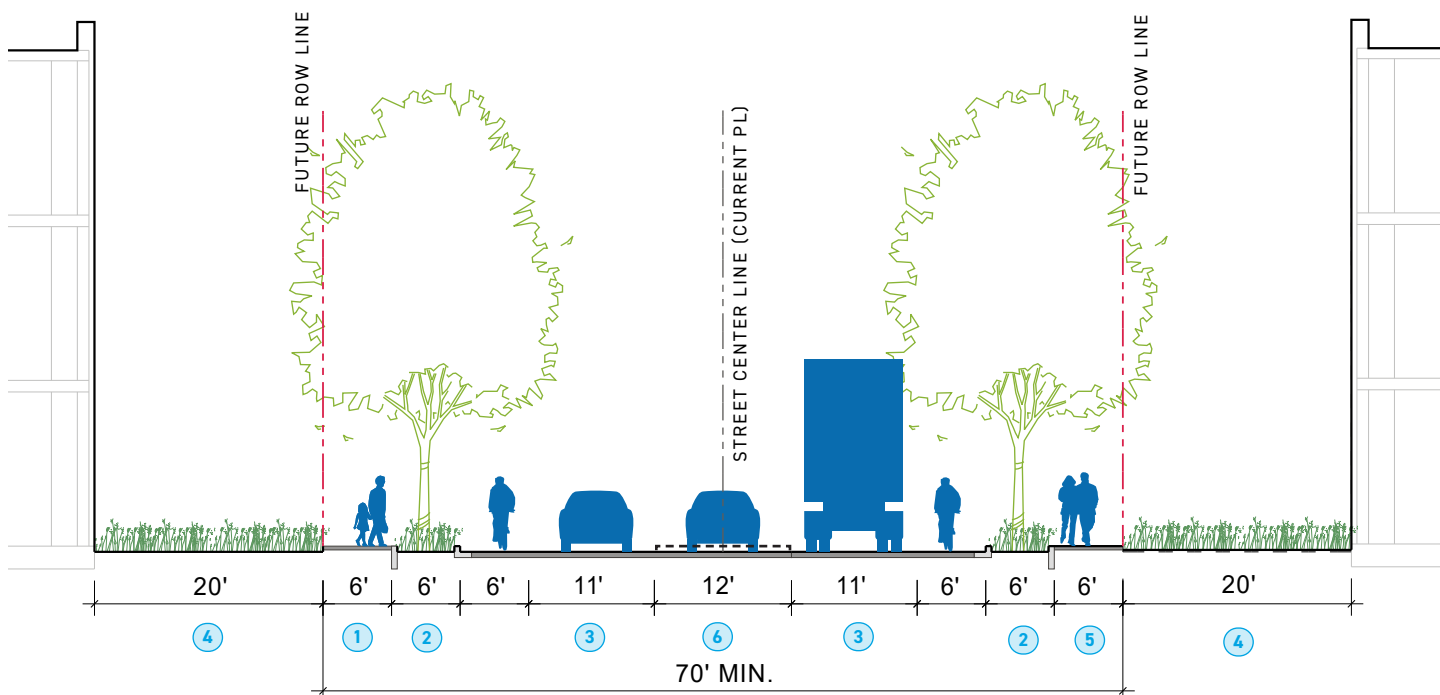


FIGURE 3.E - NE 6TH AVENUE STREET SECTION

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).

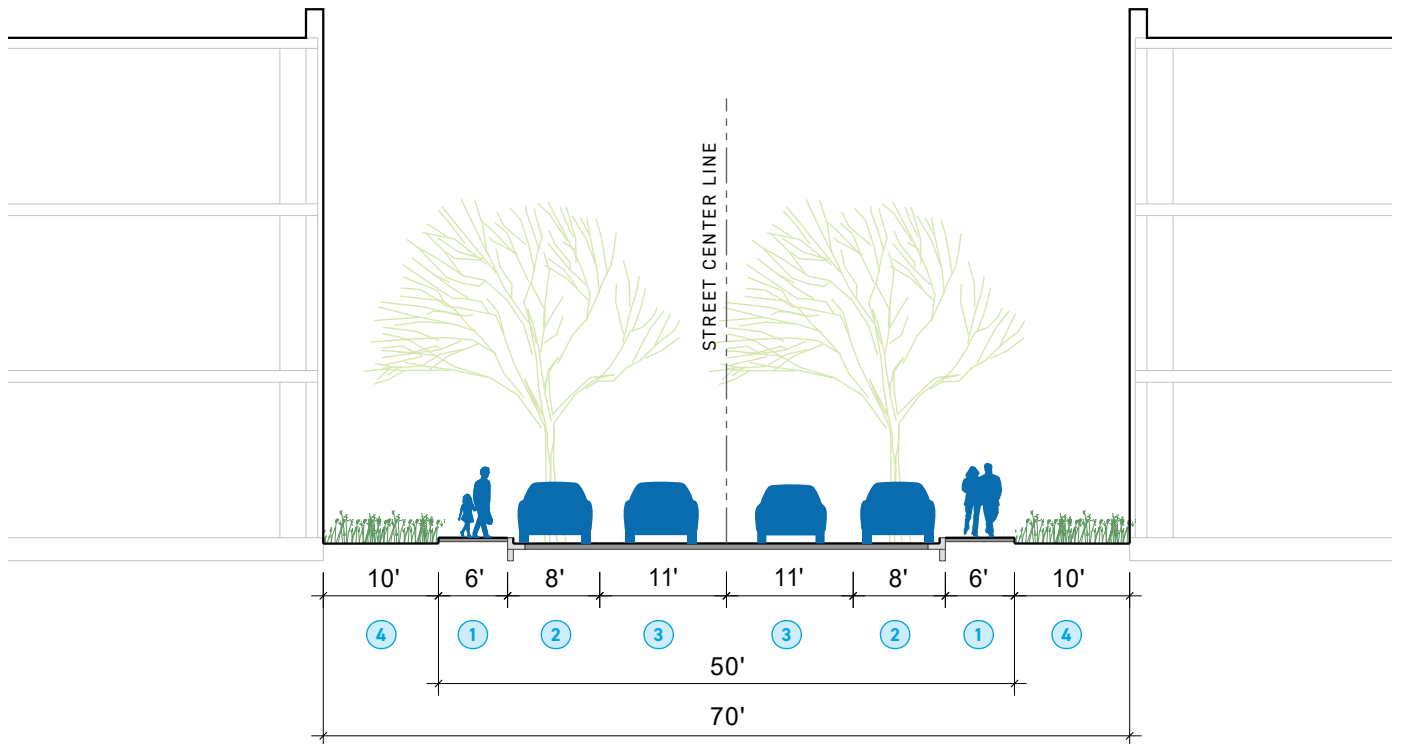
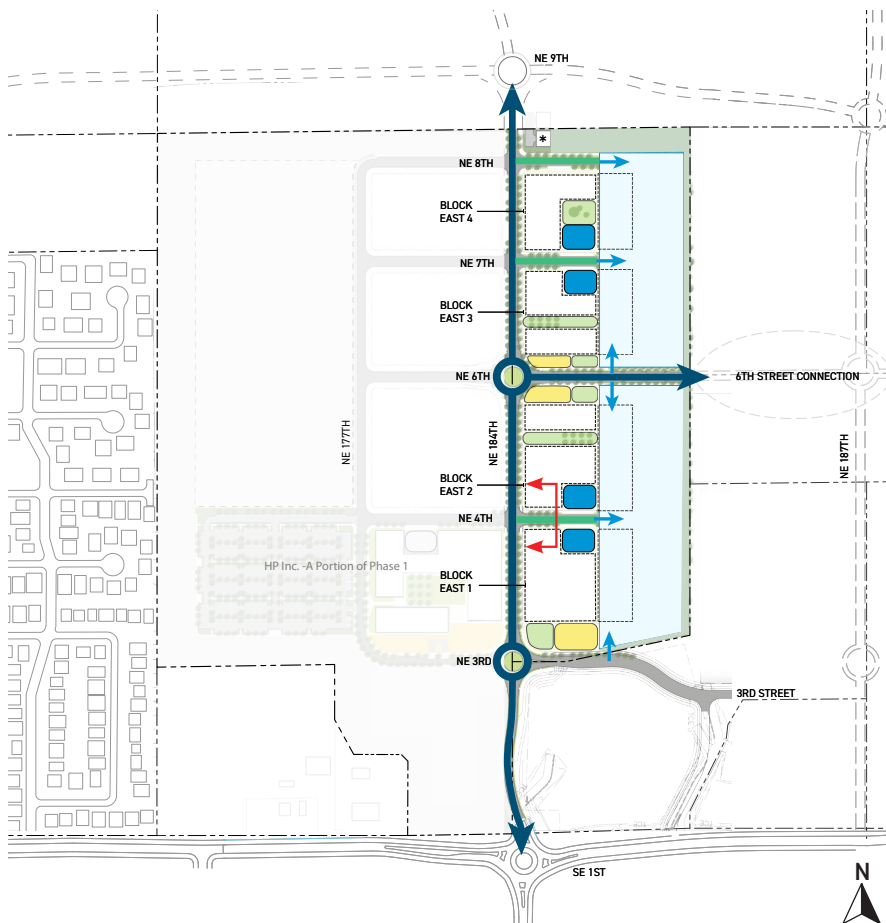


FIGURE 3.F - PRIVATE STREET (W-E) STREET SECTION



KEY	
①	SHARED USE PATH
②	STORMWATER PLANTERS / DROP OFF
③	TRAVEL LANE
④	SETBACK

KEY PLAN

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).

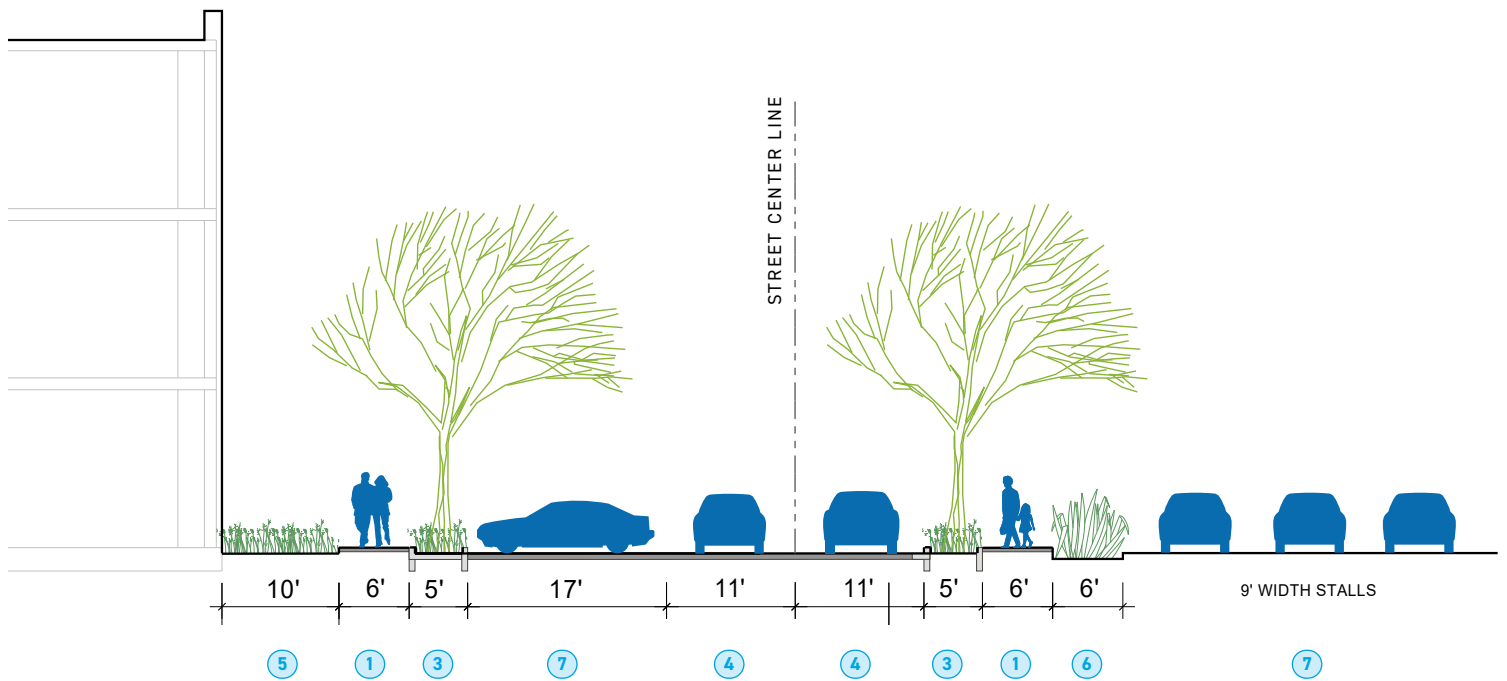
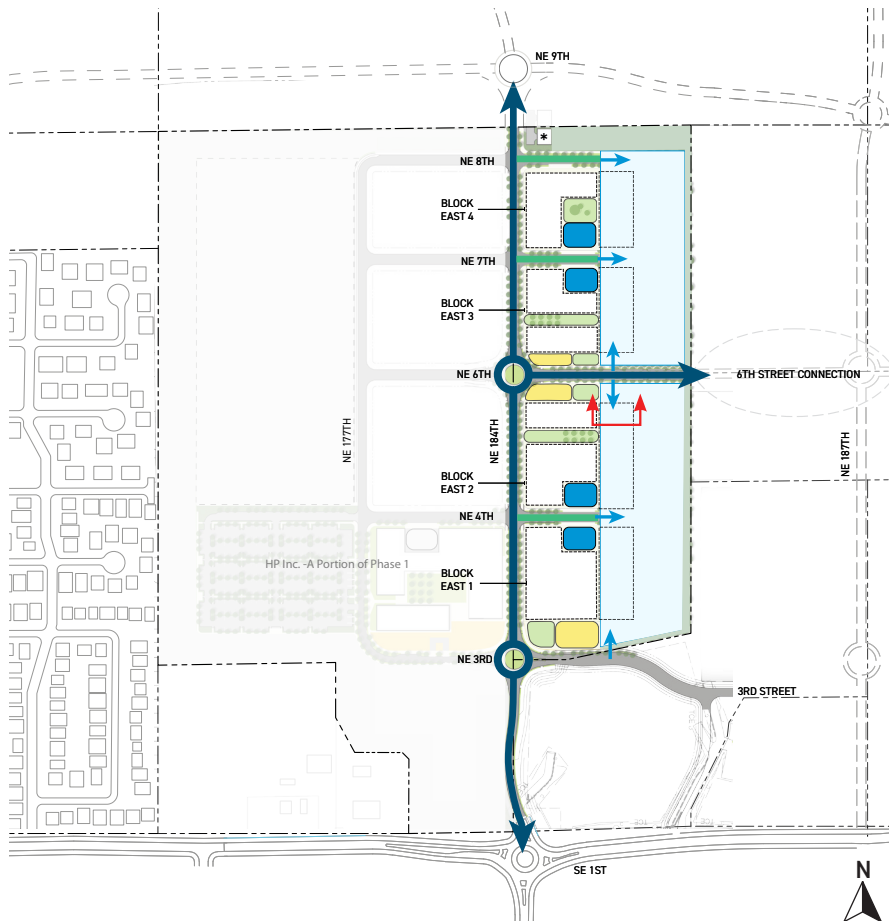


FIGURE 3.G - PRIVATE STREET (N-S) STREET SECTION



KEY PLAN

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:

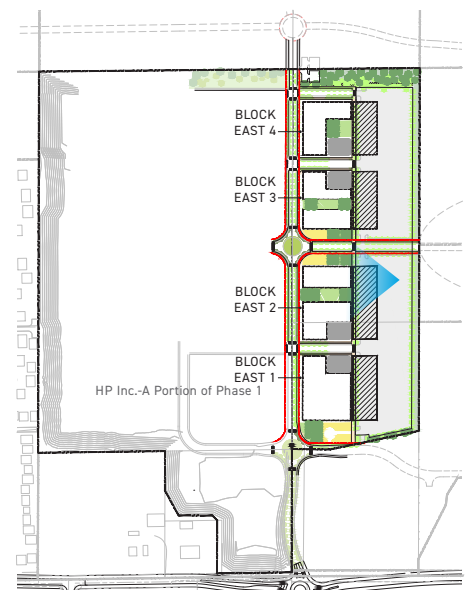
- Office uses: 2.5 to 5 spaces per 1000 square feet.
- Research and Development: 1.25 to 3 spaces per 1000 square feet.
- Light industrial uses: 1.25 to 3 spaces per 1000 square feet.
- Occupant-supported retail: 1 space per 250 square feet, restaurant, and accessory uses.

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

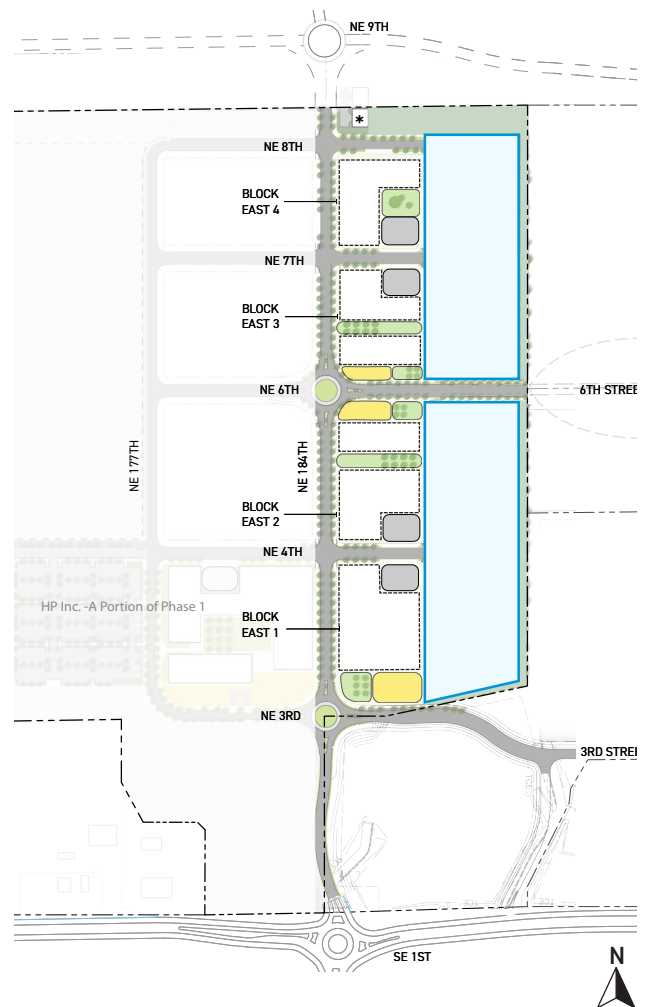
PARKING DIAGRAMS

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.

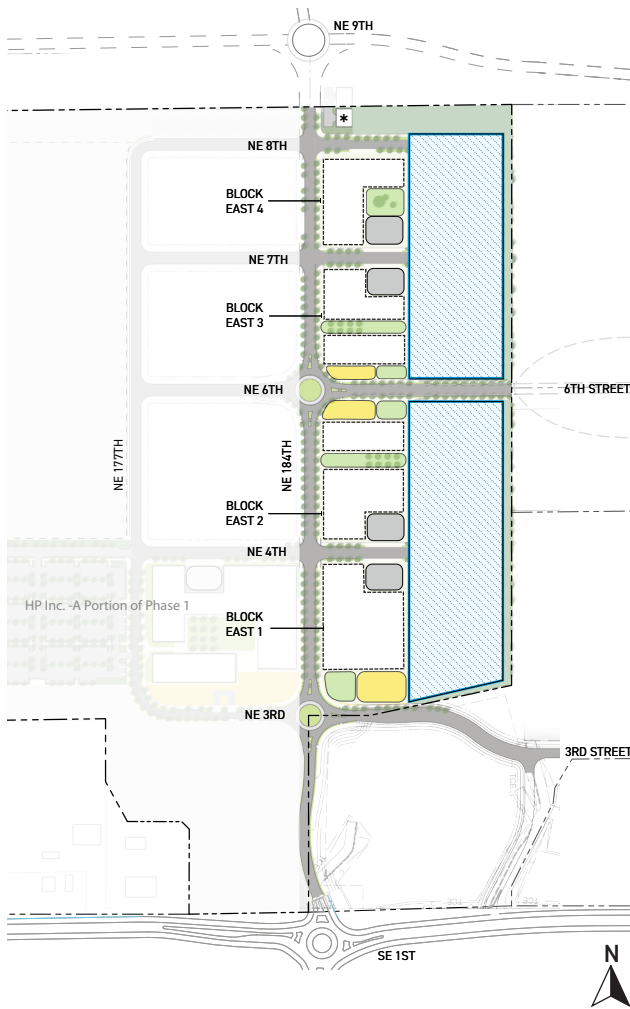
The Option B diagram shows the potential for inclusion of a single layer deck on top of surface parking. This option could be purpose built or retrofitted on top of an existing surface parking lot in the event that the density of development on the site exceeds the capacity of the surface parking areas.

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).

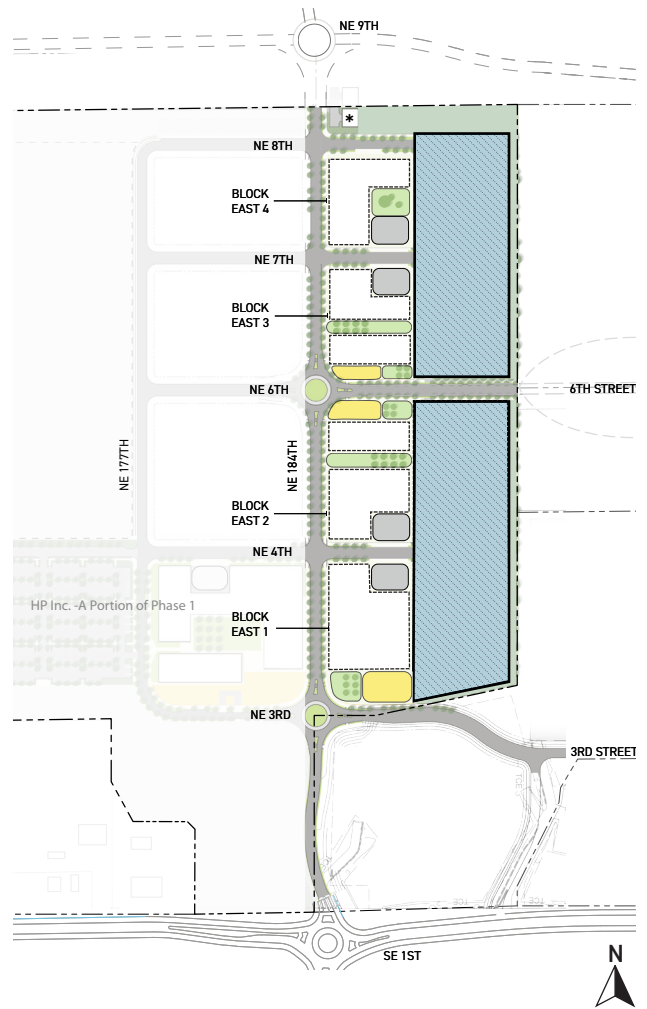


OPTION A
POTENTIAL SURFACE PARKING LOCATION

FIGURE 3.I - POTENTIAL PARKING OPTIONS

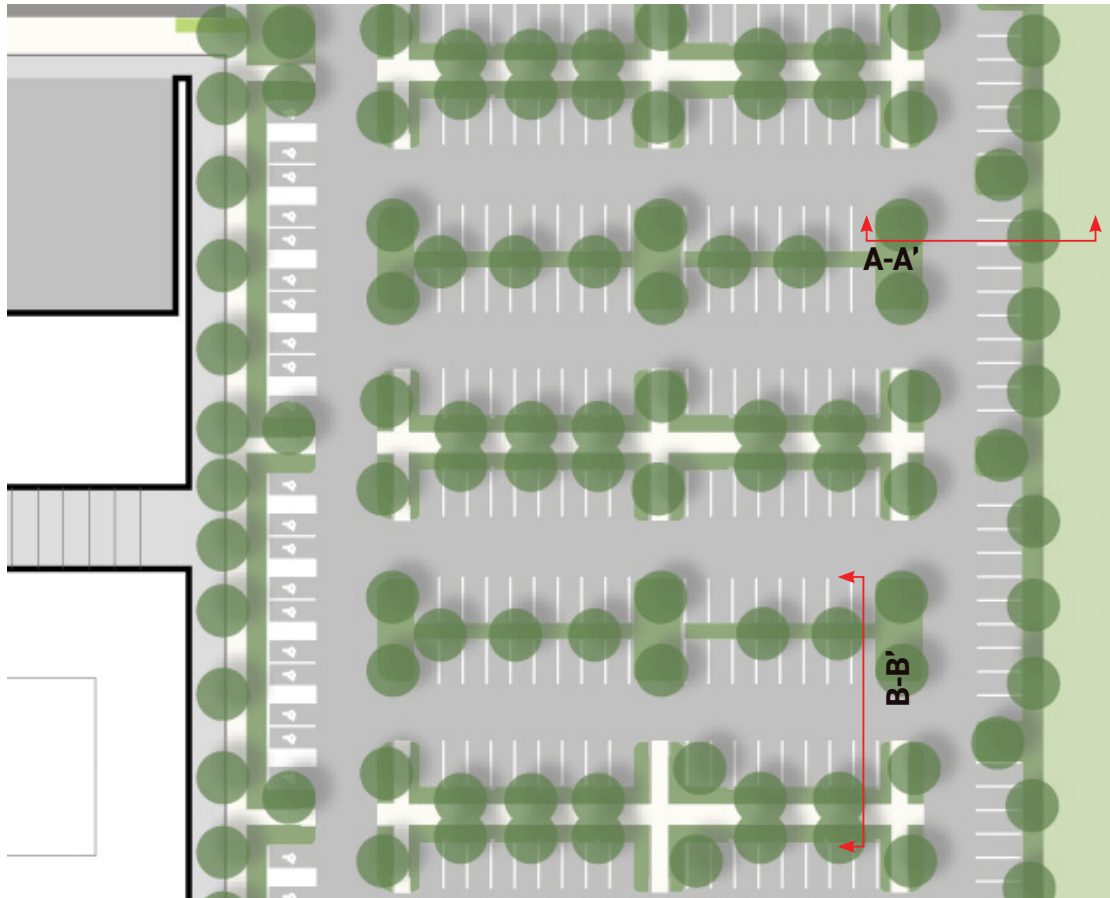


OPTION B
POTENTIAL DECK LOCATION

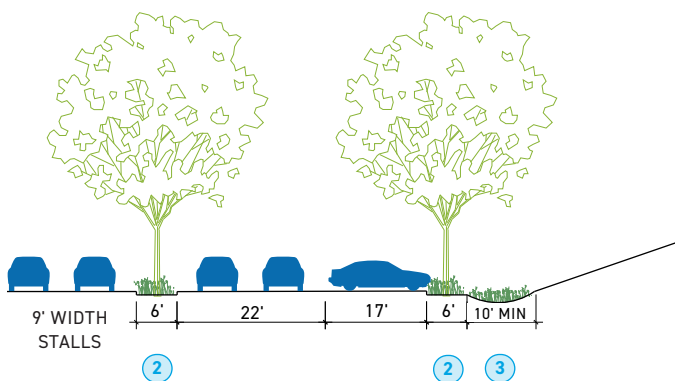


OPTION C
POTENTIAL LOCATIONS FOR STRUCTURED
PARKING

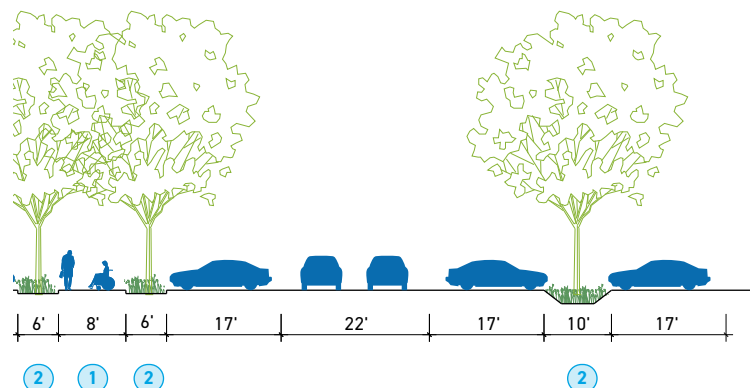
LEGEND	
	SURFACE PARKING
	DECK PARKING
	STRUCTURED PARKING



TYPICAL SURFACE PARKING PLAN



SECTION A-A'



SECTION B-B'

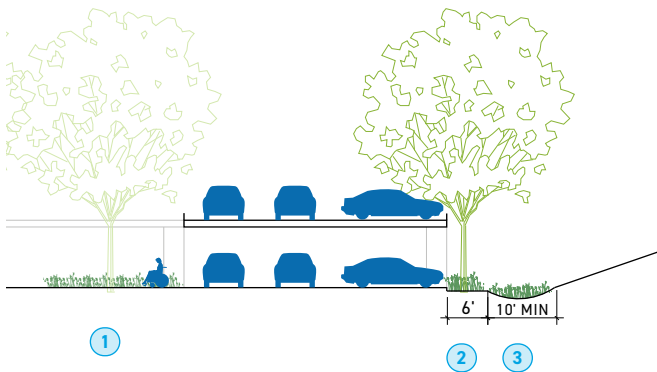
FIGURE 3.J - TYPICAL SURFACE PARKING

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.

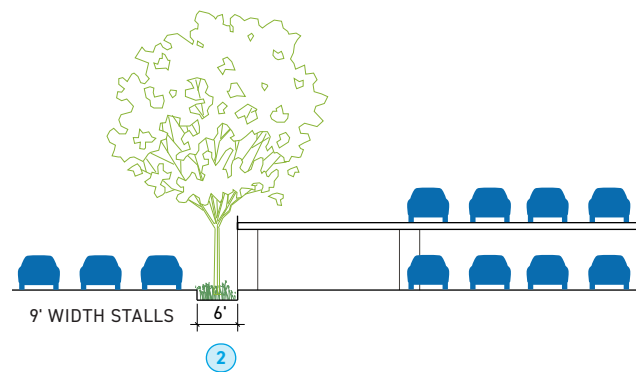
KEY	
①	PATHWAY
②	STORMWATER PLANTER
③	BIORETENTION FACILITY



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 Wastewater 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).

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

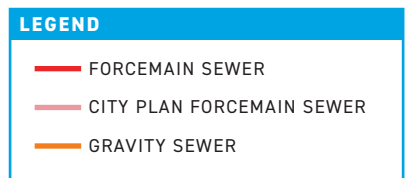
HP's request for a pre-application meeting for the master planning process for the HP Greenfield Master Plan; and (iii) HP pays all applicable fees and charges required by the City to use the reserved capacity and that HP shall pay these amounts in proportionate share as the subsequent phases are developed 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



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).

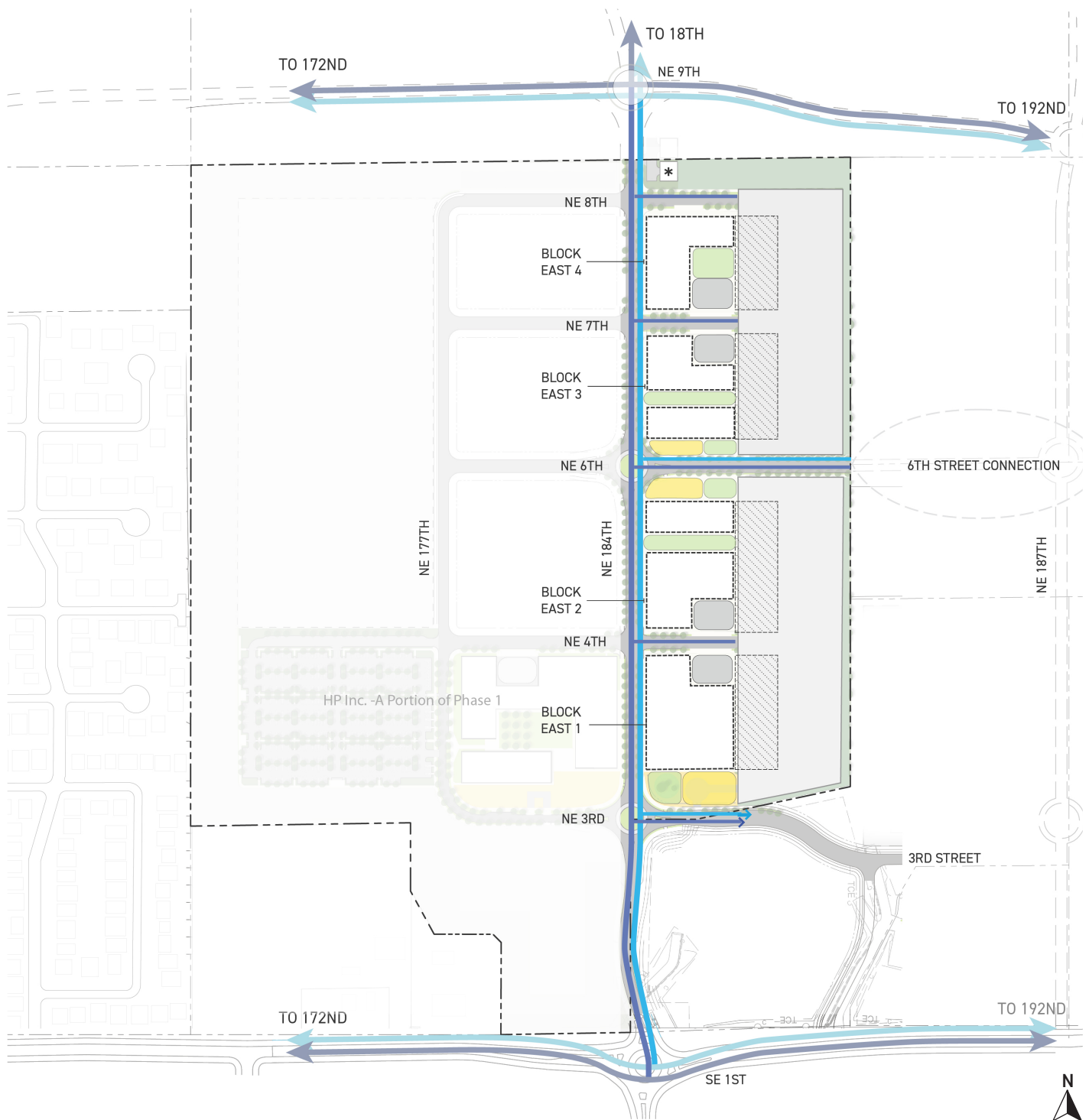


FIGURE 4.C - WATER, ELECTRICITY, DATA, TELECOMMUNICATIONS ROUTING AND CONNECTIONS

LEGEND

- DOMESTIC WATER
- CITY PLAN DOMESTIC WATER
- ELECTRICITY, DATA, TELECOMMUNICATIONS
- CITY PLAN ELECTRICITY, DATA, TELECOMMUNICATIONS
- * SECTION 30 SOUTH WASTEWATER PUMP STATION

05

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).



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.

LEGEND	
---	FUTURE ROW LINE
	POTENTIAL BUILDING
	POTENTIAL BUILDING OR PARKING
	PARKING AREA
	SERVICE YARD
	OPEN SPACE
	STORMWATER TREATMENT
	PLAZA
●	PROPOSED FUTURE TREE

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
	<u>EASTERN PROPERTY EDGE</u>			
 EXISTING TREES	Deciduous and Conifer			
	<u>SOUTH AND NORTH ENTRIES</u>			
 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.
	<u>184TH AND SIDE STREETS</u>			
 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.
	<u>PARKING LOT TREES</u>			
 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.
	<u>OPEN SPACE AND PLAZA TREES</u>			
 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.

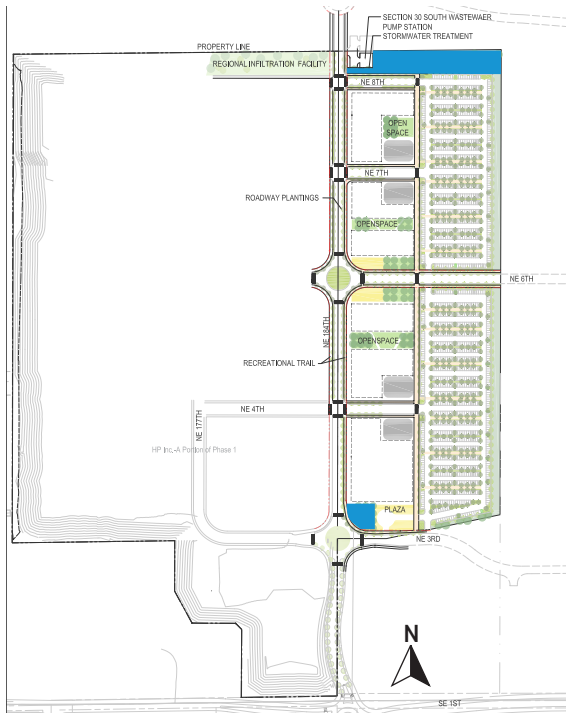
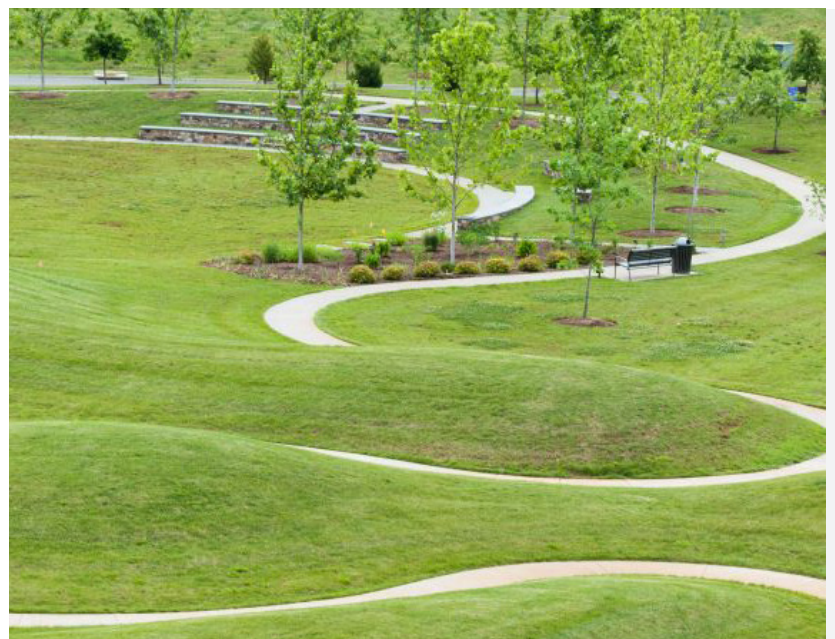


FIGURE 6.C - NORTH AND SOUTH ENTRY

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.



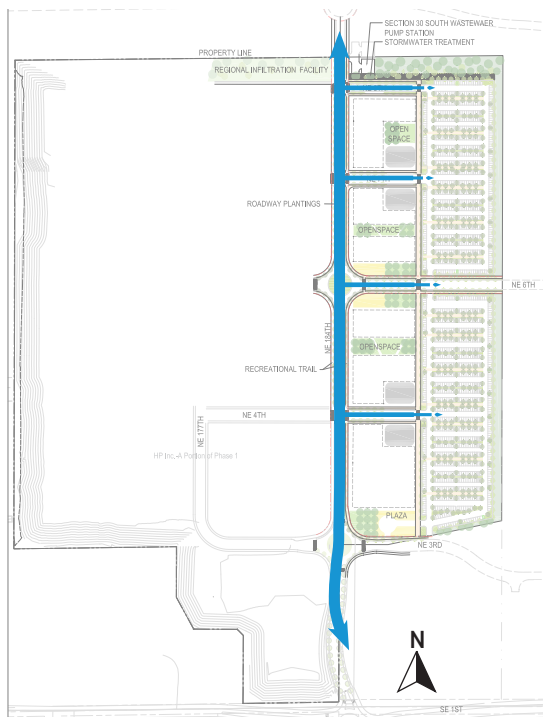


FIGURE 6.D - STREETS

Street trees will line public and private streets, as well as delineate circulation routes through the parking area.



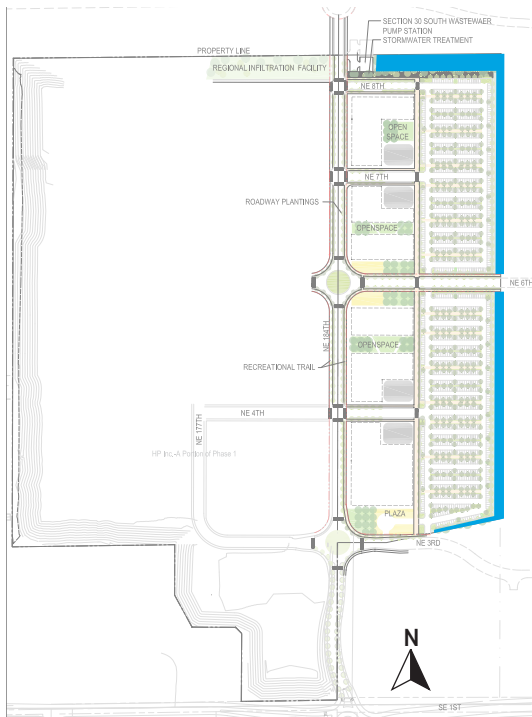


FIGURE 6.E - EASTERN SLOPES

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.



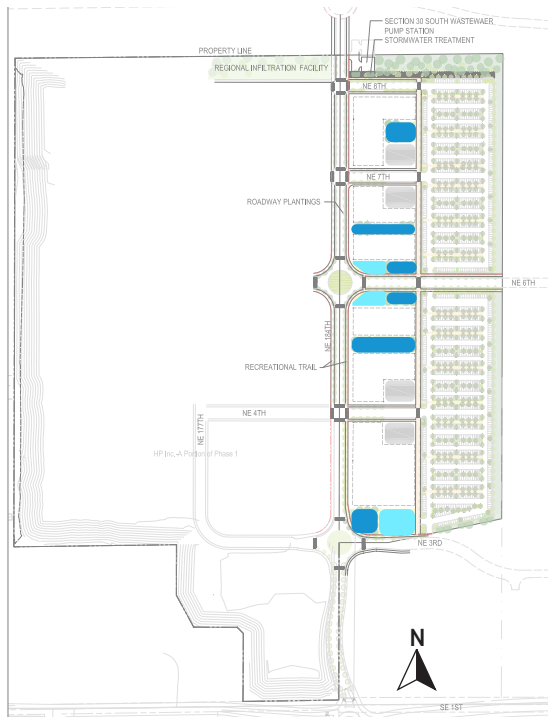


FIGURE 6.F - INTERNAL OPEN SPACE CONCEPTS

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).

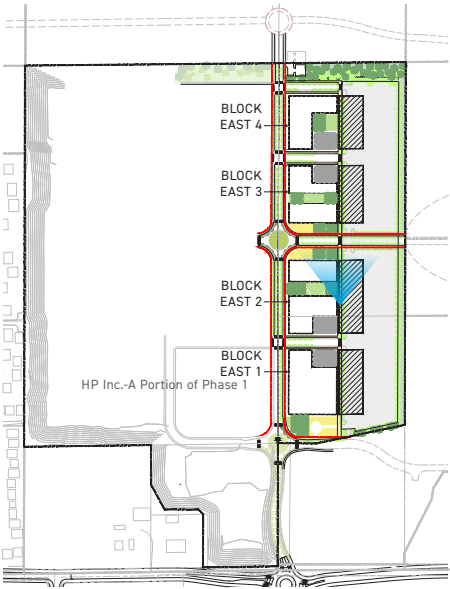
Service yards will all be located on the north, south, and/or east sides of the buildings and will be architecturally screened. In some cases, screening may include landscape materials such as pergolas or vegetation. Utility meters and other equipment will similarly be screened. Any blank walls visible 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

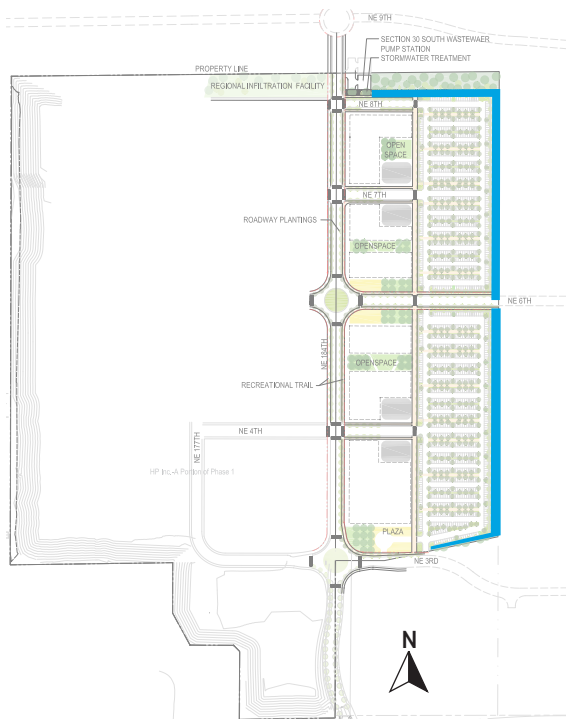


FIGURE 6.1 - SLOPE AND ENTRY SCREENING

Examples of potential landscape treatment..



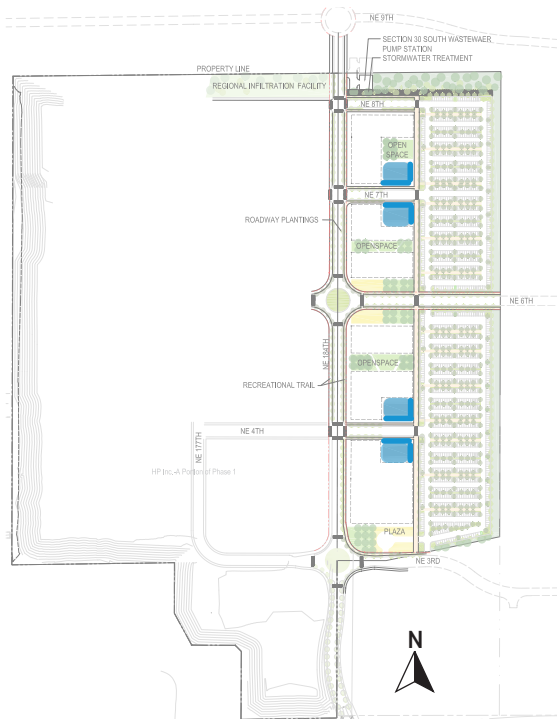
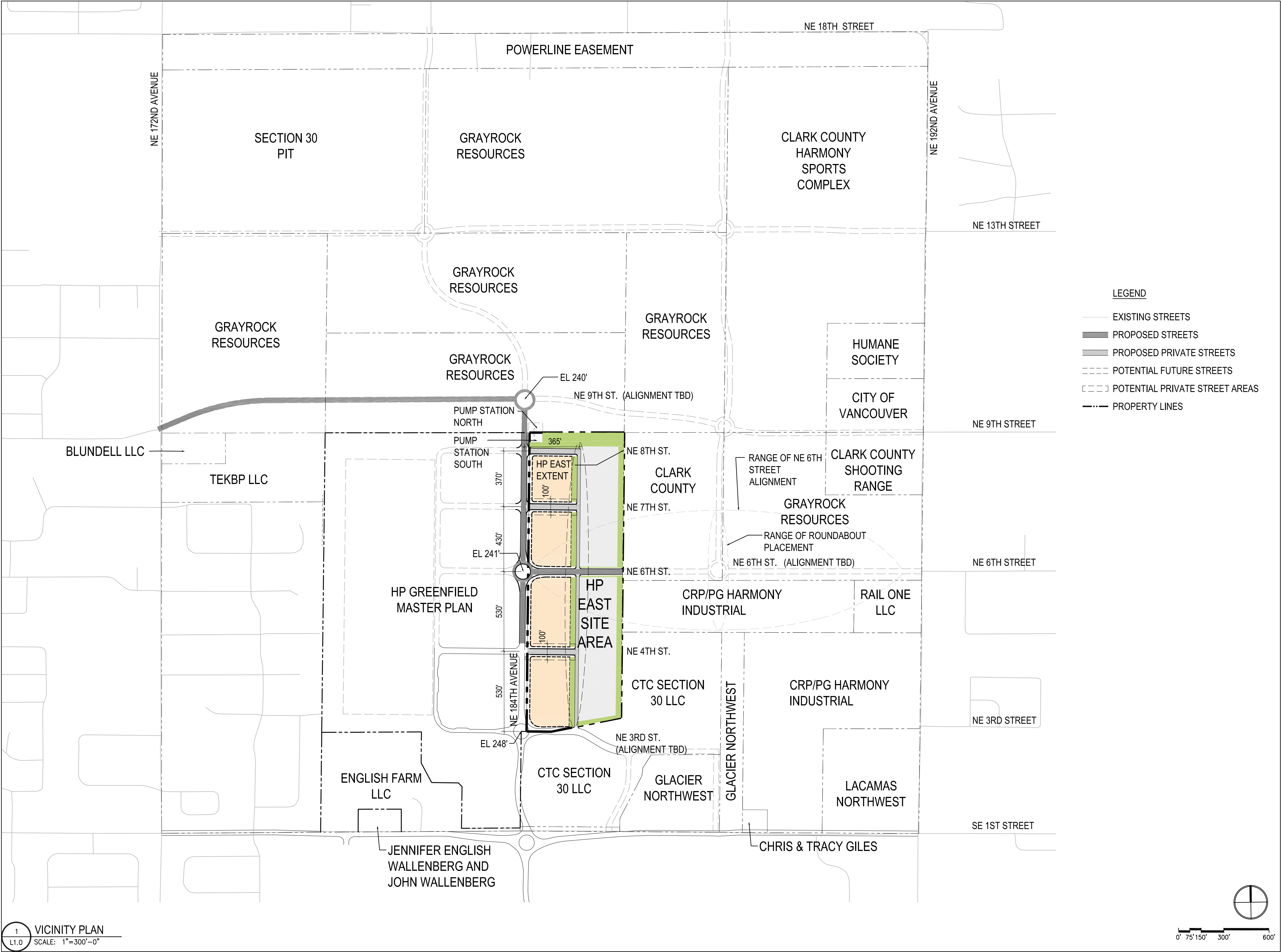


FIGURE 6.J - SERVICE YARD SCREENING

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.



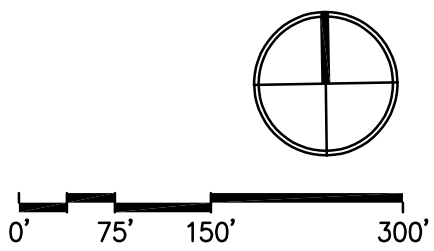




- HP 68 ACRES PROPERTY LINE
- FUTURE ROW LINE
- POTENTIAL BUILDING
- POTENTIAL BUILDING OR PARKING
- PARKING AREA
- SERVICE YARD
- OPEN SPACE
- STORMWATER TREATMENT AREA
- PLAZA
- EXISTING TREE
- PROPOSED FUTURE TREE

BUILDING FOOTPRINT

BLD NUMBER	AREA (SF)
1	72,300
2	37,600
3	27,500
4	25,500
5	24,600
6	45,100



Consultants

CIVIL ENGINEER
MacKay Sposito
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.

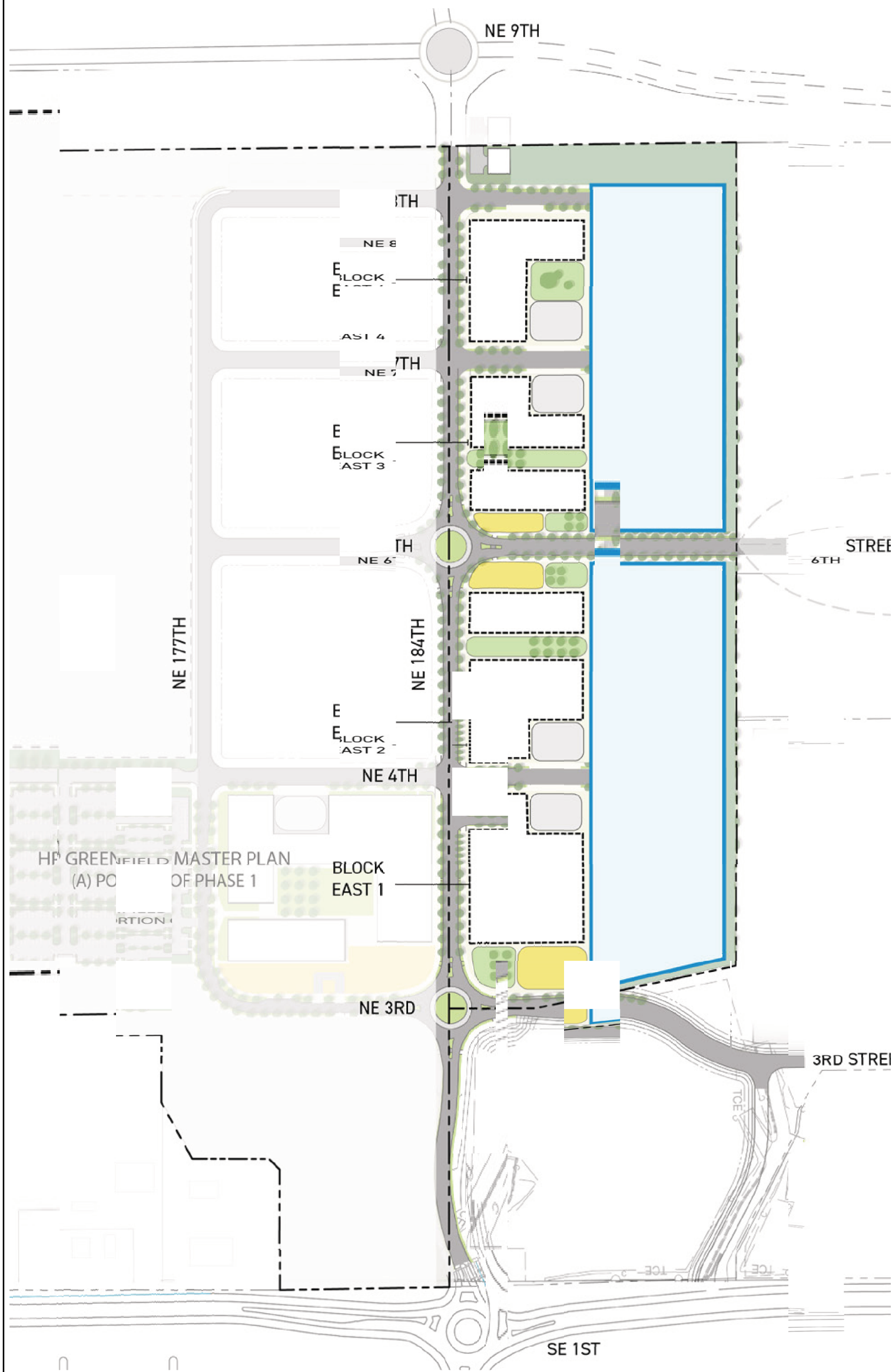
L1.1

APPLICATION

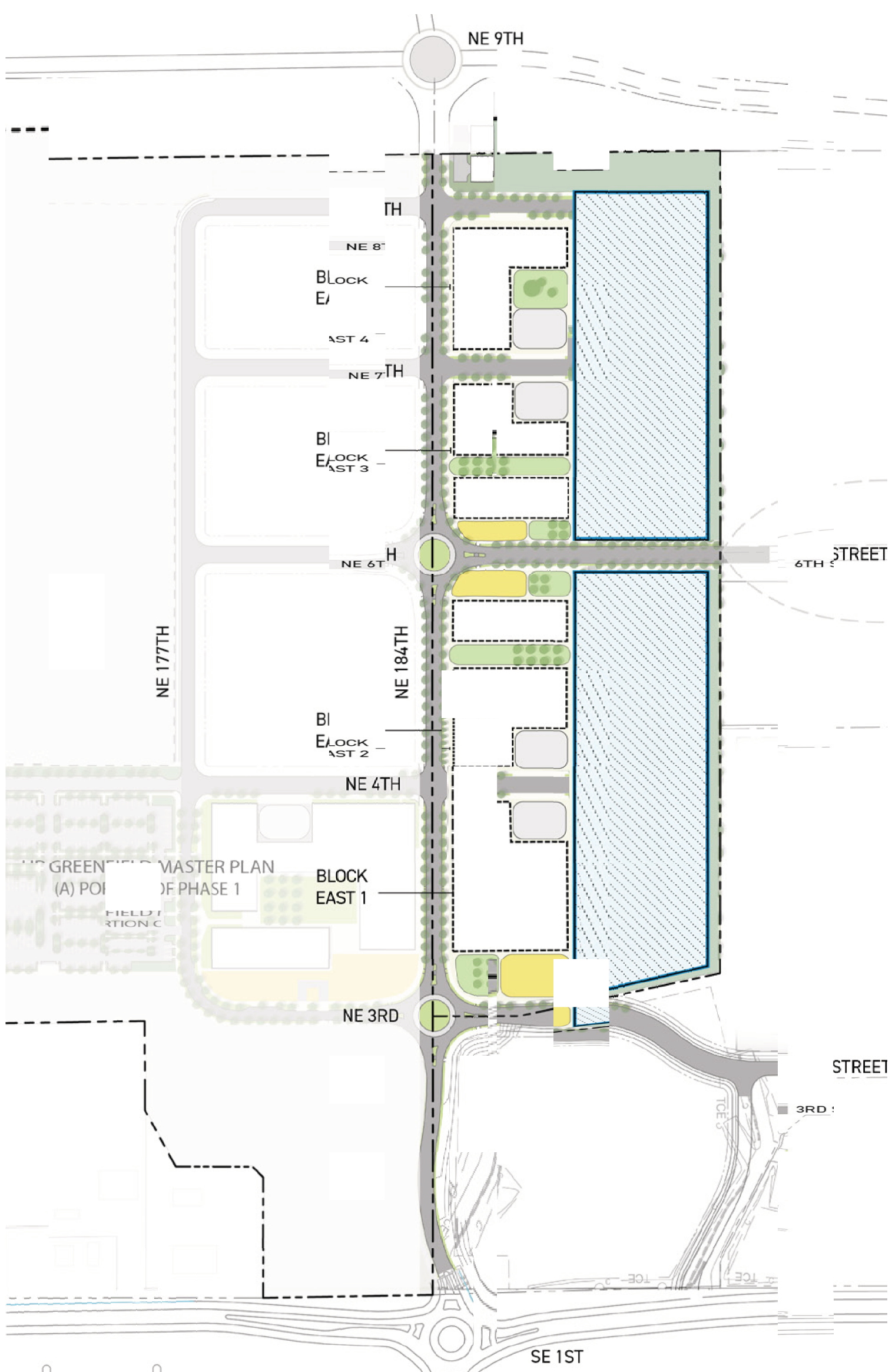
NOTES

LEGEND

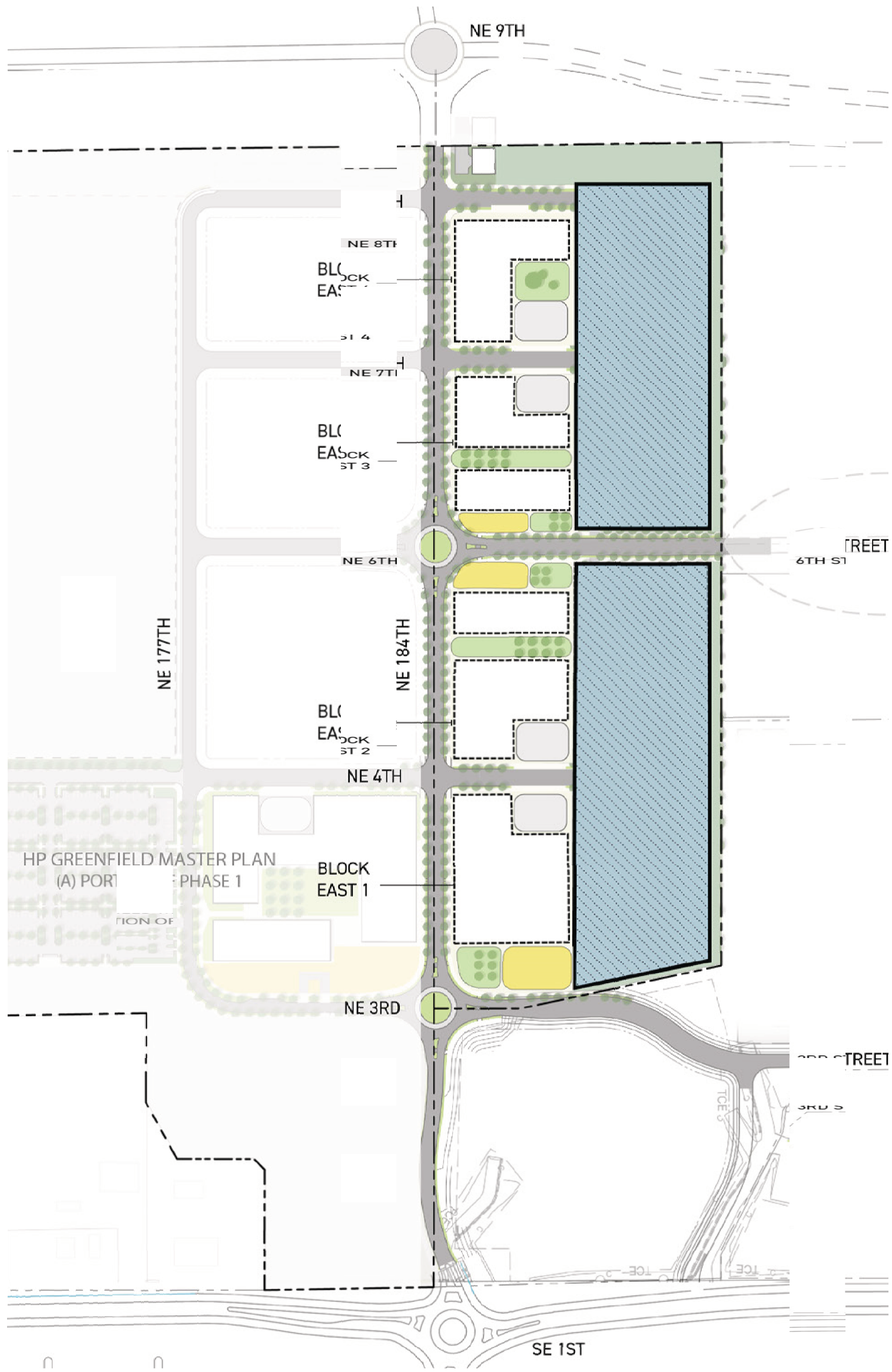
- SURFACE PARKING
- DECK PARKING
- STRUCTURED PARKING



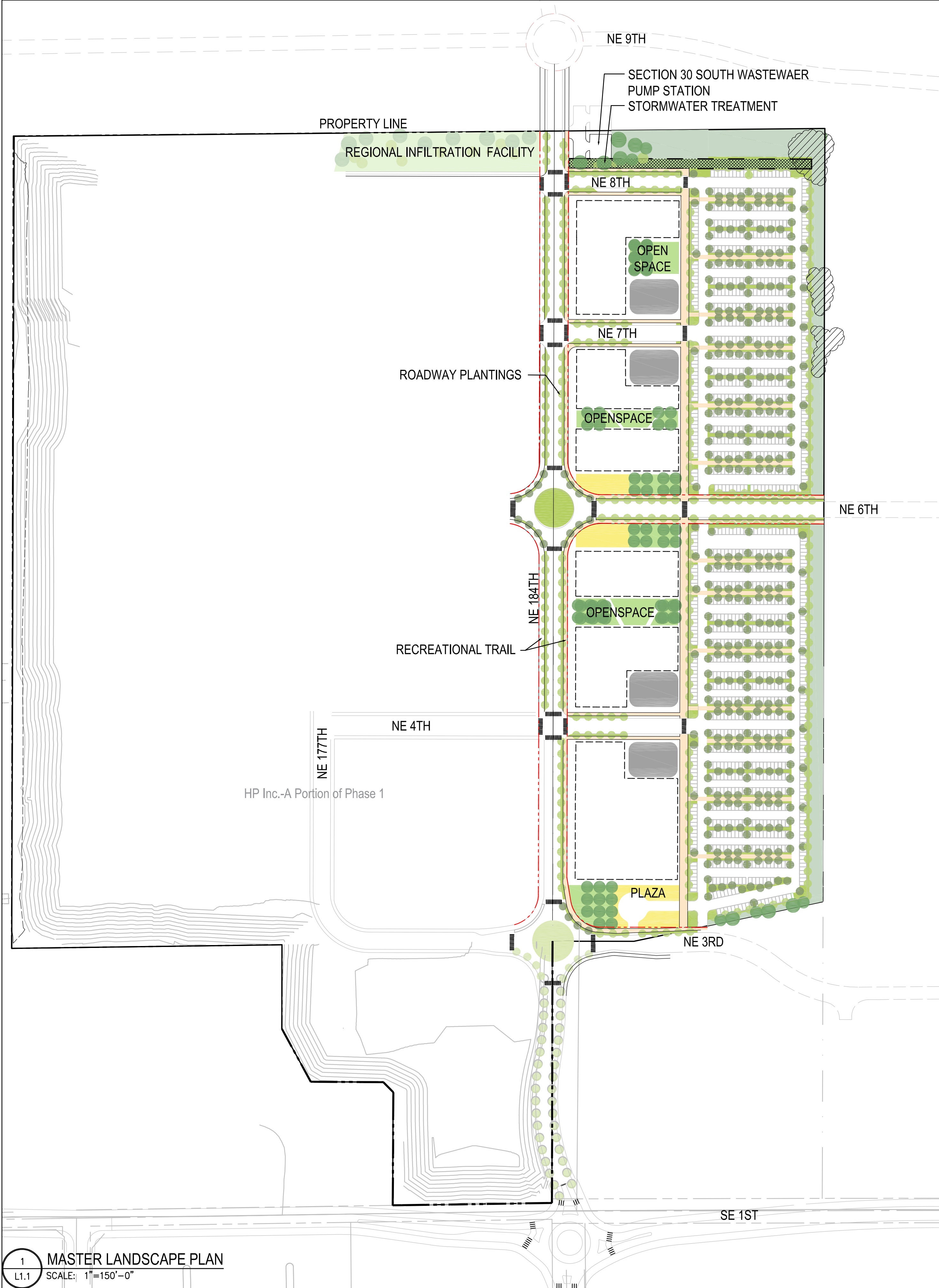
OPTION A
POTENTIAL SURFACE PARKING LOCATION



OPTION B
POTENTIAL DECK LOCATION



OPTION C
POTENTIAL LOCATIONS FOR STRUCTURED PARKING



1 MASTER LANDSCAPE PLAN
L1.1 SCALE: 1"=150'-0"

LEGEND

TREES	SCIENTIFIC NAME	COMMON NAME	HEIGHT	WIDTH
 EXISTING TREES	<u>EASTERN PROPERTY EDGE</u> Deciduous and Conifer	Mix of Deciduous and Evergreen		
 LARGE CANOPY TREES	<u>SOUTH AND NORTH ENTRIES</u> Cupressus nootkatensis Pseudotsuga menziesii Quercus garryana Sequoiadendron giganteum	Alaskan Yellow Cedar Douglas Fir Oregon White Oak Giant Sequoia	120 ft. 100 ft. 65 ft. 160 ft.	20 ft. 20 ft. 50 ft. 30 ft.
 MEDIUM CANOPY TREES	Acer x freemani 'Jeffersred' Betula nigra 'Cully' Cupressus nootkatensis Quercus palustris Ulmus 'Pioneer'	Autumn Blaze Maple Heritage River Birch Alaskan Yellow Cedar Pin Oak Pioneer Elm	50 ft. 40 ft. 120 ft. 55 ft. 55 ft.	40 ft. 30 ft. 20 ft. 40 ft. 40 ft.
 MEDIUM CANOPY TREES	<u>184TH AND SIDE STREETS</u> Carpinus betula 'Fastigata' Nyssa sylvatica 'Haymanred' Tilia americana x eucholora 'Redmond' Zelkova serrata 'Village Green'	European Hornbeam Red Range Tupelo Redmond Linden Village Green Zelkova	35 ft. 35 ft. 35 ft. 40 ft.	25 ft. 20 ft. 25 ft. 38 ft.
 MEDIUM CANOPY TREES	<u>PARKING LOT TREES</u> Carpinus betula 'Fastigata' Celtis occidentalis Gleditsia triacanthos 'Shademaster' Ulmus 'Frontier'	European Hornbeam Hackberry Shademaster Honey Locust Frontier Elm	35 ft. 45 ft. 45 ft. 40 ft.	25 ft. 35 ft. 35 ft. 30 ft.
 ALL CANOPY TYPE TREES	<u>OPEN SPACE AND PLAZA TREES</u> Acer griseum Cornus kousa x nutalli 'KN 30-8' Cupressus nootkatensis Maackia amurensis Parrotia persica Pseudotsuga menziesii	Paperbark Maple Venus Dogwood Alaskan Yellow Cedar Amur Maackia Persian Parrotia Douglas Fir	25 ft. 25 ft. 120 ft. 30 ft. 30 ft. 100 ft.	20 ft. 20 ft. 20 ft. 30 ft. 20 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.



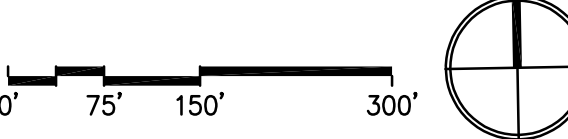
EAST SLOPE LANDSCAPE

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.





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



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>

1 : 8,400



Legend

- ☐ Taxlots
- ☐ All Roads
 - Interstate or State Route
 - Arterial
 - Collector
 - Private or Other

Notes:

This map was generated by Clark County's "MapOnline" 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

**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: <u>HP Inc.</u> (Print or Type Name)	Telephone: <u>(650)796-9230</u>
Mailing Address: <u>1501 Page Mill Road, Palo Alto, CA 94304</u> (No., City, State, ZIP)	
Applicant: <u>Justin Chi</u> (Print or Type Name)	Telephone: <u>(650) 796-9230</u>
Mailing Address: <u>1501 Page Mill Road, Palo Alto, CA 94304</u> (No., City, State, ZIP)	
Relationship to Owner: _____	
Tax Assessor Serial Number(s): <u>176374000</u>	
Legal description: Lot(s) <u>11,13, 17, 23, 56, 57, 64</u> Block(s) _____ Plat name <u>a231303</u> <u>SEC 30 T2N R3E WM 97.29A</u>	
(If a Metes and Bounds description, check here ☐ , and attach narrative to this application.)	
Site Address (if any): <u>18208 SE 1ST ST, VANCOUVER, WA 98684</u>	
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 Services; HP Inc. Site – HP 30 Parcel, Vancouver, Washington*; 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 NEPAAssist (<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 NEPAAssist report table generated from the website on 10/6/2020 for the HP Master Plan because the NEPAAssist 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: [\[help\]](#)
 - ☒ 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

- 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/SEAVOF34HBEZBHIHDHA7ICKQA/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 Washington 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/SEAVOF34HBEZBHIHEDHA7ICKQA/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 NEPAAssist (<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 Cadman 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 Property, 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

Last Updated 3/24/2016 Page 13 of 25

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 bound 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

Last Updated 3/24/2016

(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/departments/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 a 12-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:

Last Updated 3/24/2016

Page 23 of 25

- 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 CO₂ 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 184th Avenue, 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.

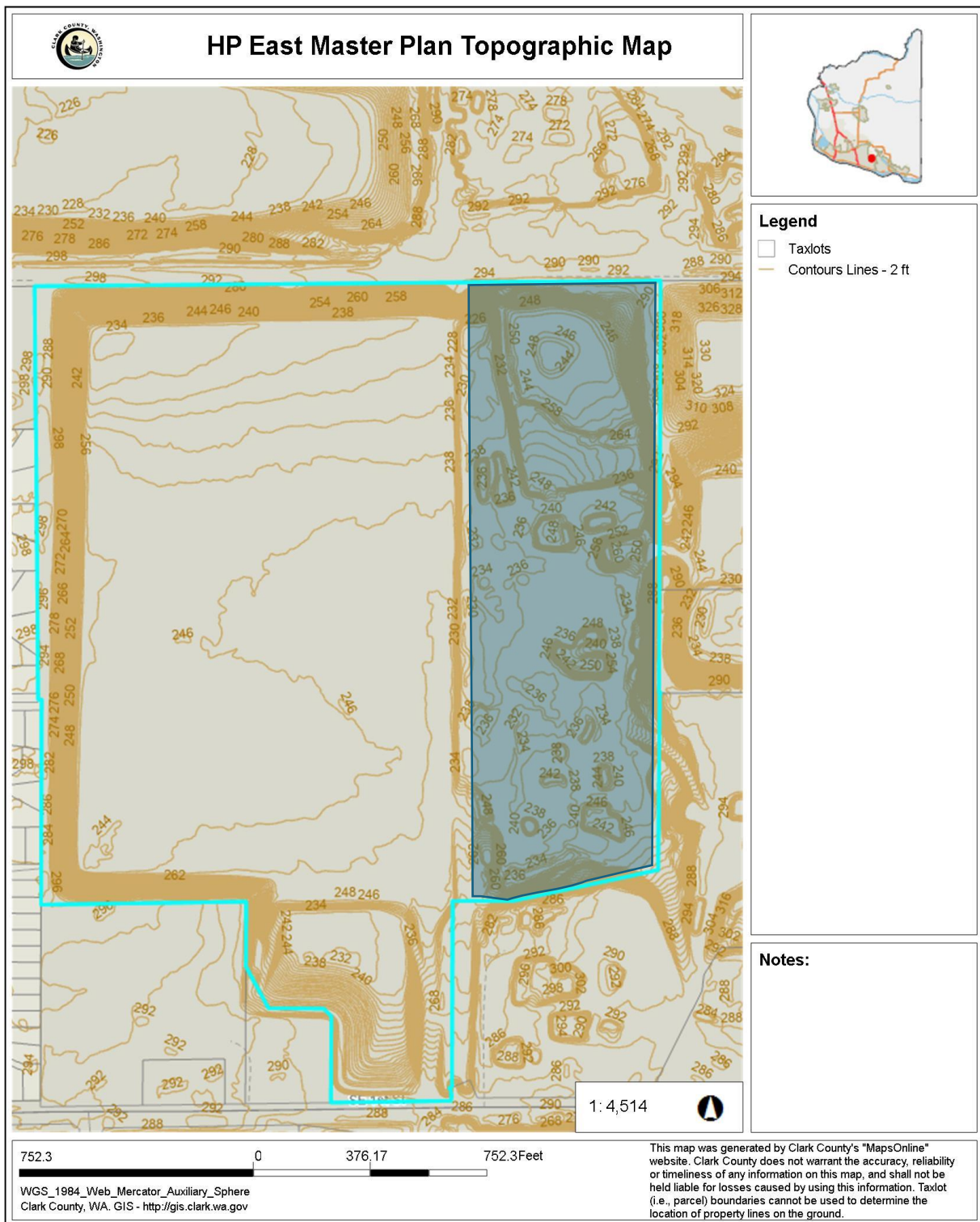


Figure 2. HP East Master Plan Topographic map. HP Inc. property boundary is shown in light blue and the estimated proposed HP East Master Plan area is shaded dark blue. Please note that contour lines may have changed after grading began in 2022.

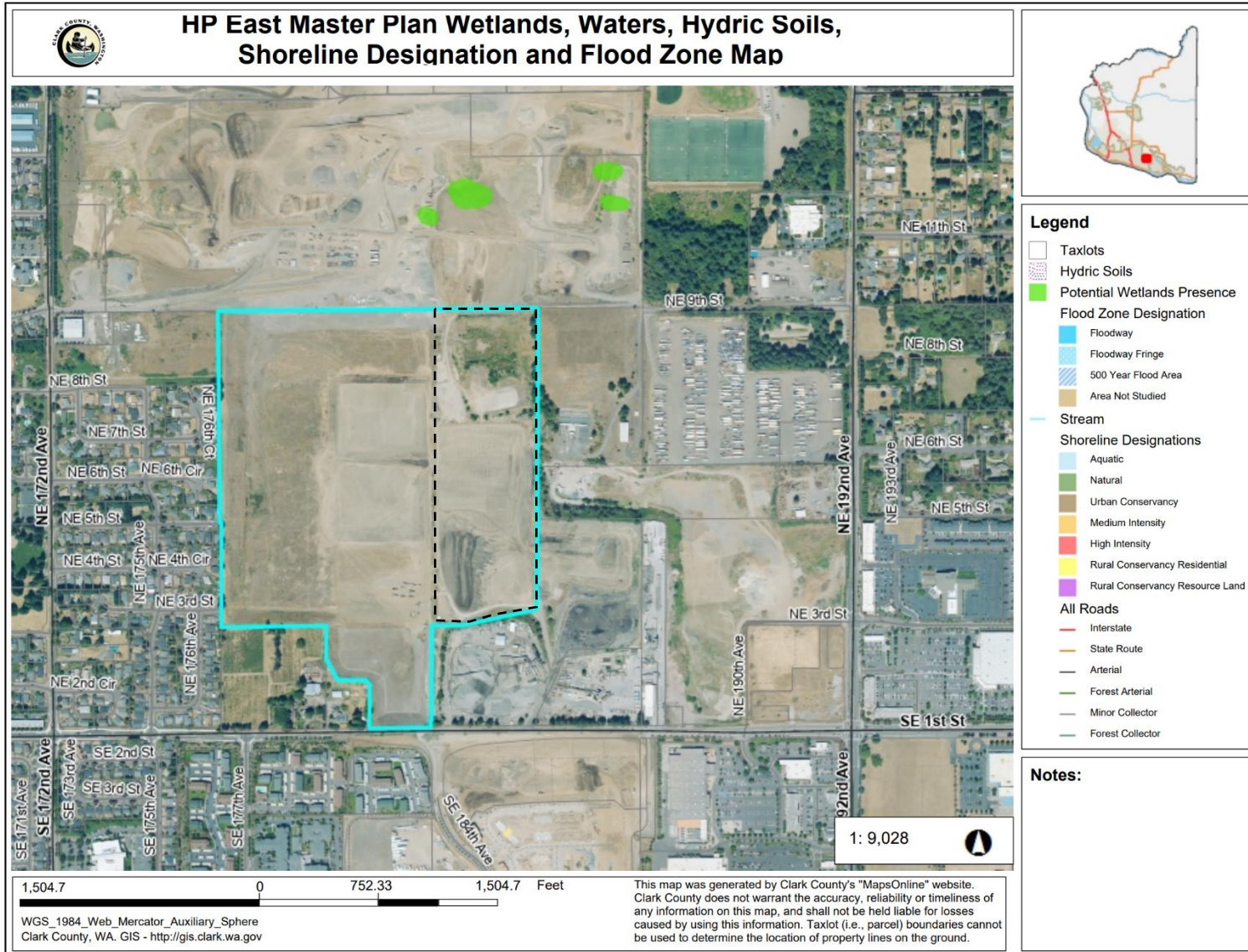


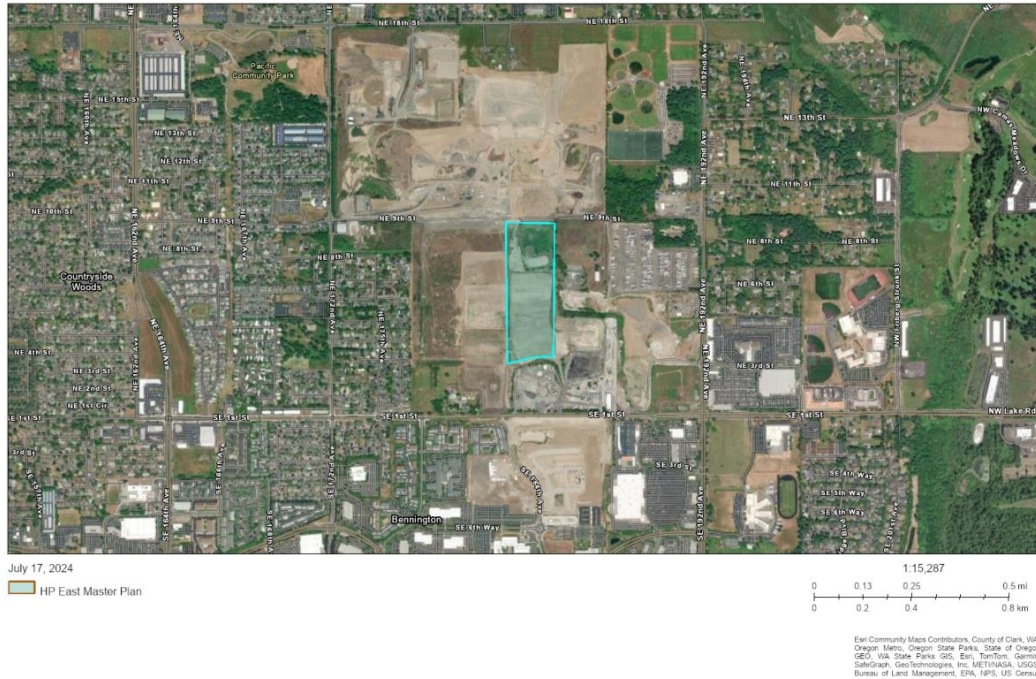
Figure 4. HP East Master Plan Wetlands, Waters, Hydric Soils, Shoreline Designation and Flood Zone Map. HP Inc. property boundary is shown in light blue. The approximate HP East Master Plan project area is within the black dashed line.

Table 1. HP East Master Plan EPA NEPAAssist Report (page 1)

NEPAAssist 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 NEPAAssist 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



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

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.

///

TOMASI BRAGAR DuBAY

November 22, 2024

Page 3

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,

A handwritten signature in blue ink, appearing to read 'Jennifer Bragar', written in a cursive style.

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
SP	OS-11	2.1
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
SP	PU-9	4.2
SP	PU-10	4.2
SP	PU-11	4.3
SP	PU-12	4.3
SP	PU-13	4.3
SP	PU-14	4.3
SP	PU-15	4.3
SP	PU-16	4.1
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

5684394 AGR

Total Pages: 53 Rec Fee: \$155.50

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AFTER RECORDING RETURN TO:

Jennifer Bragar

Tomas 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; iUrbanTeenPitch 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;

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:

///

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 I

Phase I shall occur on the southeastern portion of the Property in the general area depicted on Exhibit 3 ("Phase I 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.

(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 I 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.

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

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 6 th 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

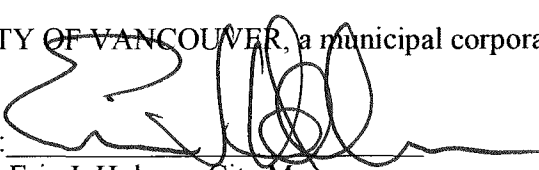
This Agreement consists of the Resolution approving the Agreement, the Agreement, Exhibits 1-11. This Agreement constitutes the final and complete expression of the Parties on all subjects relating to the terms herein. This Agreement supersedes and replaces all prior agreements, discussions and representations 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.

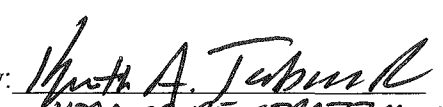
Dated this ~~10th~~ day of December, 2019

CITY OF VANCOUVER, a municipal corporation

By: 

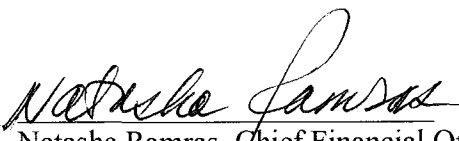
Eric J. Holmes, City Manager

HP, INC., a Delaware corporation

By: 

MARtha A. Tubman
HEAD OF RE STRATEGY, HP

Attest



Natasha Ramras, Chief Financial Officer
City of Vancouver

HP Development Agreement
Page 23 of 25

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

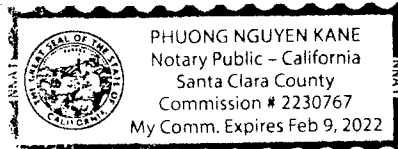
County of Santa Clara

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.



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 1
Page 2 of 2

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 AT THE SOUTHEAST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 30; THENCE NORTH $01^{\circ} 37' 33''$ EAST ALONG THE EAST LINE OF SAID NORTHWEST QUARTER A DISTANCE OF 97.35 FEET; THENCE SOUTH $79^{\circ} 30' 36''$ 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 $88^{\circ} 44' 01''$ EAST A DISTANCE OF 467.16 FEET; THENCE SOUTH $88^{\circ} 44' 01''$ 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

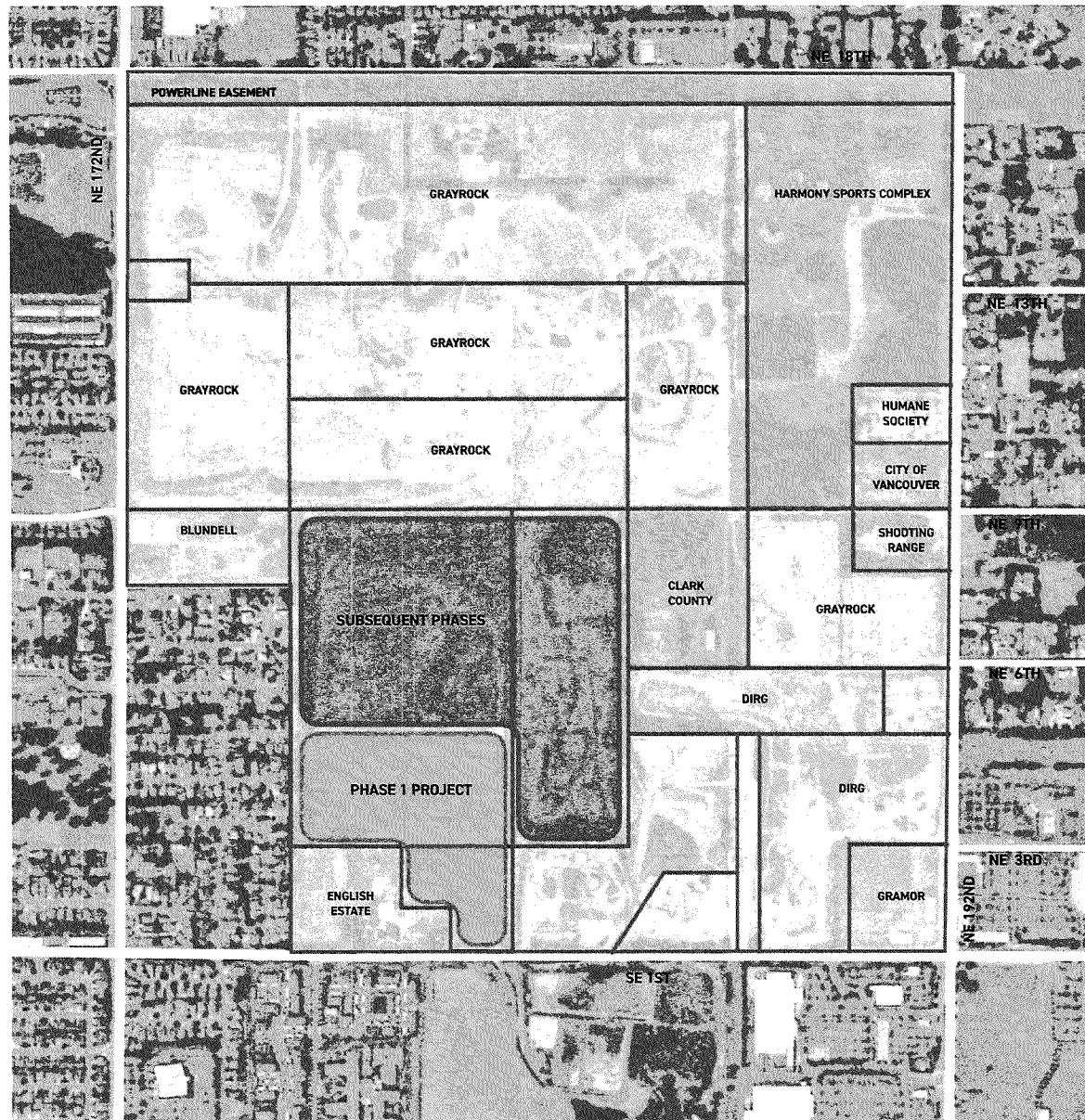


Exhibit 3
Page 1 of 1

CONCEPTUAL PROJECT DIAGRAM

OCTOBER 23, 2019



EXHIBIT 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):

Exhibit 4
Page 2 of 5

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 I 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 I, 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 I 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

ZGF

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.

Exhibit 6

Page 2 of 8

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 I. 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



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.

FILENAME: H:\23\23182 - CTC DUE DILIGENCE\REPORT\FINAL\23182 DUE DILIGENCE SUMMARY UPDATED SEPTEMBER 2019.DOCX

- 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

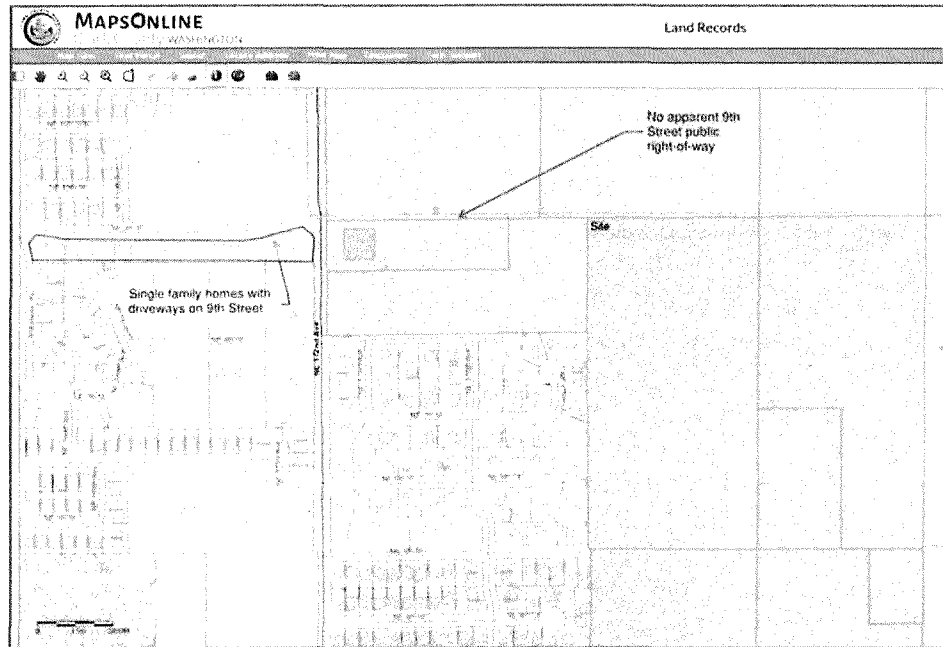
The former mining sites associated with some of the potential redevelopment area should have trip vesting for TIF purposes as well as concurrency review. Some studies of historic traffic volumes may be available from the respective property owners.

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)
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 - 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.

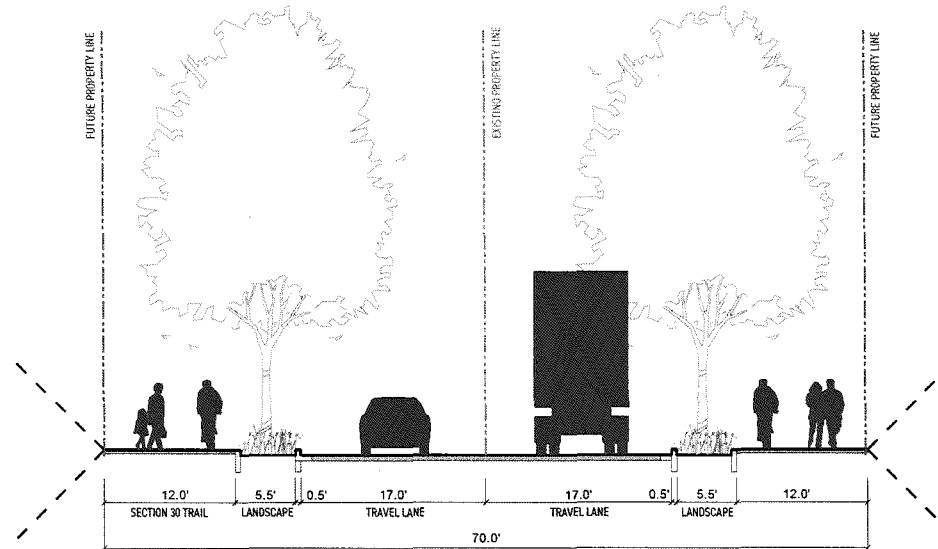
In addition, extension of SE 184th Avenue across SE 1st Street will occur during Phase 1 to provide transportation access to the HP Property. The extension will be approximately 1,000 linear feet and HP will construct this stub road as a Core Public Improvement. The extension will be built at an elevation 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

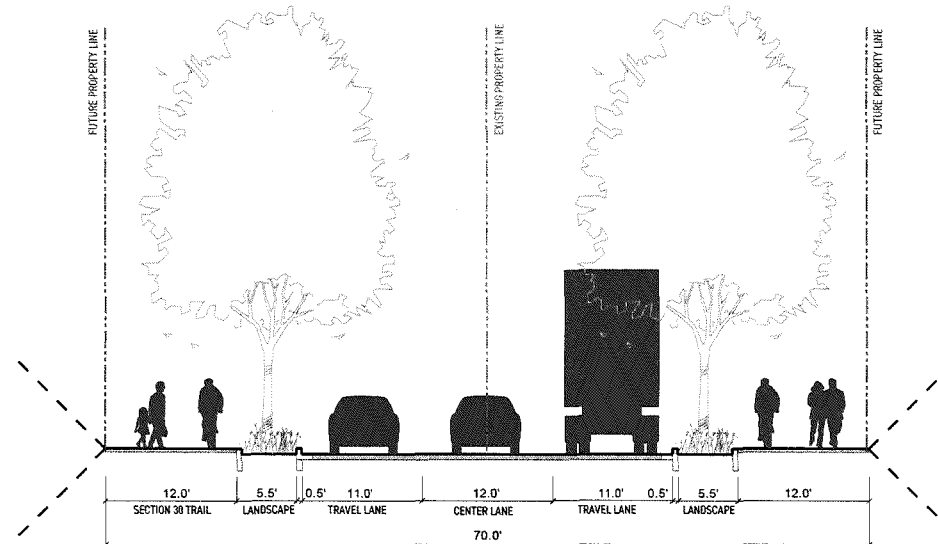


Exhibit 10
Page 1 of 1

PROPOSED 184TH ROADWAY SECTION

OCTOBER 31, 2019

ZGF

ANNUAL CERTIFICATION

HP EAST Master Plan

Appendix D - Transportation Analysis

APPENDIX D - TRANSPORTATION ANALYSIS



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
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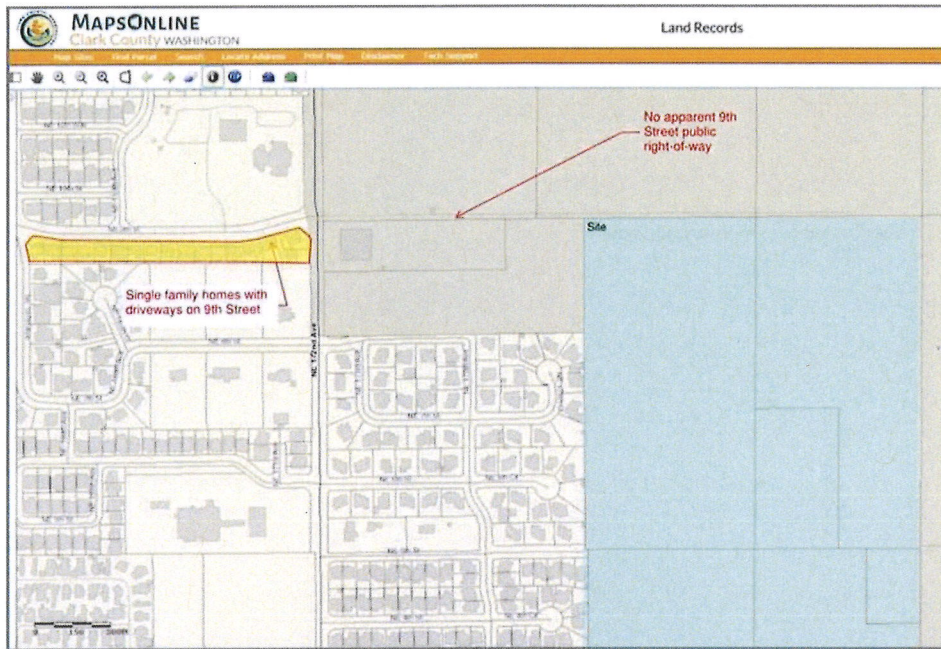
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Please let me know if you would like to discuss or if you have questions.

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

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.

///

TOMASI BRAGAR DUBAY

November 22, 2024

Page 3

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



Jennifer M. Bragar
Attorney
Admitted in Oregon, Washington,
and California
jbragar@tomasilegal.com

121 SW Morrison Street, Suite 1850
Portland, Oregon 97204
Tel 503-894-9900
Fax 971-544-7236
www.tomasilegal.com

February 20, 2025

BY EMAIL

City of Vancouver Planning Commission
c/o Mark Person
P.O. Box 1995
Vancouver, WA 98668-1995

Re: Applicant's Correction Sheet
HP Master Plan – PRJ-169273/LUP-84555

Dear Chair Adigweme and Commissioners:

This office represents HP Inc. ("HP" or "applicant") in its submission of the HP East Master Plan. Please include this letter in the record for the above-referenced file to provide a correction sheet to the master plan. Since entering the HP-City of Vancouver Development Agreement (the "Development Agreement") in December 2019, HP has worked diligently to master plan its Section 30 property consistent with the standards vested under the Development Agreement to govern development of the HP property over the next 10-15 years and beyond.

During preparation for the Planning Commission review of the master plan, HP noticed updates that should be made Figure 3.E contained within the HP East Master Plan. Attachment 1 contains the updated figure and replacement for page 47 of the HP East Master Plan narrative, which now correctly references the sidewalk to be built in the street section for NE 6th Avenue, corrects the key to label the "planter strip," previously labelled as a "stormwater planter," and updates the key and road section with a bicycle lane label. By reference, this updated page and figure is incorporated into the final HP East Master Plan and supersedes the page and figure in the applicant's initial application submission.

The applicant appreciates the opportunity to present the HP East Master Plan to the Planning Commission as part of the public review process. Based on the foregoing correction, and all of the information in the record, HP respectfully requests that the Planning Commission recommend approval of the HP East Master Plan.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jennifer Bragar', is written over a horizontal line.

Jennifer M. Bragar

TOMASI BRAGAR DUBAY

February 20, 2025

Page 2

Enclosure

Attachment 1: Updated Figure 3.E and replacement for page 47 of the HP East Master Plan narrative

cc: (all by email)
client

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.

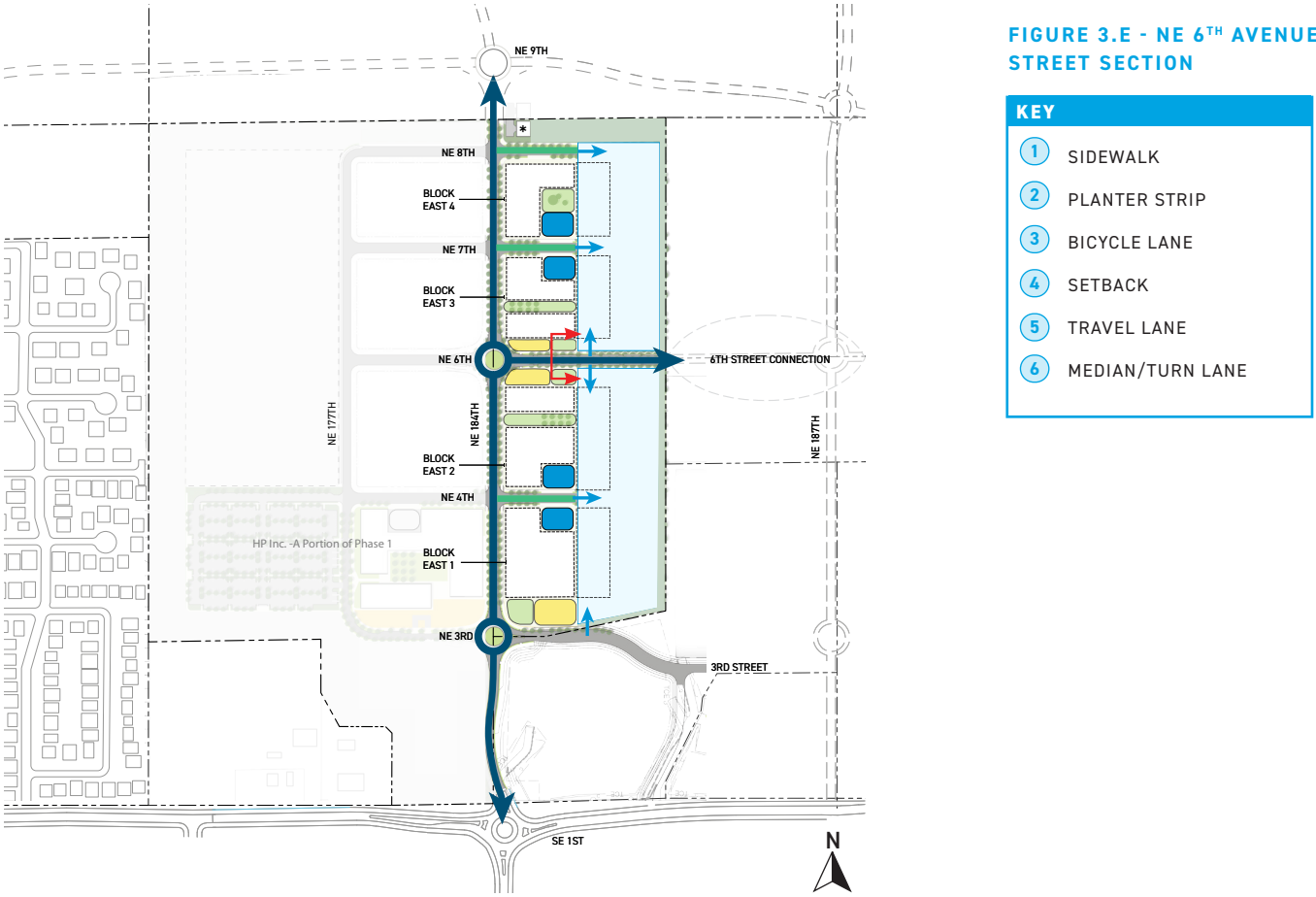
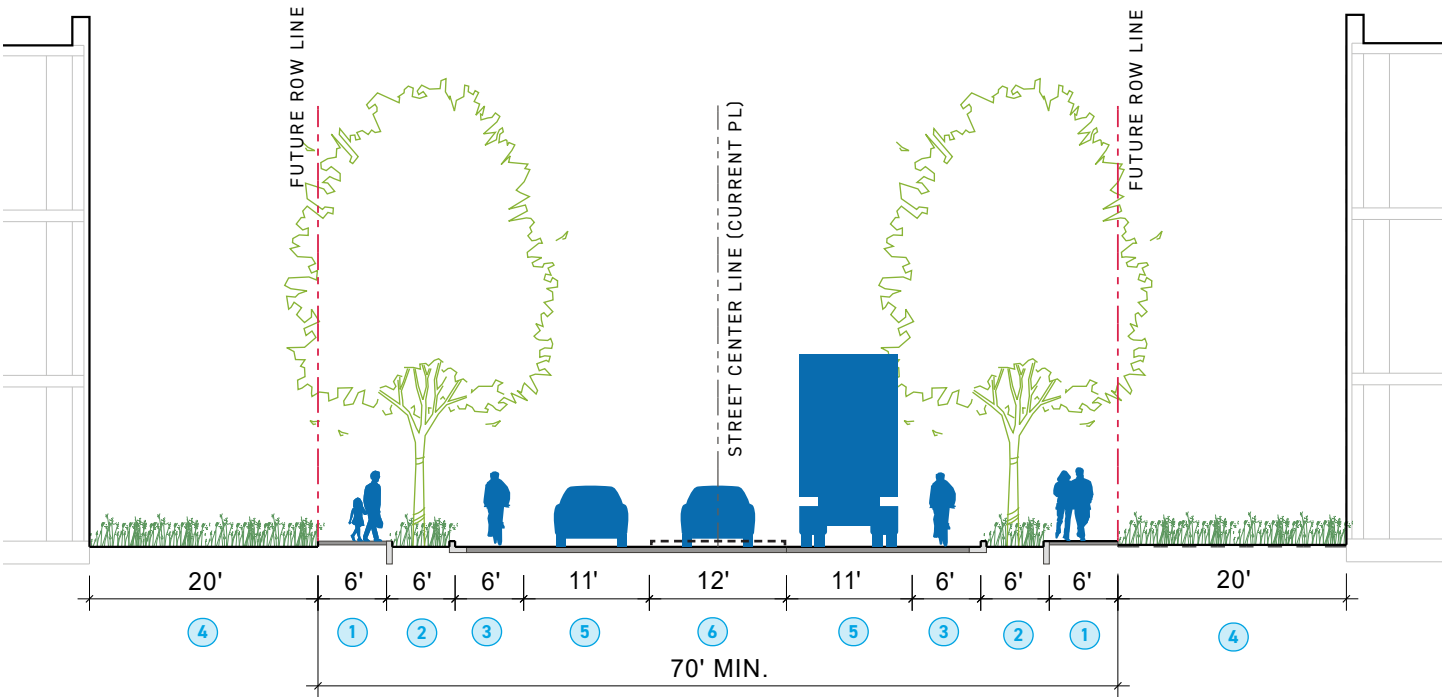


FIGURE 3.E - NE 6TH AVENUE STREET SECTION

KEY	
1	SIDEWALK
2	PLANTER STRIP
3	BICYCLE LANE
4	SETBACK
5	TRAVEL LANE
6	MEDIAN/TURN LANE



CITY OF
Vancouver
WASHINGTON

HP East Master Plan

Planning Commission Public Hearing

Mark Person, Senior Planner
Community Development Department
March 11, 2025



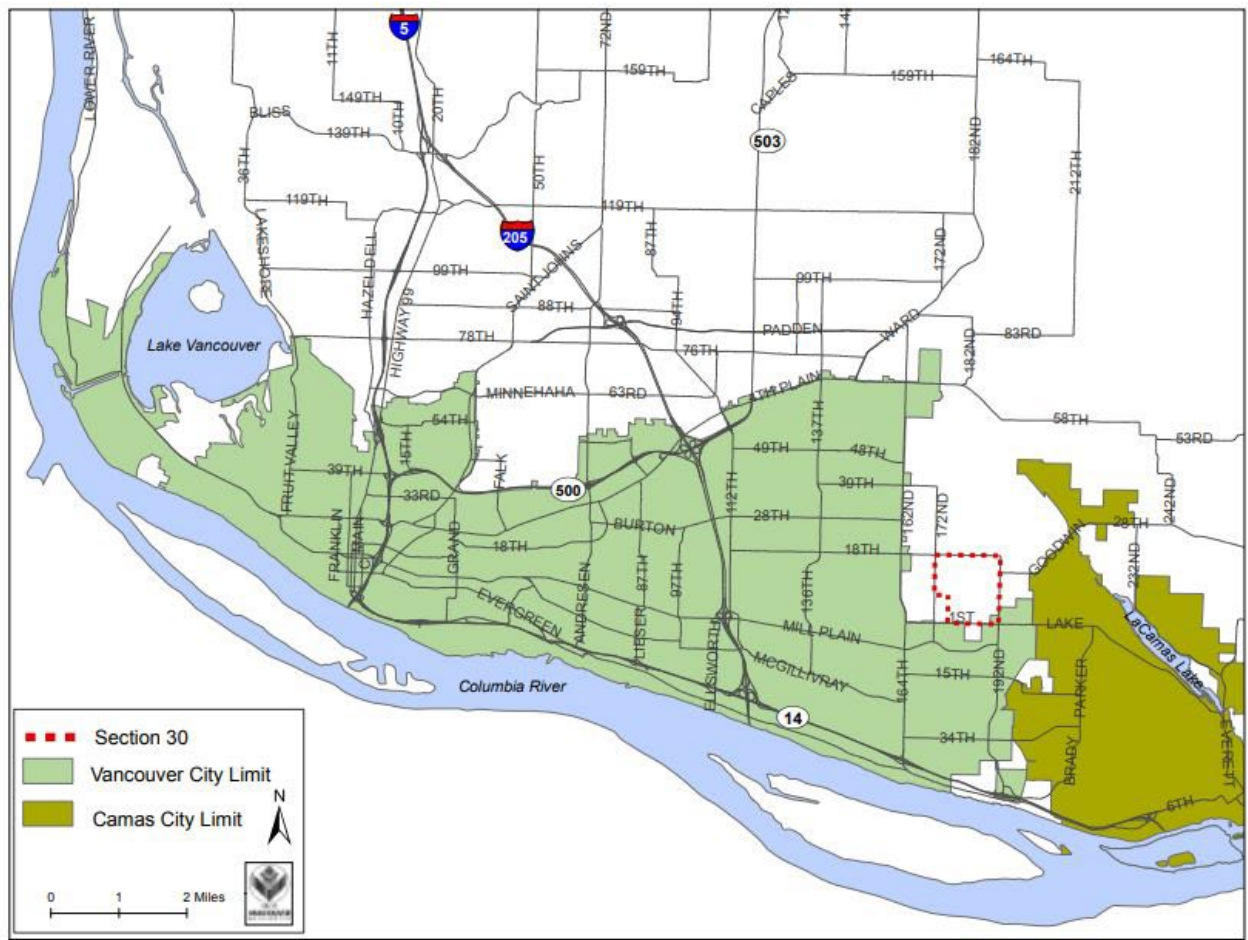
Overview

- 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

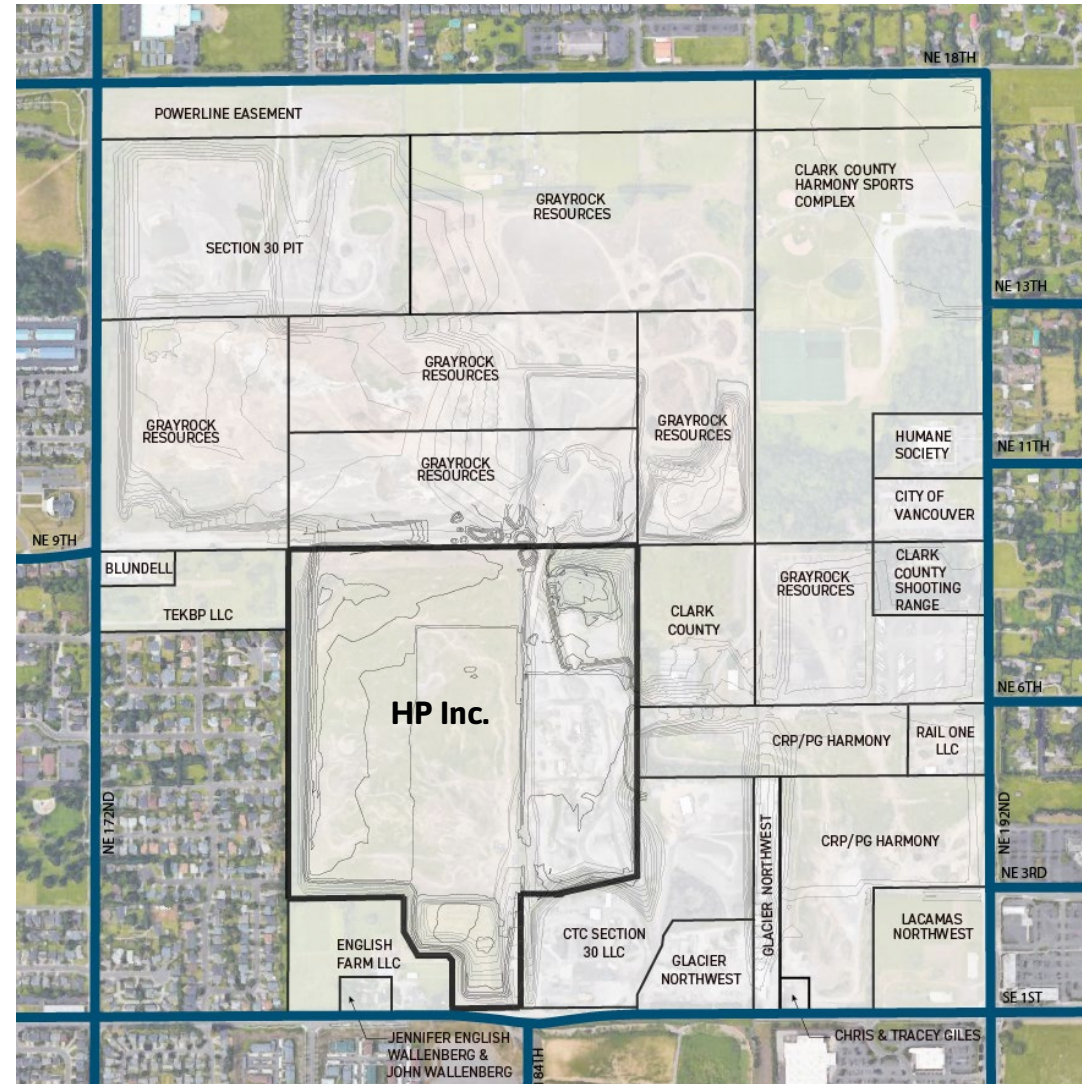


HP East Master Plan

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.

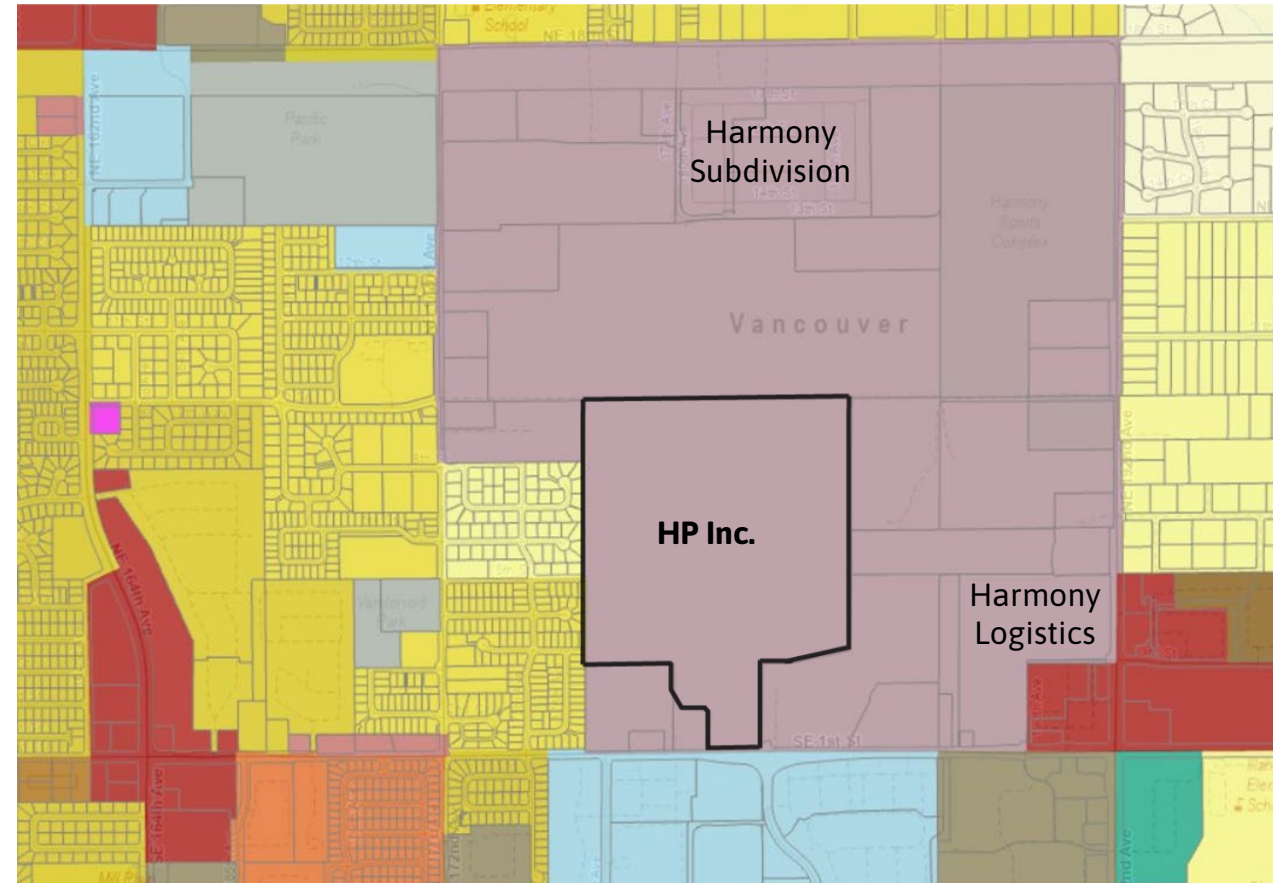
Other large property owners include CTC Section 30 LLC operated by PacTrust which owns property to the south and east of the HP property, and Grayrock Resources LLC property which is located to the north and northeast of the HP property.



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
- Residential and Columbia Tech Center to the south
- Residential and commercial uses to the east



HP East Master Plan

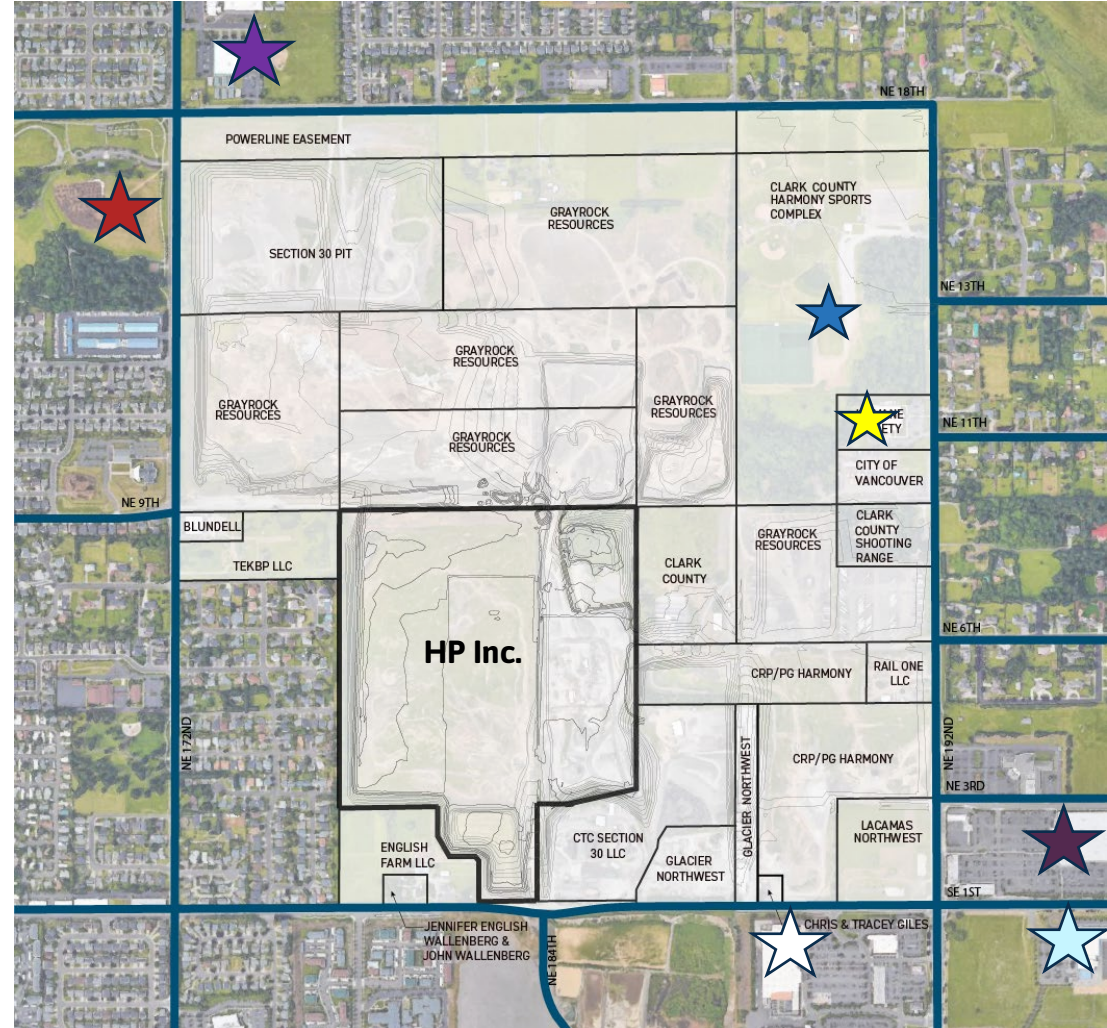
Existing and Surrounding Uses

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. 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 facility; and
- Vest the development to Development Standards



HP East Master Plan

Response to Planning Commission Feedback from February 11, 2025

Block length – Section 30/ECX requires a maximum block face within the Plan District of 600 feet. The HP COV DA allows block intervals up to 700 feet as needed. East-west streets will connect in a grid pattern at regular intervals of approximately 200 to 600 feet.

Parking will be reviewed at the time of site plan at the ratio set forth in the DA:

- 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.

Application outlines transportation demand management strategies that may include, secure, covered bike parking, onsite transportation coordinator and other items as outlined on page 59 of the applicant narrative.



HP East Master Plan

Area Development



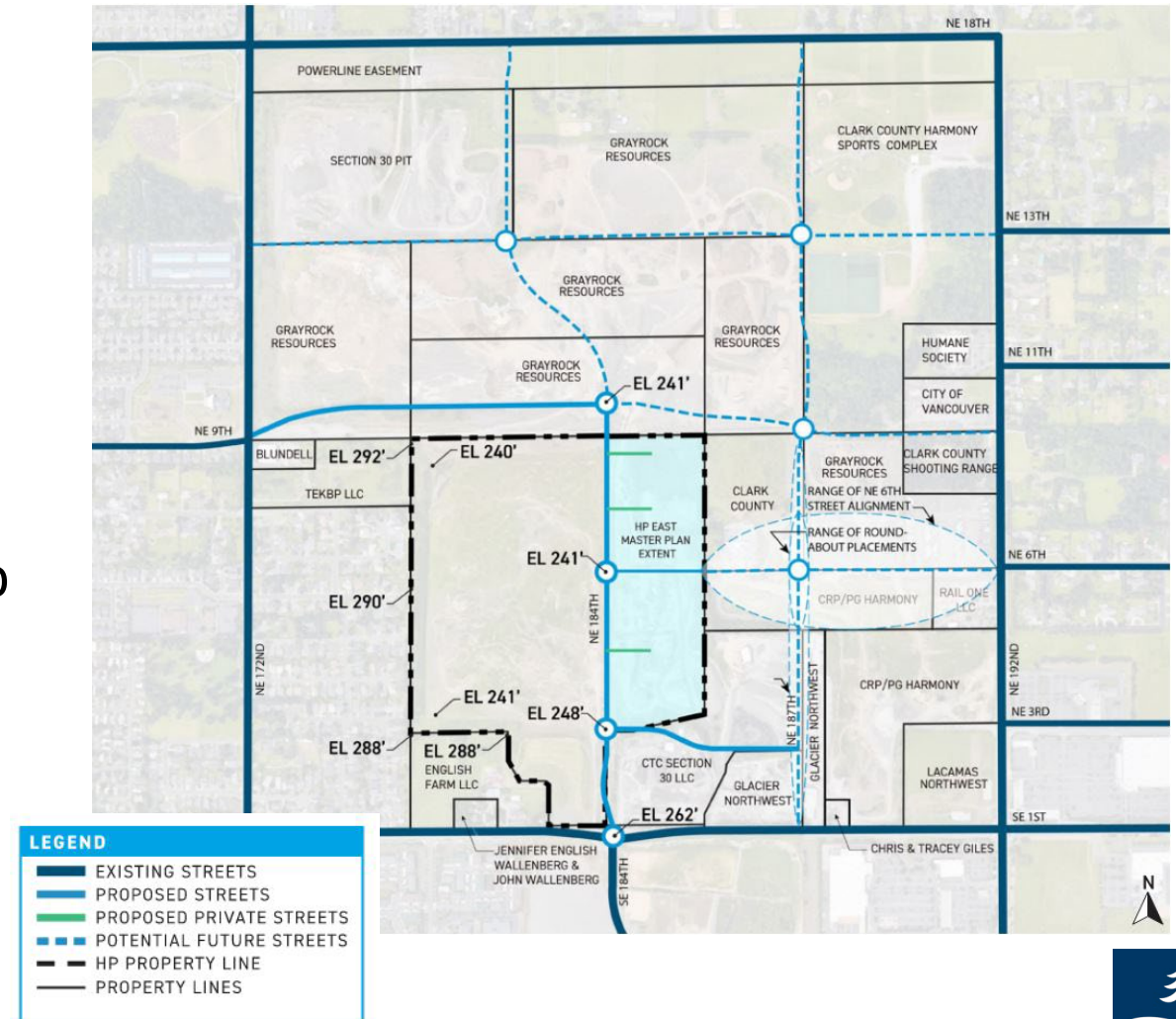
Conceptual aerial view of HP's East Master Plan area in relation to other Section 30 properties.

- 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, 20 to 30 feet below the neighboring eastern properties, 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.



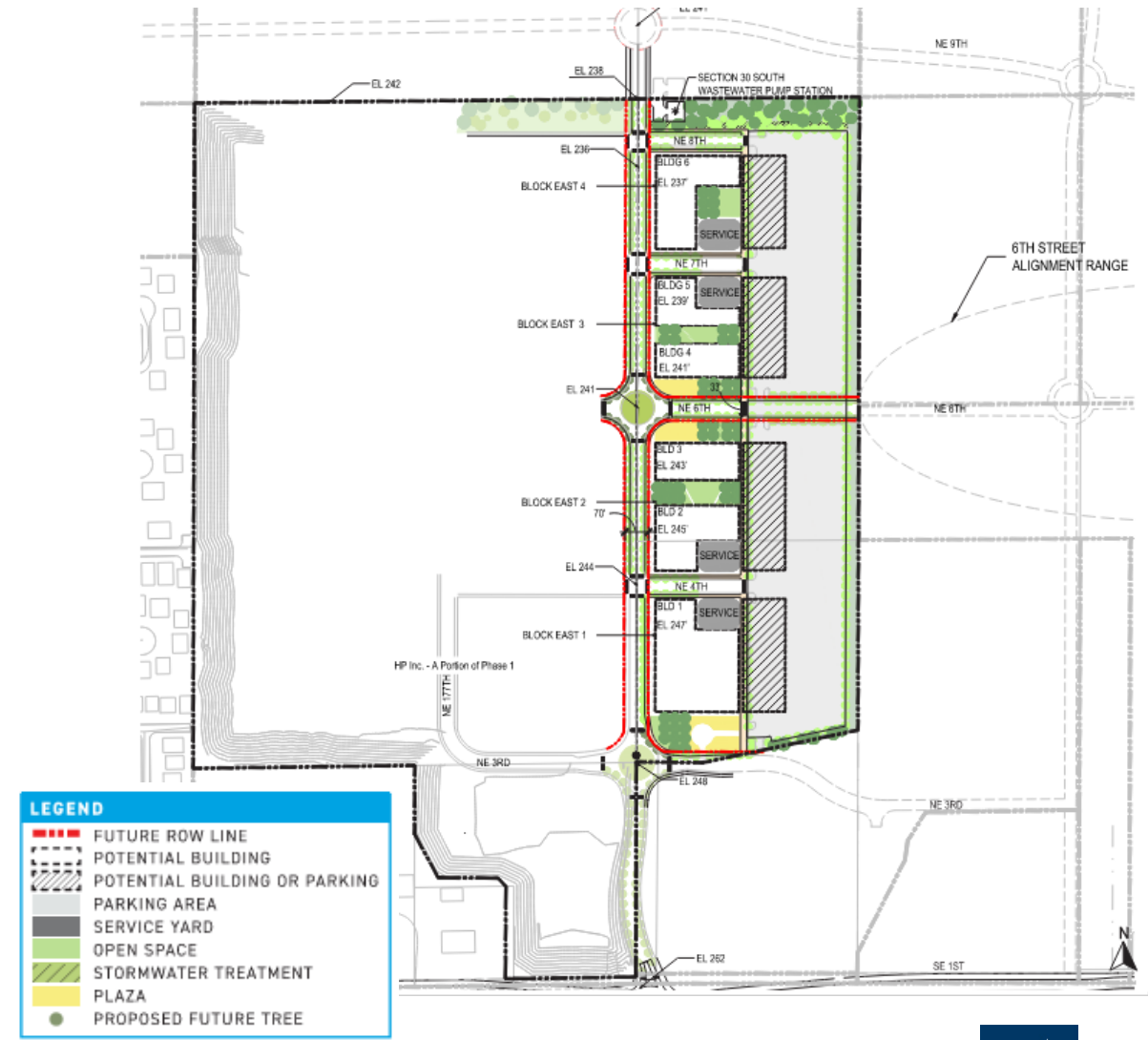
Anticipated Access and Circulation for HP Master Plan

-
- This map illustrates the area around the Section 30 South Wastewater Pump Station. The map shows a grid of streets including NE 9TH, NE 8TH, NE 7TH, NE 6TH, NE 5TH, NE 4TH, NE 3RD, NE 17TH, NE 18TH, and 3RD STREET. The pump station is located at the intersection of NE 3RD and NE 17TH, marked with an asterisk (*). The map also shows the location of the HP Inc. - A Portion of Phase 1 and the 6TH STREET CONNECTION. The map includes a legend for the Section 30 Recreational Trail, Pedestrian Sidewalk, and Bike-Friendly Street.
- LEGEND**
- SECTION 30 RECREATIONAL TRAIL
 - PEDESTRIAN SIDEWALK
 - BIKE-FRIENDLY STREET
 - * SECTION 30 SOUTH WASTEWATER PUMP STATION

HP East Master Plan

Building Layout

- Access to the site will be from NE 184th Avenue. Public and 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.
- 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.
- Differences in appearance and grouping buildings will create a distinctive identity for each block within the larger development.

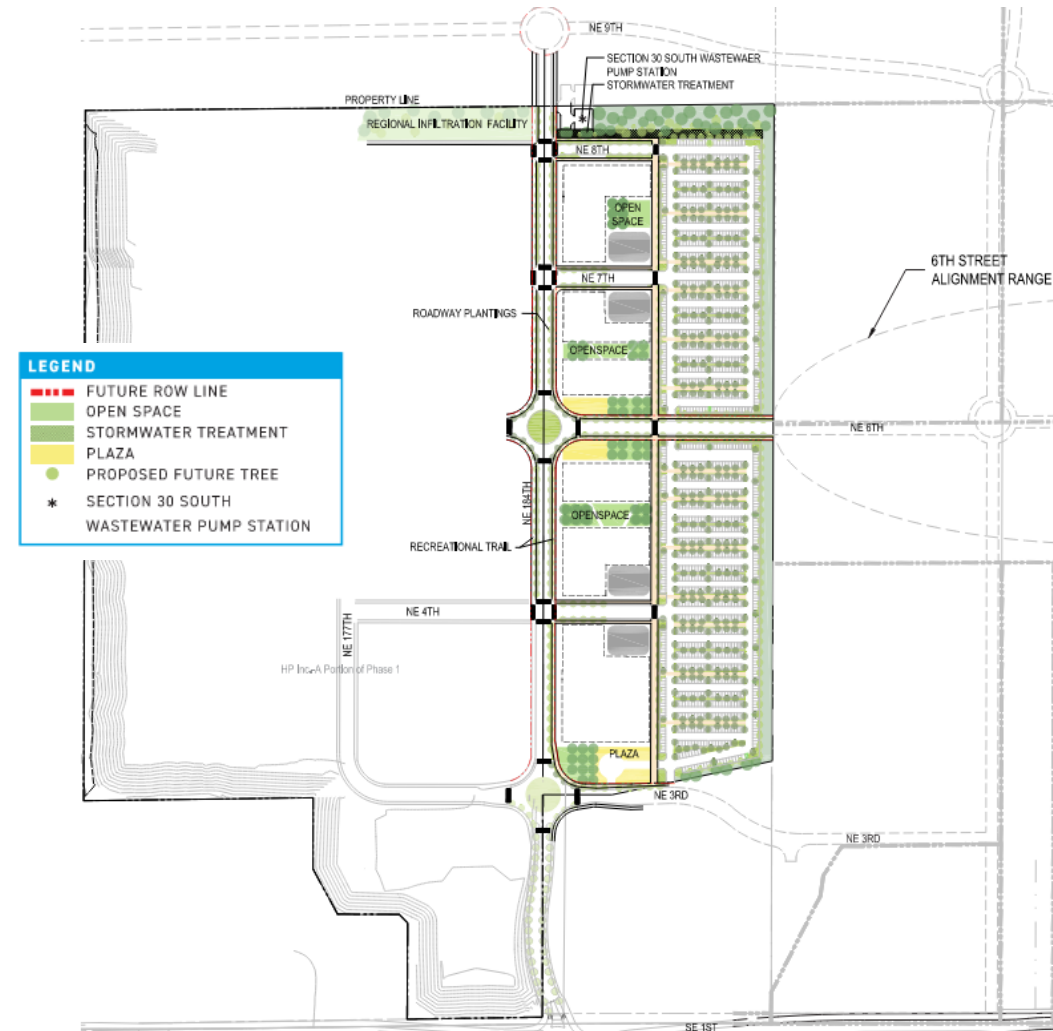


Conceptual view of parking area and Block East 2 looking north from parking lot area

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 3rd Street and near 9th Streets will be landscaped and provide welcoming entrances from both the south and north.
- A public recreation 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.
- Plazas and site open space will connect to the sidewalk network, private streets and recreational trail along 184th Avenue.



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.



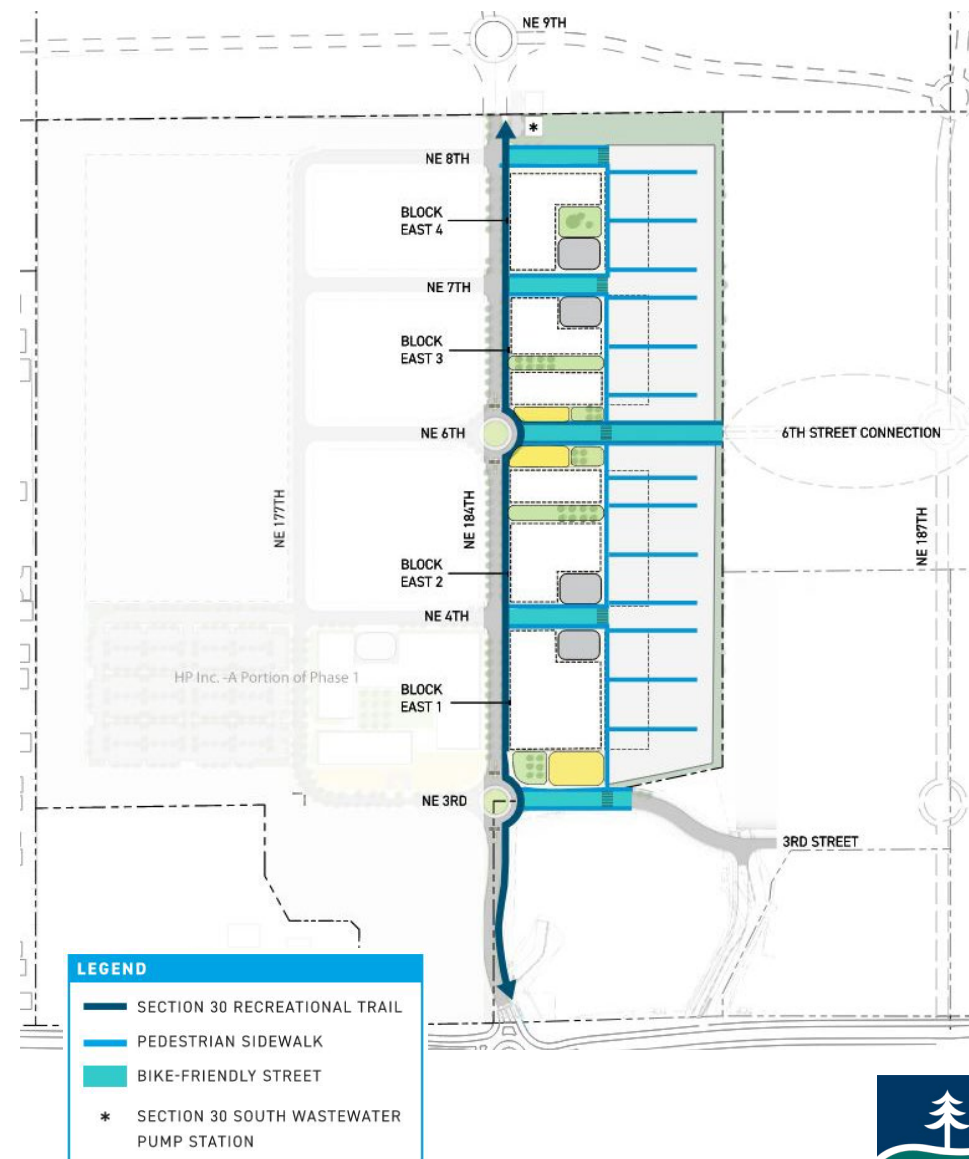
Proposed tree plan



HP East Master Plan

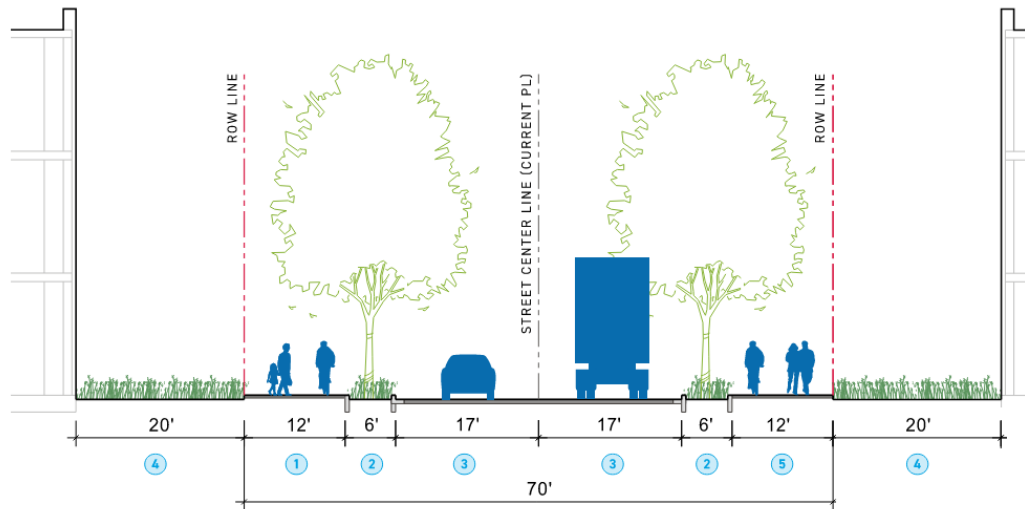
Multi-Modal Transportation

- In coordination with C-Tran, transit stop(s) along NE 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 NE 184th Avenue.
- A 12' wide public recreational trail on both sides of NE 184th Avenue will be constructed in phases with the extension of 184th Avenue.
- 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

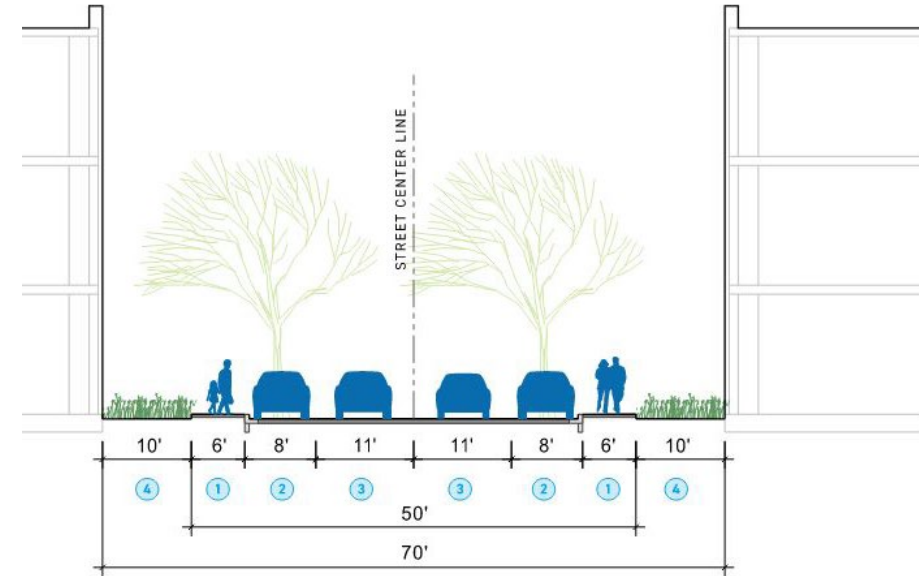
Street Design



Cross section of NE 184th Avenue

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.



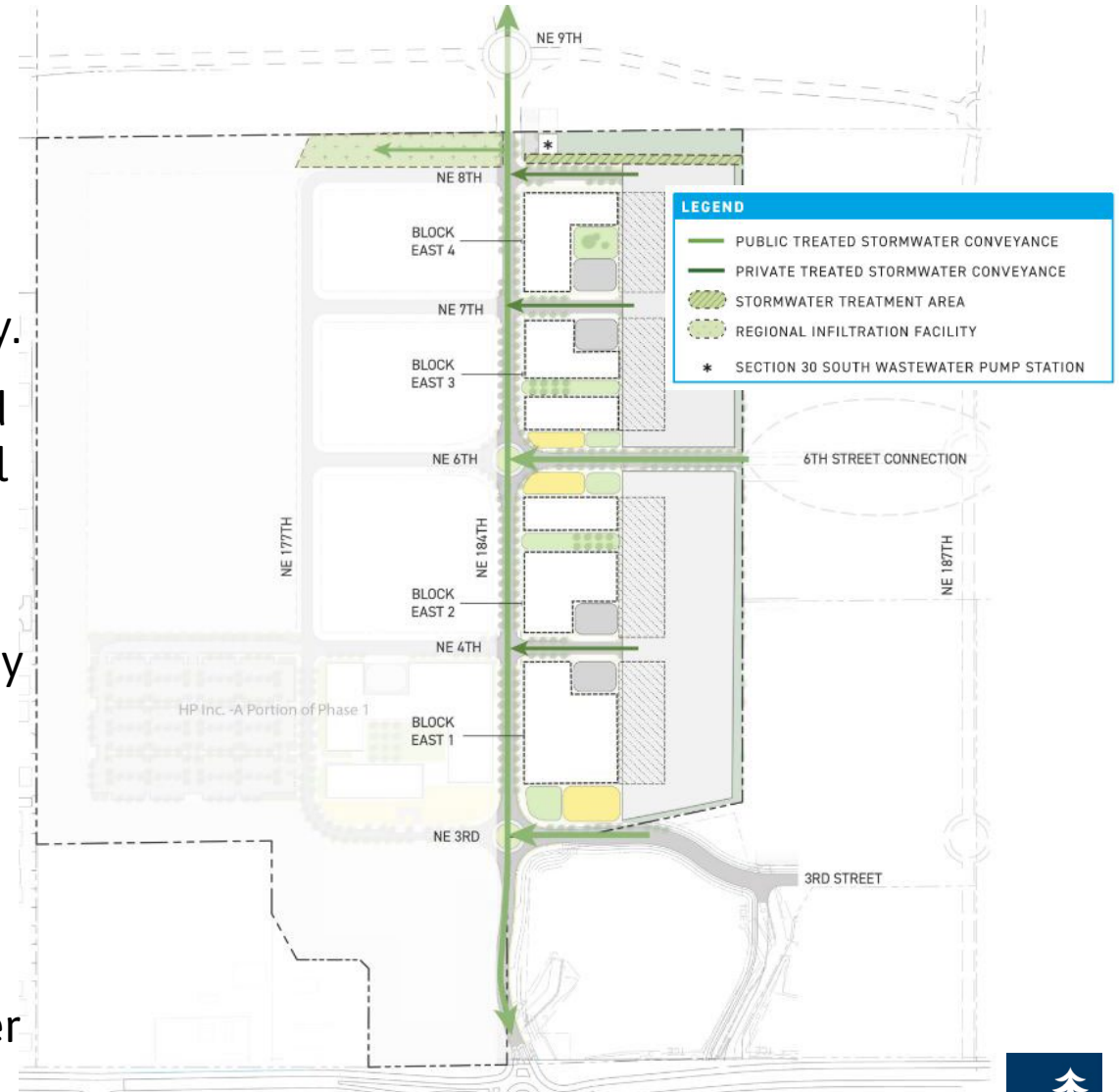
Cross section of typical east-west Private Streets

KEY	
①	SHARED USE PATH
②	STORMWATER PLANTERS / DROP OFF
③	TRAVEL LANE
④	SETBACK

HP East Master Plan

Public Facilities and Management

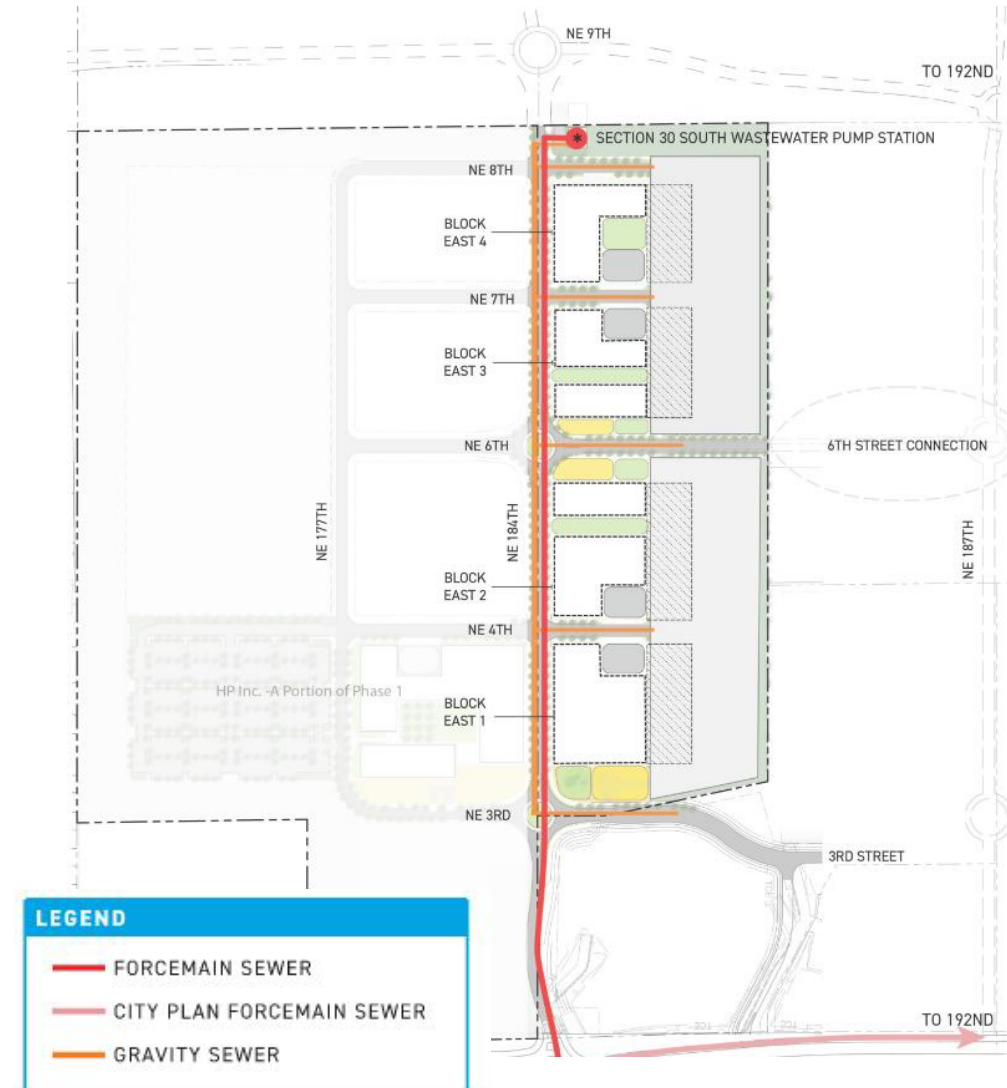
- Each property owner in Section 30 is to manage stormwater quality on its own property prior to releasing it to a public stormwater collection facility.
- Native gravels provide the best infiltration sites, and the City will prioritize preservation of areas that still have native gravel for stormwater 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

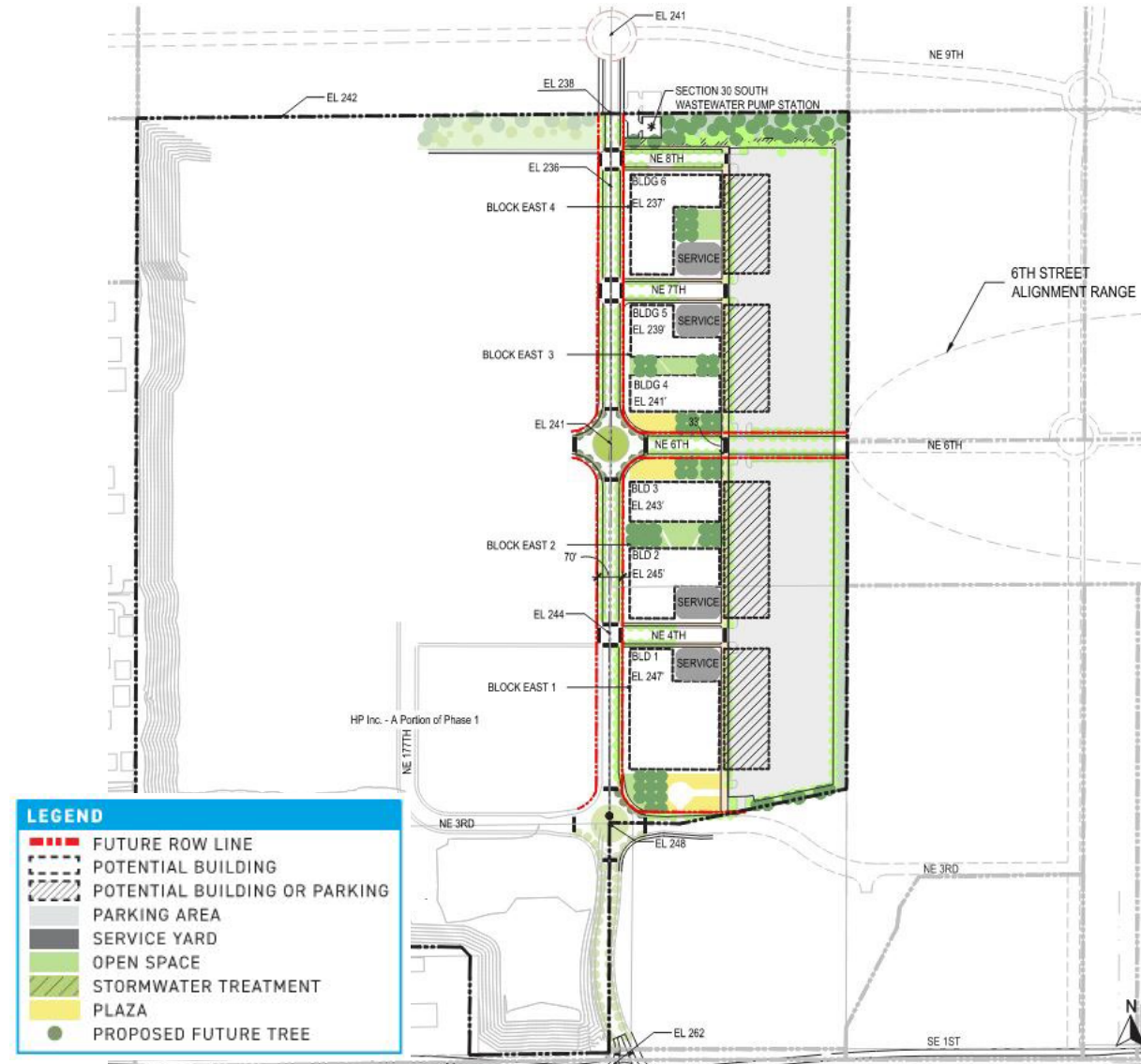
- Specific attention has been made to coordinate underground utilities as SE 1st Street is upgraded and 184th Avenue is extended north from SE 1st Street to NE 9th Street.
- Consistent with the HP-City of Vancouver Development Agreement, plans to design and construct the Section 30 South Wastewater Pump 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 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



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