

April 26, 2021 - Vancouver City Council Meeting Minutes

WORKSHOPS

To be conducted remotely.

Workshops were conducted remotely over video conference utilizing a GoToMeeting platform. Members of the public were invited to view the meeting via the live broadcast on www.cvtv.org and CVTV cable channels 23 or HD 323, or on the City's Facebook page, www.facebook.com/VancouverUS, or listen via the GoToMeeting conference call.

Councilmember Stober arrived at 4:27 p.m.

4:00-5:00 p.m. Operations Center Update

Dan Swensen, Interim Public Works Director, 360-487-7754; Jean Singer, Capital Projects Manager, 360-487-7755; Tim Buck, Operations Manager, 360-487-8261

Summary

Staff provided Council with an update on the status of the Operation Center replacement project.

5:00-6:00 p.m. Fire and EMS: 2020 Report on Service Levels

Chief Brennan Blue, Vancouver Fire Department, 360-487-7201; Rocco Roncarati, AMR; Dr. Lynn Wittwer, Clark County Medical Program Director

Summary

Vancouver Fire Department and AMR staff provided Council with a briefing on the 2020 levels of service for the the fire department.

COUNCIL CONSENT AGENDA MEETING

This meeting was conducted remotely over video conference utilizing a GoToMeeting platform. Members of the public were invited to view the meeting via the live broadcast on www.cvtv.org and CVTV cable channels 23 or HD 323, or on the City's Facebook page, www.facebook.com/VancouverUS. Public access and testimony on Consent Agenda items and under the Community Forum were also facilitated via the GoToMeeting conference call.

Call to Order and Roll Call

The Consent Agenda meeting of the Vancouver City Council was called to order at 6:30 p.m. by Mayor McEnerny-Ogle. This meeting was conducted remotely over video conference.

Present: Councilmembers Fox, Paulsen, Lebowsky, Glover, Stober, Hansen, Mayor McEnerny-Ogle

Absent: None

Also present on the call were the following: Eric Holmes, City Manager; Jonathan Young, City Attorney; Amanda Delapena, Assistant to the City Council; Brennan Blue, Vancouver Fire Chief; Jennifer Campos, Principal Transportation Planner; Michelle Henry, Senior Civil Engineer; Rebecca Kennedy, Long Range Planning Manager; Doug Koellermeier, Deputy Fire Chief; Ryan Lopossa, Streets and Transportation Manager; Cara Rene, Communications Director; Jean Singer, Capital Projects Manager; Dan Swensen, Engineering and Construction Manager; and members of the public.

Proclamation: Child Abuse Prevention Month

Mayor McEnerny-Ogle read and presented a proclamation to Amy Russell, Executive Director of the Children's Justice Center, proclaiming April 2021 as Child Abuse Prevention Month.

Community Communication (Items 1-6)

Mayor McEnerny-Ogle opened Community Communication and received the following testimony:

- Glen Yung, Vancouver, regarding Item 4, noted there are changes in what is described in the staff report from what was included in the City's Transportation Improvement Program, and asked for clarification and urged the City to ensure this project has a transparent planning and outreach process.

There being no further testimony, Mayor McEnerny-Ogle closed Community Communication.

Consent Agenda (Items 1-6)

Council requested items 3 and 4 be pulled from the Consent Agenda for separate discussion and consideration.

Councilmember Lebowsky stated she would recuse herself from discussion and action on Item 4, as she is employed by the Washington State Department of Transportation (WSDOT). Councilmember Lebowsky left the meeting at 6:35 p.m.

Regarding Item 4, Councilmember Stober asked staff to provide an overview of the project.

Jennifer Campos, Principal Transportation Planner, provided background on the project, explaining it goes back to 2018 when the City worked on collision analysis in the Fourth Plain Corridor and noted safety concerns in this area. Before the transportation safety analysis could be finished, WSDOT had put out a call for submissions of high priority safety projects. Staff utilized the data collected to complete the submission. WSDOT then worked with the City to complete a cost-benefit analysis to determine some potential projects that could address the safety issues in the corridor. The City then submitted a grant application to WSDOT that originally contemplated removal of one lane and some other lane reconfigurations, but since the grant application was submitted, planning staff learned the City's Public Works department was planning on completing some pavement projects along Fourth Plain in 2023. In order to better collaborate potential safety improvements with the pavement management program, the City has not spent any of the WSDOT grant funds and will refocus the project and look at what opportunities may exist with that collaboration. The contract before Council is to study what improvement opportunities exist in alignment with the 2023 pavement management project for Fourth Plain, and will include extensive community outreach prior to making conclusions about any potential projects.

Councilmember Hansen noted the closure of westbound lane at SR-500 and Stapleton most likely has increased traffic and safety issues on Fourth Plain as traffic diverts. Ms. Campos agreed and said that is something that has changed since the City did its initial WSDOT grant application in 2018 and it is something that will need to be re-evaluated.

Motion by Councilmember Stober, seconded by Councilmember Glover, and carried unanimously to approve Item 4. Councilmember Lebowsky recused.

Councilmember Lebowsky returned to the meeting at 6:47 p.m..

Regarding Item 3, Councilmember Stober asked staff to provide an overview of the project.

Jean Singer, Capital Projects Manager, provided background information on the project, explaining the City has partnered with Fire District 5 to build a new fire station, Station 11. She said the project has been ongoing for several years, with permitting being completed last year, and the City recently received very favorable bids for construction. She explained construction is scheduled to start this year, with the station anticipated to be opened next year.

Mayor McEnerny-Ogle asked whether the contractor will meet a 5 percent apprenticeship requirement. Ms. Singer stated the contractor has offered to provide significantly more than what is required.

Motion by Councilmember Stober, seconded by Councilmember Fox, and carried unanimously to approve Items 1-3 and 5-6 of the Consent Agenda.

1. Award of bid for the 4th Plain Water Transmission Main and Port PS Pressure Sewer Bypass (IT B 21-14)

Staff Report 062-21

Summary

The project will install approximately 1,460 linear feet of 24-inch diameter ductile iron pipe in a section of West 4th Plain that is also identified as State Route 501, between West 26th Avenue and Mill Plain Boulevard. The new water transmission main is part of a larger project identified in the City of Vancouver's 2015 Comprehensive Water System Plan as necessary to convey additional water west to supplement future growth within the Port of Vancouver and surrounding areas. In addition, an 8-inch diameter pressure sewer main approximately 75-feet long will be installed within the project area to provide a temporary bypass that will facilitate future upgrades of the Port Sewer Pump Station. The section of roadway where the utility work will occur is slated to be repaved by WSDOT after the utility construction. The utility installation in advance of the paving project protects the future road surface from being cut and patched after it is repaved.

Five bids were opened on April 6, 2021, with the following results:

SUMMARY OF BIDS	
BIDDER	AMOUNT
<i>Nutter Corporation, Vancouver, Washington</i>	<i>\$845,460.22</i>
<i>Clark and Sons Excavating, Battle Ground, Washington</i>	<i>\$895,180.34</i>
<i>McDonald Excavating, Inc, Washougal, Washington</i>	<i>\$968,035.92</i>
<i>Engineer's Estimate</i>	<i>\$660,000.00</i>

The low bid is considerably higher than the engineer's estimate by 28%. This is likely a result of recent increases in material costs and also due to the time constraints the project has for completion prior to WSDOT's repaving of the roadway.

Nutter Corporation was the lowest responsive and responsible bidder. Nutter Corporation has successfully completed at least three similar construction projects of this size and scope in the last 10 years. The required minimum apprenticeship utilization for this project is 3%. Nutter Corporation has submitted documentation demonstrating intent and ability to reach the 3% goal.

Request: Award a contract for the construction of the 4th Plain Water Transmission Main & Port PS Pressure Sewer Bypass project to the lowest responsive and responsible bidder, Nutter Corporation

of Vancouver, Washington, at their bid price of \$845,460.22, including Washington State sales tax; and authorize the City Manager to execute a contract with Nutter Corporation for the same.

Michelle Henry, Senior Civil Engineer, 360-487-7155

Motion approved the request.

2. **Award of Bid for 2021 Joint Agency Road Preservation Project (#072821), per Clark County Bid PRJ0000974**

Staff Report 063-21

Summary

Clark County and the City of Vancouver have solicited a joint bid for each agency's 2021 road preservation project. Each agency will execute a separate contract for their part of the work.

On March 16, 2021, Clark County received two bids for the 2021 Joint Agency Road Preservation Project. The bids ranged from \$2,893,732.40 to \$3,257,257.00. The low bidder was responsive. The 2021 City of Vancouver share of the joint contract is \$1,367,486.00.

SUMMARY OF BIDS		
BIDDER	VANCOUVER'S BID	COMBINED BIDS
<i>Doolittle Construction, LLC, Bellevue, WA</i>	<i>\$1,367,486.00</i>	<i>\$2,893,732.40</i>
<i>Intermountain Slurry Seal, Reno, NV</i>	<i>\$1,554,097.53</i>	<i>\$3,257,257.00</i>
<i>Engineers' Estimate</i>	<i>\$1,839,660.00</i>	<i>\$3,651,224.64</i>

There is a minimum apprenticeship goal of 4% of the utilized labor hours for this project. Doolittle Construction, LLC, Bellevue, Washington, has submitted an Apprenticeship Utilization Plan to meet or exceed this goal by using approximately 530 hours of apprentice time of the estimated 4,196 total of applicable labor hours for the project.

Request: Award a construction contract for the 2021 Joint Agency Road Preservation Project to the lowest responsive and responsible bidder, Doolittle Construction, LLC of Bellevue, Washington, at their bid price of \$1,367,486.00, which includes Washington State sales tax, and authorize the City Manager or designee to execute the same.

Chris Sneider, Senior Civil Engineer, 360-487-8239

Motion approved the request.

3. **Award of Bid for Construction of Vancouver Fire Department Fire Station 11**

Staff Report 064-21

Summary

On April 23, 2018, the City of Vancouver and Fire District 5 entered into an agreement for the purchase of land, design, construction and operation of a future fire station (Fire Station 11).

The new fire station will improve response capability to the area between existing fire stations 4 and 7, as well as improve the reliability of the entire emergency response system. The goal of this project will be to construct a new fire station, and associated site improvements, to serve the community need and future growth, based on the final design of previously constructed Fire Stations 1 and 2.

Construction will begin June 2021, and substantial completion is scheduled for September 2022.

Invitation to Bid #21-12 was issued on March 5, 2021. The City received 8 contractor bids by the bid solicitation close on March 30, 2021. City staff and key stakeholders met to review the bids and to provide a recommendation for award. The bid results are as follows:

SUMMARY OF BIDS (includes WA sales tax)	
BIDDER	BID AMOUNT
<i>Kirby Nagelhout Construction, Portland, OR</i>	<i>\$7,126,767.98</i>
<i>Corp Inc Construction, Salem, OR</i>	<i>\$7,308,509.25</i>
<i>Tapani Inc, Battle Ground, WA</i>	<i>\$7,430,536.50</i>
<i>Todd Construction, Inc, Tigard, OR</i>	<i>\$7,727,483.00</i>
<i>Banlin Construction, Vancouver, WA</i>	<i>\$7,795,117.44</i>
<i>Emerick Construction Company, Tualatin, WA</i>	<i>\$7,829,609.56</i>
<i>Patriot, Dunkirk, MD</i>	<i>\$7,982,068.00</i>
<i>2KG Contractors, Inc, Portland, OR</i>	<i>\$8,195,185.00</i>
<i>Engineer's Estimate</i>	<i>\$7,657,000.00</i>

Kirby Nagelhout Construction was determined to be the lowest responsive and responsible bidder.

The project, based on engineer's estimate, has a required apprenticeship utilization goal of 5%. The contractor has provided documentation of intent and ability to exceed this goal.

Request: Award a contract to the lowest responsive and responsible bidder, Kirby Nagelhout Construction of Portland, OR and to authorize Eric Holmes, City Manager, or his designee to execute a contract

for the construction of fire station 11, in the amount of \$7,126,767.98, which includes Washington State Sales tax.

Jean Singer, Capital Projects Manager, 360-487-7755

Motion approved the request.

4. **Professional services agreement for professional planning services for the Fourth Plain Safety and Mobility Study**

Staff Report 065-21

Summary

In 2018 the City of Vancouver completed its first citywide Transportation System Safety Analysis (TSSA), which evaluated transportation system safety conditions for all modes of transportation citywide. The focus of the analysis was to identify existing safety trends, high priority intersection and segments, countermeasures, project improvements, and recommendations for integrating the findings into the City's Transportation System Plan update, which is currently underway.

Using a project priority evaluation process that looked at the results of crashes per centerline mile of principal arterials, critical intersection analysis, locations with the highest density of pedestrian, young driver, and lane departure crashes, the TSSA identified a three-mile stretch of Fourth Plain Boulevard between Interstate 5 and Andresen Road as a top priority project.

The TSSA identified that between Grand Boulevard and Andresen Road, Fourth Plain Boulevard had the highest number of crashes per mile of all principal arterials in the city. Between 2012 and 2016 there were 364 total crashes on the corridor, including 13 fatalities and serious injuries. Of the total crashes, 31 crashes involved people walking or biking, and seven of the 13 fatalities or serious injuries involved people walking or biking.

Request: Authorize the City Manager or his designee to execute a Professional Services Agreement with Parametrix to provide professional planning services for the Fourth Plain Traffic Study in an amount not to exceed \$450,000, and authorize the City Manager or his designee to amend the contract as needed and to amend the value up to 10% of the not-to-exceed value stated herein.

Jennifer Campos, Principal Transportation Planner, 360-487-7728

Motion approved the request.

5. **Appointment to the Parking Advisory Committee**

The Parking Advisory Committee advises City Council on policy issues related to all city-owned on-street and off-street parking facilities, and makes recommendations on facilities and parking regulations.

Mayor McEnemy-Ogle recently interviewed two candidates for a mid-term vacancy on the Parking Advisory Committee and recommends the appointment of Ryan Morin. This appointment should begin immediately and expire July 1, 2023.

Request: Appoint Ryan Morin to the Parking Advisory Committee, term beginning immediately and expiring July 1, 2023.

Mayor McEnemy-Ogle

Motion approved the request.

6. **Approval of Claim Vouchers**

Request: Approve claim vouchers for April 26, 2021.

Motion approved claim vouchers for April 26, 2021, in the amount of \$3,442,999.01.

Community Forum - see general protocol above

Mayor McEnemy-Ogle opened the Community Forum and received the following testimony:

- Mary Elkin, Vancouver, expressed concerns about the fire department's standard of cover report, and urged the City to find the funding and resources needed for the department to improve response and plan for the future.
- Jean Avery, Vancouver, thanked the City for the Bird-Friendly Week proclamation at the last Council meeting and urged the City to protect the sensitive areas, such as Vancouver Lake and the Columbia Lowlands, that are essential bird habitat.
- Peter Fels, Vancouver, urged the City to take action now to encourage green development prior to enacting a formal climate action plan.
- Don Steinke, Vancouver, urged the City to take immediate actions to tackle climate issues and lead the community on this matter.
- Alona Steinke, Vancouver, noted that Portland residents' opinions regarding

Vancouver's climate activities matter because they share the same air space and our communities impact each other. She noted that climate justice is also a matter of social justice.

There being no further testimony, Mayor McEnerny-Ogle closed the Community Forum.

Adjournment

7:05 p.m.

Anne McEnerny-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

Meetings of the Vancouver City Council are electronically recorded on audio and video. The audio files are kept on file in the office of the City Clerk for a period of six years.

May 3, 2021 - Vancouver City Council Meeting Minutes

NO WORKSHOPS

4:00-6:00 p.m. Executive Session re: Pending Litigation; Potential Litigation; Contract Negotiation Strategy

Conducted remotely

Mayor McEnerny-Ogle announced the Council would be convening in executive session to discuss pending litigation, potential litigation, and labor contract negotiations strategy with no action to be taken.

Council convened executive session from 4:00 to 5:38 p.m., followed by a break prior to the regular Council meeting.

REGULAR COUNCIL MEETING

This meeting was conducted remotely over video conference utilizing a GoToMeeting platform. Members of the public were invited to view the meeting via the live broadcast on www.cvtv.org and CVTV cable channels 23 or HD 323, or on the City's Facebook page, www.facebook.com/VancouverUS. Public access and testimony on were also facilitated via the GoToMeeting conference call.

Call to Order and Roll Call

The regular meeting of the Vancouver City Council was called to order at 6:30 p.m. by Mayor McEnerny-Ogle. This meeting was conducted remotely over video conference.

Present:

Councilmembers Fox, Glover, Stober, Hansen, Mayor McEnerny-Ogle

Absent: Councilmembers Paulsen, Lebowsky

Motion by Councilmember Glover, seconded by Councilmember Stober, and carried unanimously to excuse Councilmember Paulsen.

Motion by Councilmember Hansen, seconded by Councilmember Fox, and carried unanimously to excuse Councilmember Lebowsky.

Also present on the call were the following: Eric Holmes, City Manager; Brian Carlson, Deputy City Manager; Jonathan Young, City Attorney; Amanda Delapena, Assistant to the City Council; Jennifer Belknap Williamson, Public Works Director; Teresa Brum, Economic Development Division Manager; John Collum, Principal Planner; Patrick Gilbride, IT Director; Julie Nischik, Support Specialist III; Katherine Nye, IT Technical Services Manager; Cara Rene, Communications Director; and members of the public.

Approval of Minutes

Minutes - April 12, 2021

Motion by Councilmember Glover, seconded by Councilmember Hansen, and carried unanimously to approve the meeting minutes of April 12, 2021.

Minutes - April 19, 2021

Motion by Councilmember Stober, seconded by Councilmember Glover, and carried unanimously to approve the meeting minutes of April 19, 2021.

Proclamations

Small Business Month

Mayor McEnerny-Ogle read and presented a proclamation to Teresa Brum, Economic Development Division Manager, proclaiming May as Support Small Business Month.

Nurses Appreciation Month

Mayor McEnerny-Ogle read and presented a proclamation to Didi Gray, BSN, RN, WSNA Co-Chair for PeaceHealth Southwest, proclaiming May 2021 as Nurses Appreciation Month.

Community Communication (Items 1-3)

Mayor McEnery-Ogle opened Community Communication and, receiving no testimony, closed Community Communication.

Consent Agenda (Items 1-3)

Motion by Councilmember Fox, seconded by Councilmember Stober, and carried unanimously to approve the Consent Agenda.

1. Continued use of NCPA Contract 01-97 with Synnex Corp/ConvergeOne for Phone System-Related Purchases

Staff Report 066-21

Summary

The City uses NCPA contract 01-97 to purchase phone system, phone handset, voicemail system and related services.

The City is requesting authorization to continue to use the contract to purchase up to the Council-approved annual budgeted amount for these commodities through the end of the contract, which is 7/31/2021, and into any extended period negotiated by NCPA.

The City anticipates spending more than \$300,000 via the NCPA contract, and requests authority to purchase using this contract up to the amounts approved by Council in the City's budget process.

Request: Authorize the City Manager or their designee to approve purchases under NCPA 01-97 with Synnex Corp/ConvergeOne for the life of the contract.

Patrick Gilbride, IT Director, 360-487-7650

Motion approved the request.

2. Appointment to the Downtown Redevelopment Authority Board

The Downtown Redevelopment Authority Board (DRA) serves as a citizen advisory body and makes recommendations to the City Council. The DRA is responsible for the oversight of Vancouver Hilton Hotel and Convention Center operations, finances and promotion.

Council Subcommittee 1 recently interviewed two candidates for one full-term position on the board, and recommends the appointment of Kathleen Kee; with a term beginning immediately and expiring December 31, 2024.

Request: Appoint Kathleen Kee to the Downtown Redevelopment Authority, term beginning immediately and expiring December 31, 2024.

Council Committee 1

Motion approved the request.

3. Approval of Claim Vouchers

Request: Approve claim vouchers for May 3, 2021.

Motion approve claim vouchers for May 3, 2021, in the amount of \$6,756,753.20.

Communications

A. From the Council

B. From the Mayor

C. From the City Manager

a. Staff Introduction - Jennifer Belknap Williamson, Public Works Director

Adjournment

7:00 p.m.

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

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MEMORANDUM

DATE: May 10, 2017

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

RE: **Heights District Plan Implementation – public process**

CC: Rebecca Kennedy, Planning Manager; Greg Turner, Land Use Manager; Chad Eiken, Community & Economic Development Director

Background

City Council adopted the [Heights District Plan](#) on August 17, 2020, including associated [appendices](#) and accompanied by a [Planned Action Final Environmental Impact Statement](#). Following plan adoption, the project team began developing regulatory standards to implement the plan vision and goals, including a new Heights Mixed Use (HX) zoning district and associated design guidelines, updates to Title 20 and the City's Comprehensive Plan, and a Planned Action Ordinance and supporting mitigation measures. Additional implementation activities associated with the current phase of implementation also include updated street standard details, Fitwell certification, and demolition of the existing Tower Mall building after it is no longer needed for public health services related to the pandemic. This memo provides an overview of public engagement activities associated with the first phase of implementation and a summary of stakeholder comments received as part of this process.

Public Process:

The City Council and Planning Commission have reviewed draft development standards in workshop format over the last several months, including:

- October 13 Planning Commission Workshop
- November 10 Planning Commission Workshop
- January 26 Planning Commission Workshop
- February 8 City Council Workshop
- April 13 Planning Commission Workshop

Broader outreach and engagement related to implementation of the Heights District Plan has continued the robust community process that occurred as part of the subarea planning process, including ongoing engagement with the below stakeholder groups:

- Neighborhood Associations and coalitions
- Heights Community Advisory Committee (CAC)
- Agency partners

- Property owners
- Businesses
- Services providers
- Community-based organizations
- Affordable housing partners
- Consultation with development community

Throughout the recent engagement process, and in addition to utilizing the Planning Commission platform as the primary citizen oversight committee that reviews changes to Vancouver Municipal Code Title 20 and the City's Comprehensive Plan, the project team utilized the following tools to provide information and gather feedback:

- Be Heard page
 - Provides detailed information on proposed implementing regulations and the relationship to policy direction in the Plan
 - Opportunities to submit questions to staff via the site
- Stakeholder meetings- with groups and individuals; including virtual meetings, phone calls, site visits and walking tours; all in person activities were compliant with COVID 19 restrictions including mask wearing, social distancing, outdoor only, and maintaining strict limits on the numbers of people and total households that participated.
- Project webpage
- Project email distribution list and regular updates
- Project visualization tools were utilized to help community members envision how future development will align with the Heights District Plan vision and policies, and illustrate representative development outcomes of the proposed Heights Mixed Use (HX) zone.

A high-level summary of stakeholder comments is summarized in Table A below.

The project team worked to integrate stakeholder feedback into the draft regulatory documents while also ensuring alignment with the Heights District Vision and balancing multiple perspectives and needs. Below is a summary of stakeholder feedback integrated into the draft development regulations:

- Step down to 40 ft for development abutting residentially zoned property
- Step down 140 feet from Idaho Street
- 2-story building height maximums fronting Idaho St. and fronting the portion of Devine closest to Idaho Street within the 140 ft step down distance
- Only residential uses allowed fronting Idaho Street and the majority of Devine north of Mill Plain
- Crime Prevention Through Environmental Design (CPTED) principles incorporated throughout draft design guidelines document
- Primarily residential ground floor uses along MacArthur, to allow for gradual transition from residential to commercial uses
- Increased building height maximums in the core of the redevelopment area, in the Activity Center and Residential Neighborhood sub-districts

- Added minimum residential density requirement to ensure residential densities are adequate to support amenities and services desired by stakeholders
- Not proposing to reduce building heights below existing zoning on most parcels. The exception is for development abutting existing residential per step down language above
- Updated parking standard for senior housing- maintain consistency with overall citywide average until specialty parking standards adjusted citywide in compliance with state law
- Live/work added to permitted ground floor uses in several areas to allow flexibility
- ADUs permitted to allow flexibility
- Added artisan and specialty goods production to allowed uses, with size restrictions, to increase ground floor flexibility
- Rooftop equipment, parapets/railings, rooftop solar equipment, etc. can exceed building height limitations but must be appropriately screened
- Added flexibility to surface parking screening requirements
- Reduced complexity and specificity of ground floor use regulations to provide greater flexibility in some areas and more carefully calibrate specific limitations in key areas where ground floor activation or predominantly residential uses are central to the vision

Attachments:

Heights Massing Shadow Analysis for Tower Mall Redevelopment Area

Table A: Summary of Stakeholder Feedback, Heights Implementation

Community	Planning Commission	Property Owner	Development Community
• Limit to 2-stories on fire station parcel/fronting Idaho • Willing to go higher in the core for reduced heights north of Mill Plain on the fire station parcel • Ground floor residential along MacArthur Blvd should be allowed • 4-stories along MacArthur could work if designed well • Homeownership opportunities are important; senior housing needed • Questions/concerns about long-term success and viability of redevelopment • Single family should be allowed • Minimum parking ratios are insufficient and should be higher here than in other areas of the City • Support for Heights vision and tiered approach to heights and parking • Support for overall vision-walkability, amenities, affordable housing • Support for evolving built environment to meet current and future needs	• Preserve density, use land efficiently to accommodate future growth • Building Heights • Up to 7 stories in the core • Do not decrease heights from what is allowed by existing zoning • Allow rooftop equipment to exceed height maximums • Find creative options for activating ground floor, including live/work; too much required retail will result in empty storefronts • Include strategies for incentivizing uses that are desirable in addition to public realm and open space • Consider TDM-tied parking reductions for parcels on the south side of Mill Plain near Andresen • Need to find a balance between implementation of plan policies and allowing for flexibility and creativity for future development; vet proposals with development community	• Don't reduce development capacity below current zoning • Ground floor residential along MacArthur Blvd should be allowed • Screening of parking may pose challenges, allow flexibility for creative screening options • General support for proposed standards • Encouragement for the City to finish the new development standards and lift the development moratorium • Existing 50 ft. height limit along MacArthur should be maintained • Don't make existing buildings nonconforming • Encouragement to extend MFTE to the Heights in the near-term	• Between 3-5 years is a realistic timeframe for rents supporting higher quality market rate housing. • Timing on city investment will be critical to making higher-density development feasible. • Provide enough flexibility in regulations to accommodate the 20-year build out timeline. • The future of retail is uncertain-allow active services and other flexibility on the ground floor. • Abundant on-street parking for ground floor commercial uses supports retail viability. • Proposed parking requirements are acceptable for developers, will always provide more if the market demands it. • Unit size assumptions are appropriately calibrated • Building height maximums provide flexibility and options

SHADOW STUDY



9AM



9AM



9AM



9AM



3PM



3PM



3PM



3PM

MARCH 21ST

JUNE 21ST

SEPTEMBER 21ST

DECEMBER 21ST



Heights District Plan Implementation

VANCOUVER
CITY HALL



May 17, 2021
City Council Workshop

Rebecca Kennedy, Long Range Planning Manager
Greg Turner, Land Use Manager

Target Workshop Objectives

- Review latest drafts of proposed regulatory standards that implement the Heights District Plan, including updates since last Council workshop in February
- Council direction and feedback in advance of planned upcoming public hearings with the Planning Commission and City Council
- Identify any remaining issues/additional analysis needed prior to hearing

Presentation Overview

- Vision for the Heights
- Implementation process to date
- Planning Commission and stakeholder feedback
- Updated Draft HX Zone Standards
- Draft Design Guidelines
- Planned Action Ordinance
- Comprehensive Plan
- Other Implementation Actions
- Next Steps

Heights District Vision & Guiding Principles

The Heights District is envisioned as a vibrant neighborhood center that is sustainable, healthy, equitable, accessible and safe, and includes engaging public open space, diverse housing affordable to a wide range of community members and safe multimodal travel opportunities within the district and to transit and nearby neighborhoods. As the area develops, it will contribute to a shared identity that reflects the value placed on the past and current community with an eye toward welcoming future generations in an inclusive and equitable manner.

Guiding Principles: Inclusive housing, connectivity, community health and wellness, sustainability, accessible and vibrant public realm, arts/culture, economic development, high quality and aesthetically pleasing architecture/urban form

Heights District Plan: Project Goals

- Establish a vision for a **vibrant neighborhood center**
- Catalyze additional **private development** in the District
- **Involve the public** in the planning / design process
- Include **affordable** income-based housing
- Include accessible **public open space**
- Utilize innovative urban design and **sustainable development practices**
- Plan for the creative and functional **integration of transit**
- Increase **multi-modal connectivity** in the District uses



Heights District Plan Implementation



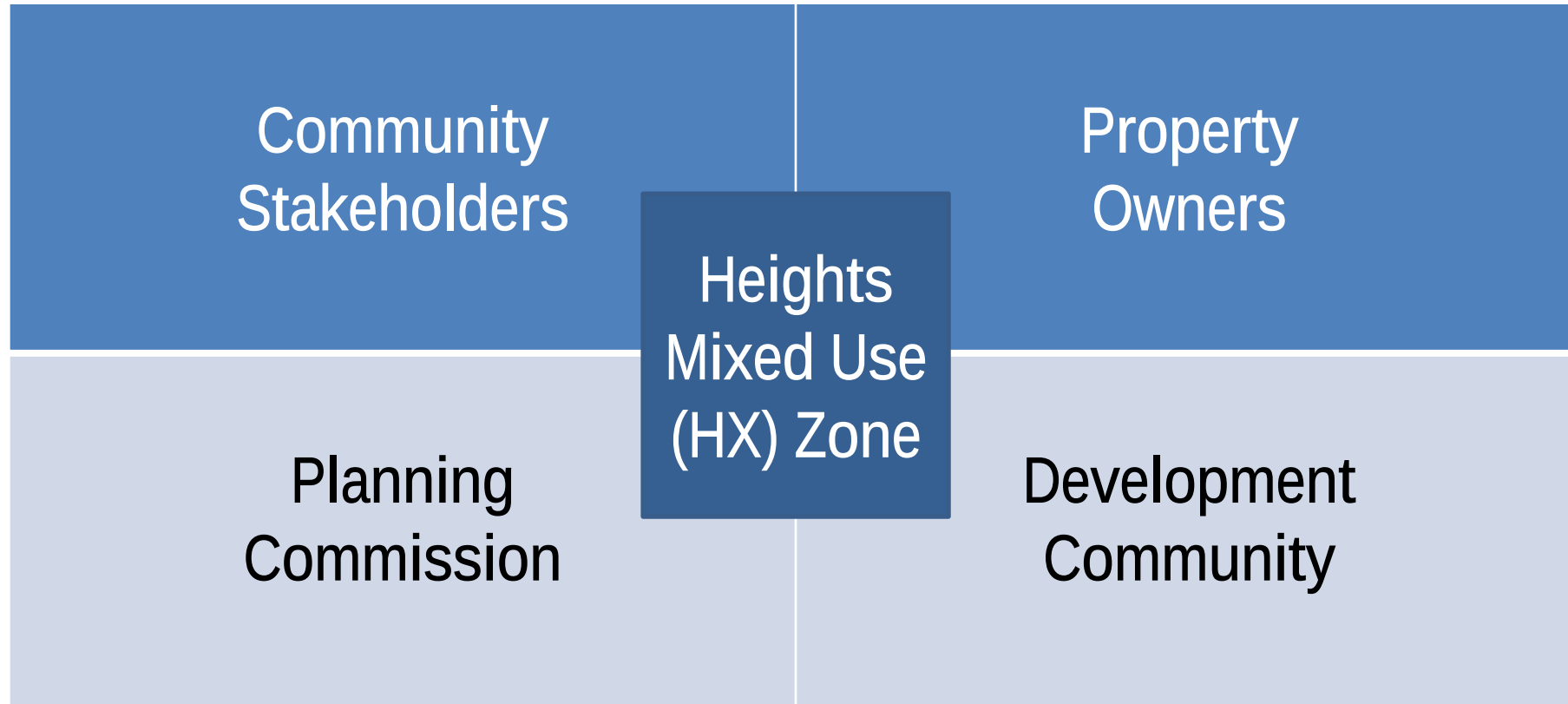
City Council adopted the Heights District Plan on August 17, 2020.



First phase of Plan implementation:

- HX zoning district
- Heights urban design guidelines
- Planned Action for the District
- Updates to street standard details
- Fitwell community certification for the Tower Mall Redevelopment Area
- Demolition of Tower Mall building

Stakeholder Feedback



HX Zone

Purpose:

The Heights District is envisioned as a vibrant neighborhood center that is sustainable, healthy, equitable, accessible and safe, and includes engaging public open space, diverse housing affordable to a wide range of community members and safe multimodal travel opportunities within the district and to transit and nearby neighborhoods. The purpose of the Heights Mixed Use (HX) Plan District is to implement the vision, goals and policies of the adoption Heights District Plan, and ensure future development is integrated, cohesive context sensitive, and contributes to the overall District Vision.



Heights Mixed Use (HX) Zoning District

Application:

- Applies to development within identified sub-districts within the overall district
- Does not apply to properties not located in an identified sub-district

Major Elements Addressed in the Draft Code:

- Uses: Allowed uses and ground floor use regulations
- Development Standards: height, density, façade treatment, entryways, roofs, materials and colors, stormwater, signage, parking, modification allowances
- Compliance with Heights District Urban Design Guidelines
- Approval process- site plan and design review

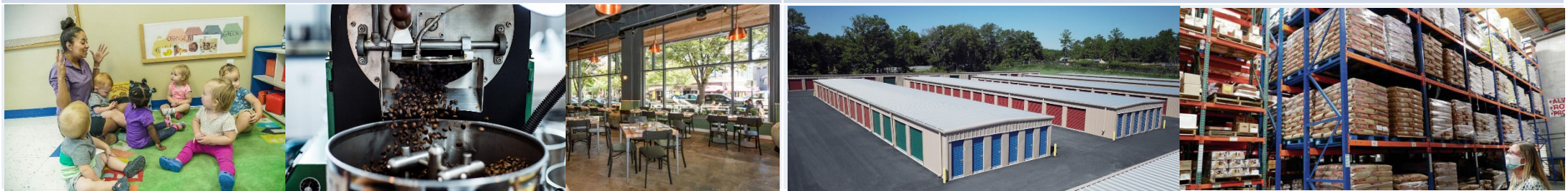
HX Zone: Uses

Permitted Uses

- Housing
- civic uses
- day care facilities
- eating/drinking establishments
- general retail
- artisan and specialty good production
- general and medical office
- temporary surface parking

Prohibited Uses

- Non-accessory permanent surface parking
- Outdoor & bulk sales
- Motor vehicle sales/rental/service
- self-storage
- industrial uses
- animal kennel/shelters
- detention facilities
- recreational marijuana retail



HX Zone: Ground Floor Uses



GROUND FLOOR USES

- Residential uses not permitted on the ground floor
- Commercial uses not permitted on the ground floor
- Minimum 50% commercial uses permitted on the ground floor
- Maximum 25% commercial uses permitted on the ground floor

HX Zone: Building Heights

Building height maximums by character zone/sub-district

Character Zone	Proposed Maximum Building Height
Activity Center	Up to 7 stories/85 ft
Residential Neighborhood	Up to 7 stories/85 ft
Innovation Hub	Up to 4 stories/50 ft
District Gateway	Up to 4 stories/50 ft for properties not abutting residentially-zoned properties Up to 3 stories/40 ft for properties abutting residentially-zoned properties Up to 2 stories/34 ft for properties fronting Idaho St

HX Zone: Building Heights



*Note that height restrictions to not apply to rooftop equipment, parapets and railings, and roof mounted solar energy equipment, but that the code does limit how much they can exceed building height maximums and requires them to be appropriately screened

HX Zone: Step Down Depth Standards

Step Down Depth Standards

- Building heights reduced to 3 stories/40 ft approximately 60 ft from residentially-zoned property
- Fire station parcel: building heights reduced to 2 stories/34 ft approximately 140 feet from Idaho St.

Building Height Solar Analysis

- Conducted a solar analysis to understand how building shadows may impact adjacent development, particularly single family residences north of Mill Plain
- Analysis evaluated shadow impacts on March 21, June 21, Sept. 21 and Dec. 21, at both 9am and 3pm for all dates
- Analysis demonstrated that shadow impacts are minimal for most of the year; some impacts on the shortest days of the year to a few properties
- Full shadow analysis included in staff memo



HX Zone: Residential Density Requirements

Minimum residential density by sub-district:

Sub-District	Minimum Density
Activity Center	60 dwelling units per acre
Residential Neighborhood	45 dwelling units per acre
Innovation Hub	30 dwelling units per acre
District Gateway	30 dwelling units per acre

Development Example: Evergreen Townhomes

Evergreen Townhomes,
Evergreen & S Street:

- 2-3 stories
- 12 units
- 21 units per acre



Development Example: The Hamilton

The Hamilton- 20th & Broadway:

- 3 stories
- 30 units
- 157 units per acre



Development Example: Esther Short Commons

Esther Short
Commons, 8th &
Esther:

- 5 stories
- 21,000 sf commercial
- 160 units
- 82 units per acre



Development Example: The Uptown

The Uptown- Main & McLoughlin

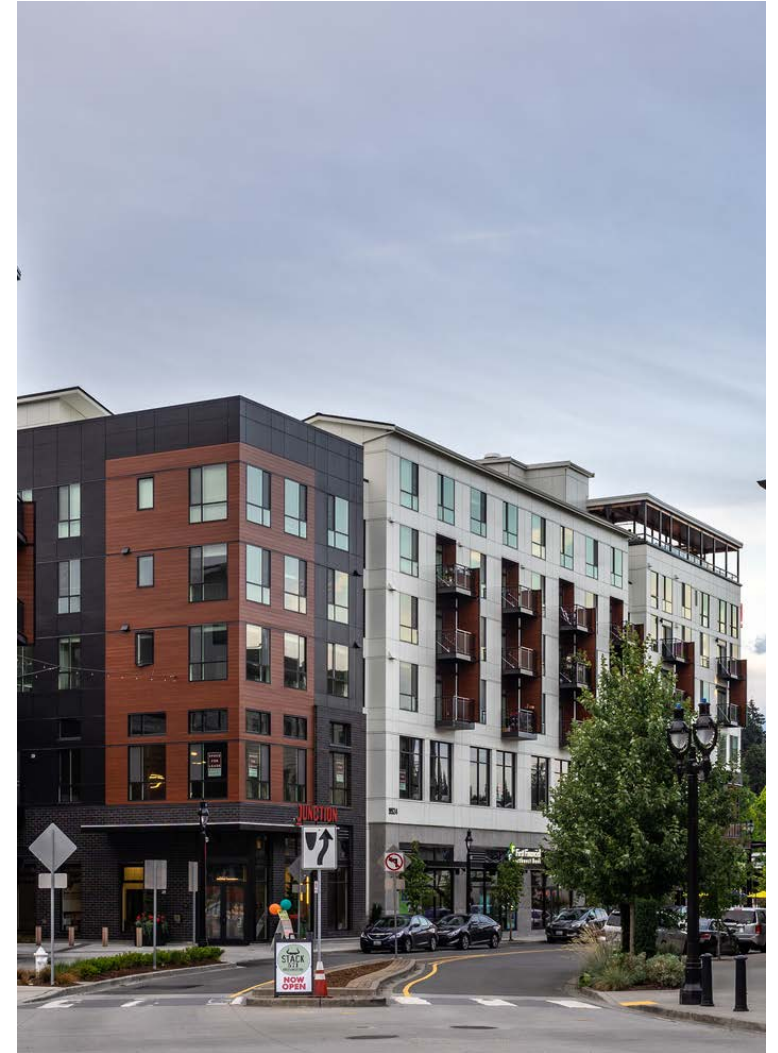
- 6 stories
- 8,000 sf commercial
- 167 units
- 185 units per acre



Additional Architectural Example: Pivot North, Boise



Additional Architectural Example: Bothell Junction



HX Zone Rendering: Devine Looking North



HX Zone Rendering: MacArthur & Mill Plain



HX Zone Rendering: Devine & Mill Plain



HX Zone Rendering: N. Idaho & Devine



HX Zone Rendering: N. Idaho & Devine



HX Zone Rendering: N. Idaho & Devine



HX Zone Rendering: MacArthur & Devine



HX Zone: Vehicle Parking Requirements

Minimum off-street parking requirements for residential uses by character zone/sub-district

Character Zone	Proposed Minimum Off-Street Parking Requirements	Proposed Parking Reductions with TDM
Activity Center	1/1	.75/1
Residential Neighborhood	1/1	.75/1
Innovation Hub	1.25/1	1/1
District Gateway	1.25/1	1:1 for properties not abutting residentially-zoned properties No reductions for properties abutting residentially-zoned properties

HX Zone: Vehicle Parking Requirements



HX Zone: TDM Plans

The minimum number of parking spaces required for residential uses may be reduced per the information on the two previous slides if the City approves a Transportation Demand Management (TDM) plan for the proposed development.

- TDM Plan, to include:
 - o Narrative description of site and location within broader multi-modal transportation network
 - o Identify coordination function- within property management, contract with City TDM program, or another option that project may propose
 - o Communication/education on transportation options and resources for tenants
 - o Monitoring agreement
 - o Maintenance agreement

HX Zone: TDM Strategies

TDM – MENU OF TOOLS PROJECTS MUST SELECT FROM TO ACCESS RESIDENTIAL PARKING REDUCTIONS	
Parking cash-outs/decoupling cost of parking from rent	Must Select at least 1
Free/discounted transit passes	
Priority shared/high occupancy vehicle parking	Must Select at least X
Car share program located on site	
Guaranteed ride home – Option to pay into and utilize City’s existing program	
Shared micro-cargo/cargo bikes	
Onsite provision of repair services for bicycles & other non-vehicular mobility options	

HX Zone: Vehicle Parking Requirements

Minimum off-street parking requirements for non-residential uses

HX Zone	Land Uses			
	Hotel	Senior Living	Office	Commercial
Proposed Minimum Parking Requirements	1/lodging unit	1/ living unit	1/1,000 sf	No minimum requirement for ground floor commercial uses (retail, restaurant, community facilities, etc.), utilize on-street system

Additional Analysis: Fire Station Parcel

Development Capacity Model

- 5,360 square feet of retail
- 44 total residential units including 10 townhomes
- 70 total parking spaces modeled

Required parking under proposed HX standards: 55 total parking spaces



HX Zone: Bicycle Requirements

Minimum bicycle parking requirements for different uses

Uses	Required Short-Term Bike Parking	Required Long-Term Bike Parking
Residential	.05 per dwelling unit	.5 per dwelling unit
Commercial	1 per 5,000 sf of floor area, 2 space minimum	1 per 15,000 sf of floor area, 2 minimum
Office	1 per 25,000 sf of floor area, 2 spaces minimum	1 per 5,000 sf of floor area, 2 minimum
Civic/Institutional	1 per 5,000 sf of floor area, 2 spaces minimum	1 per 15,000 sf of floor area, 2 minimum
Lodging	2 minimum	1 per 20 rooms

HX Zone: Bicycle Parking Requirements

Examples of number of bike parking spaces per minimum requirements

Uses	Examples	Required Short-Term Spaces	Required Long-Term Spaces
Residential	100 units	5	50
Commercial	10,000 SF	2	2 (minimum)
Office	10,000 SF	2 (minimum)	2
Civic/Institutional	5,000 SF	2 (minimum)	2 (minimum)
Lodging	60 keys	2 minimum	3

Bicycle Parking: Examples

Short-term Bicycle Parking



Bicycle Parking: Examples

Long-term Bicycle Parking



HX Zone: Additional Parking Standards

- Structured parking- integration, shared use, screening
- Surface parking- screening
- Existing parking- can be maintained until redevelopment occurs
- Parking access
- Visibility
- Garage openings
- Setbacks
- Signage
- Bicycle parking

HX Zone: Other Development Standards

- Massing and Scale- façade breaks, build to line, massing breaks, etc.
- Modulation/Façade Articulation- ground floor transparency, minimum ground floor height
- Entrances- ground floor, recessed floor level, vehicle, townhome garage parking
- Roof forms- lines, projections, screening, materials, decks
- Secondary Architectural elements- visual interest, encroachment, weather protection, pedestrian oriented features and interest generating features, blank walls
- Materials and colors
- Landscape design- Heights-specific native and adaptive plant species list under development
- Stormwater
- Signage

HX Zone: Standards Still Under Development

- Heights-specific Preferred Native and Adaptive Plant Species List
- Numerical standards for Transportation Demand Management (TDM) measures eligible for inclusion in a TDM program:
 - Number of TDM elements that must be incorporated into a TDM Plan in order to qualify for parking reductions
 - Standard for high occupancy vehicle stalls
 - Standard for shared use vehicles on site

Questions

Questions & Discussion

Draft Design Guidelines: Purpose & Structure

- Purpose: help to ensure high-quality and sustainable development
- Address all aspects of development that contribute to the Vision
 - public spaces, streets and streetscapes, and built urban form.
- Organized around key design topics with an intent statement, standards, and guidelines:
 - o Standards are prescriptive requirements codified in the HX zone.
 - o Guidelines are a flexible and discretionary tool administered in concert with city codes and development standards to ensure that individual projects meet the vision and design objectives for the District.

Draft Design Guidelines: Contents

- **Public Infrastructure:** Principal Street System, Blocks & Streets, The Loop (including internal streets), Streetscapes, Traffic Calming, Sidewalks, Park & Open Spaces, Landscape Design, Enhanced Stormwater Management Systems
- **Building Typologies:** Civic, Institutional, Religious; Multi-Family Townhouse; Mixed-Use Residential; Mixed-Use Commercial
- **Architecture:** Massing & Scale, Modulation & Façade Articulation, Setbacks, Roof Forms, Secondary Architectural Features
- **Materials & Color:** Building Façade Materials, Building Colors & Accents
- **Signage**
- **Public Art**
- **Parking:** Including bicycle parking
- **Lighting Design**
- **Utilities & Screening**
- **Sustainable Site & Development Design**

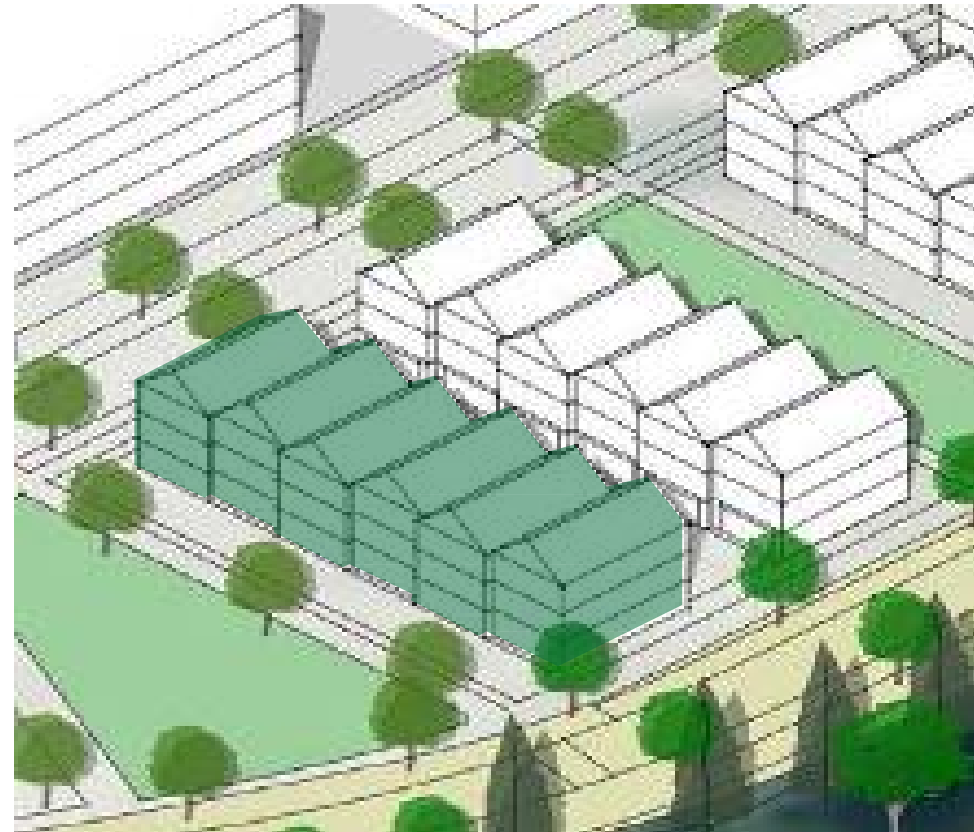
Draft Design Guidelines: Public Infrastructure

- Includes principal street system, blocks and streets, the loop and internal streets, streetscapes, traffic calming, sidewalks, parks and open spaces, landscape, stormwater
- Consistent with standards in draft Heights Mixed Use (HX) zoning district and new Heights-specific street standard details
- Heights Native and Adaptive Plant Species List under development



Draft Design Guidelines: Building Typologies

- Intent: Provide a diverse range of building types that contribute to overall District character and enhance the experience of users.
- Includes building variation and architectural diversity, transparency, design, etc.
- Addresses different types of uses: civic, institutional, religious; townhomes; mixed use residential; mixed use commercial



Draft Design Guidelines: Architecture

- Consistent with standards in draft Heights Mixed Use (HX) zoning district and forthcoming street standard details
- Includes: massing and scale (building height, step downs and transitions, build to line, etc.); modulation and façade articulation; entrances; roof forms; secondary architectural features (weather protection, blank walls, etc.); service and loading areas



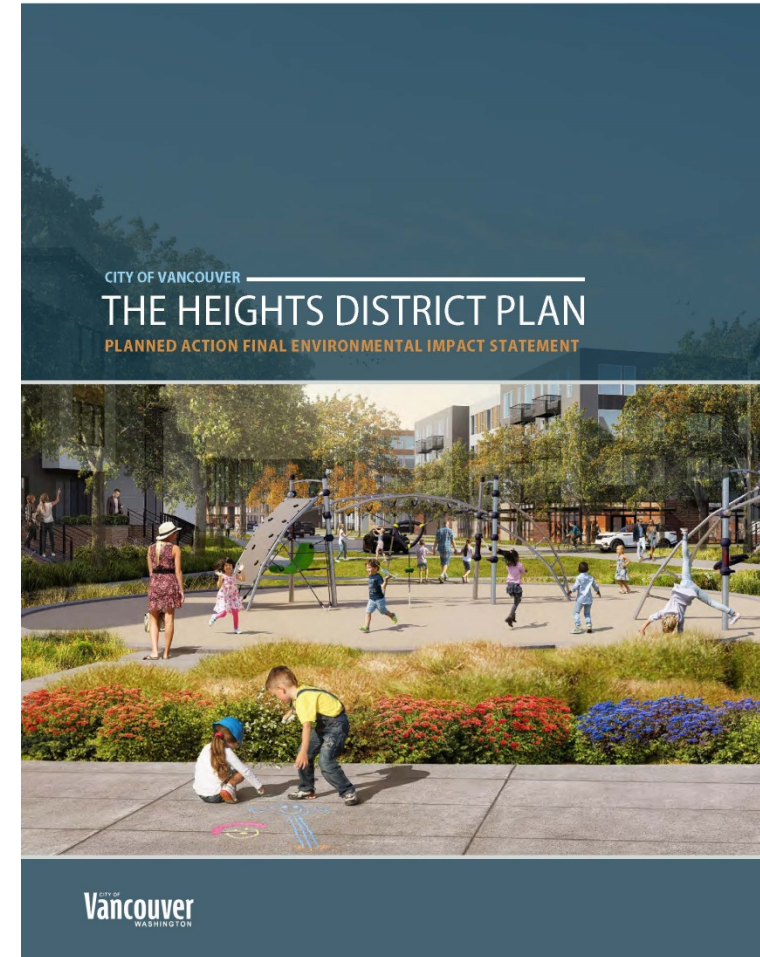
Draft Design Guidelines: Other Sections

- Consistent with standards in draft Heights Mixed Use (HX) zoning district and forthcoming street standard details
- Includes: materials and colors; signage; public art; parking; lighting design; utilities and screening; and sustainable site and development design



Heights District: Planned Action

- Planned Action supported by previously completed Planned Action Final Environmental Impact Statement (FEIS), established by ordinance and subject to mitigation document
- Establishes mitigation measures and conditions of approval for projects
- Provides for streamlined review and approval of projects that meet Planned Action criteria and thresholds established by Heights District Plan
- Streamlined review is administrative- does not include public notice and provides for limited appeal



Heights District: Planned Action

Development thresholds for Planned Action are consistent with Heights District Plan:

- 1,800 residential units
- 204,000 sf of commercial development (includes office and retail)
- 36,000 square feet of institutional development

Mitigation activities are consistent with those identified in the FEIS and include:

- Adoption of the HX zone and design guidelines
- Compliance with all existing regulations
- Transportation compliance letter for all projects
- Proportionate share funding for upgrades on existing arterial streets
- Monitoring parking needs/impacts in District and adjacent neighborhoods

Heights District: Comprehensive Plan

- Heights District Plan was adopted into the Comprehensive Plan by reference in August 2020 as part of subarea plan adoption
- With adoption of the Heights Mixed Use (HX) zoning designation, another Comprehensive Plan text change will add the HX zone to list of commercial and mixed use zoning districts referenced in Table 5-1 Vancouver Comprehensive Plan land use designations and corresponding zoning

Table 1-5. Vancouver comprehensive plan land use designations

Comprehensive Plan designation	Corresponding Zoning	General Intent
Residential		
Urban Lower Density	R-2, R-4, R-6, R-9	Predominantly single-family detached residential development, with some allowances for duplexes, townhouses, and single-family homes on small lots using infill standards
Urban Higher Density	R-18, R-22, R-30, R-35, MX	Predominantly apartments and condominiums, with some allowance for attached housing (such as duplexes, townhouses, and small-lot single-family homes) and mixed use
Commercial		
Commercial and Mixed Use	CN Neighborhood Commercial	Small scale commercial uses and services primarily for nearby residences. Designated areas are typically less than 2 acres in size. These areas provide services within walking distance for the frequent needs of the surrounding residents and are generally small areas designed to be compatible with the surrounding residentially zoned neighborhoods.
	CC Community Commercial	Medium scale commercial uses and services, typically serving more than one neighborhood. Designated areas are typically between 2 and 10 acres in size, located near collector or arterial street intersections
	CG General Commercial	Medium to larger commercial use and services serving large sections of urban areas and beyond. Designated areas are typically in urban activity centers or along major travel routes connecting activity centers. General Commercial areas provide a full range of goods and services necessary to serve large areas and the traveling public. These areas are generally located at interchanges, along state highways and interstates, and adjacent to major and minor arterial roadways.
	CX City Center intensity	Specific to downtown Vancouver. A mix of generally higher commercial, residential, institutional uses envisioned
	WX Waterfront Mixed Use	A mix of residential, commercial, office and recreation uses along the Columbia River
	CPX Central Park Mixed Use	Specific to Vancouver Central Park. A mix of open space, recreation, educational, governmental, and public service uses developed according to policies and guidelines contained in the master plan document "A Park for Vancouver: A Concept Plan" (as amended).
	MX Mixed Use	A mix of residential, commercial, office and recreation uses
	RGX Riverview Gateway (1)	Specific to the Riverview Gateway subarea at the intersection of 192nd Avenue and SR-14. A mix of residential, mixed use, office, and light industrial uses

Other Near-Term Implementation Actions

- Updates to Heights-specific street standard details, including integration of stormwater management and urban forestry considerations
- Fitwell community certification for the Tower Mall Redevelopment Area
- Demolition of the Tower Mall building

Next Steps

- Planning Commission public hearing scheduled for June 8
- City Council first reading and public hearing to be scheduled
- Ongoing public outreach and engagement through Be Heard site, neighborhood associations and other stakeholders
- Tower Mall demolition delayed due to utilization of Tower Mall property for COVID vaccination site; demolition will proceed when no longer needed for public health activities

Additional Questions and Discussion

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CITY HALL

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www.cityofvancouver.us/TheHeights

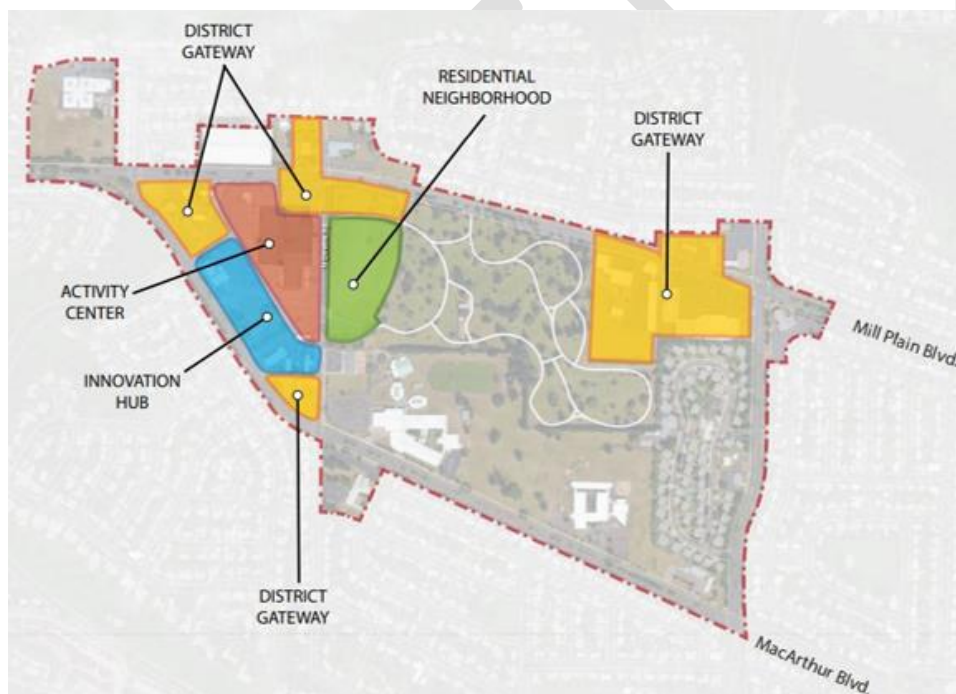
CHAPTER 20.670 THE HEIGHTS (HX) PLAN DISTRICT

20.670.010 Purpose

The Heights District is envisioned as a vibrant neighborhood center that is sustainable, healthy, equitable, accessible and safe, and includes engaging public open space, diverse housing affordable to a wide range of community members and safe multimodal travel opportunities within the district and to transit and nearby neighborhoods. The purpose of the Heights Mixed Use (HX) Plan District is to implement the vision, goals and policies of the adoption Heights District Plan, and ensure future development is integrated, cohesive, context sensitive and contributes to the overall District Vision.

20.670.020 Applicability

Figure 20.670-1. District and Sub-District Map



- A. *Location.* The provisions of this chapter shall apply to projects located in the sub-districts identified in Figure 20.670-1.

20.670.040 Regulation of Uses

Uses are allowed as specified in Table 20.430.030-1 and as shown in Figure 20.670-2, subject to standards and guidelines for The Heights District established in this Chapter.

A. *Ground Floor Use Regulation by Frontage Type.* Ground floor uses shall be regulated by Frontage Type as shown in Figure 20.670-2.

1.  Residential uses not permitted on the ground floor; all commercial uses permitted except off
2.  Commercial uses not permitted on the ground floor
3.  Maximum of 25% commercial uses permitted on the ground floor
4.  Minimum of 50% commercial uses permitted on ground floor

Figure 20.670-2. Ground Floor Use **DRAFT** Map



B. Live/work uses and standards.

[Plus, add definition for live/work to use classifications. New VMC 20.160.020(A)(5)]

Live/Work. A dwelling unit where spaces for residential and commercial uses are combined and where the dwelling unit is the principal residence of the business operator/proprietor.

1. Uses.

- a. Live/work uses are permitted where residential uses are permitted in the District Gateway, Activity Center, and Innovation Hub sub-districts of the HX District.
- b. The following commercial uses are prohibited in live/work units.
 - (1) Any use not permitted in the HX District, as specified in Table 20.430.030-1;
 - (2) The retail sale of food and/or beverages with customers arriving on-site. This does not include online (Internet) sales, mail order, or off-site catering preparation;
 - (3) Entertainment, drinking, and public eating establishments;
 - (4) Veterinary services, including grooming and boarding, and the breeding or care of animals for hire or for sale;
 - (5) Businesses that involves the use of prescription drugs.
- c. A live/work unit is allowed instead of, or in addition to, a home occupation.
- d. The residential and the commercial space must be occupied by the same tenant, and no portion of the live/work unit may be rented or sold separately.

2. Standards.

- a. The commercial use may occupy a maximum of 50 percent of the unit floor area.
- b. Residential uses are permitted above, to the side, or in back of the commercial use, provided that there is internal access between the residential and commercial uses;
- c. Signage intended to promote on-site commercial uses shall be restricted to two square foot signs permanently affixed to door or wall of the commercial use;
- d. No more than one employee (excluding residents of the dwelling unit) shall work or report to work on the premises, and the employment of any persons who do not reside in the live/work unit shall comply with all applicable building code requirements;
- e. Off-site impacts of the commercial use, such noise, glare, and vibration, shall be subject to City performance standards in VMC 20.935.030; and
- f. Explosive, toxic, combustible, or flammable materials in excess of what is allowed incidental to permitted residential uses shall not be stored or used on the premises.

20.670.050 Development Standards

A. MASSING AND SCALE

1. Minimum Density

The minimum residential densities in Table 20.670-3 shall apply in the HX District.

Table 20.670-3. Minimum Residential Density

Sub-District	Minimum Density
Activity Center	60 dwelling units/acre
Residential Neighborhood	45 dwelling units/acre
Innovation Hub	30 dwelling units/acre
District Gateway	30 dwelling units/acre

2. Building Heights

The building height standards in Table 20.670-4 shall apply in the HX District.

Table 20.670-4. Maximum Building Heights

Sub-District	Maximum Height
Activity Center	Maximum of 85 feet
Residential Neighborhood	Maximum of 85 feet
Innovation Hub	Maximum of 50 feet
District Gateway	Maximum of 50 feet not abutting residentially-zoned properties
	Maximum of 40 feet abutting residentially-zoned properties
	Maximum of 34 feet fronting Idaho Street

Note: For the Heights District, abutting is defined as sharing a property line with residentially zoned property

3. Height exceptions.

In addition to the height exceptions allowed by VMC 20.910.030, maximum height limitations set forth in this Chapter and elsewhere in this Title shall not apply to the following in the HX District:

- a. Parapets and railings. Parapets and rooftop railings may extend 4 feet above the maximum height limit;
- b. Walls or fences located between individual rooftop decks may extend 6 feet above the maximum height limit if the wall or fence is set back at least 4 feet from the edges of the roof;
- c. Rooftop mechanical equipment, any required screening for the mechanical equipment, and stairwell enclosures that provide rooftop access may extend above the maximum height limit as follows, with the requirement that the equipment and enclosures must be set back at least 15 feet from roof edges on street-facing facades:
 - (1) Elevator mechanical equipment may extend up to 16 feet above the maximum height limit; and
 - (2) Other mechanical equipment, required screening, and stairwell enclosures may extend up to 10 feet above the maximum height limit if the equipment or enclosures do not cumulatively cover more than 10 percent of the roof area;
- d. Roof-mounted solar energy production equipment may extend up to 3 feet above the maximum height limit; and
- e. Wind energy production equipment may extend up to 30 feet above the maximum height limit.

4. Building step downs and transitions

- a. In the District Gateway sub-district, building heights shall be reduced to a maximum of 40 feet within 60 feet of a shared property line with residential uses, and a maximum of 34 feet within 140 feet of Idaho Street.

5. Building facades

Building facades shall not exceed 165 feet in length without an intervening break.

6. Build to Line

- a. Building shall comply with the provisions of VMC 20.630.020 that describe building lines provisions for street frontages except no portion of the structure shall extend into the right of way except as specified in VMC 20.670.050.E.2. Residential uses may include setbacks per VMC 20.670.050.C.2.
- b. Setbacks for pedestrian amenities. Setbacks up to 20 feet for up to 50% of the building frontage is allowed if the setback is used for a walkway, plaza, courtyard, or other pedestrian-oriented amenity or public space.

7. Ground floor plane

For buildings five stories and above, the maximum ground floor plate area shall not exceed 16,000 square feet. An option to this standard is to demonstrate significant massing breaks in the building façade to include recessed breaks (minimum of 20 feet in length and depth) and ground plane openings as pedestrian connections.

B. MODULATION AND FAÇADE ARTICULATION

1. Ground floor transparency

Buildings on retail-oriented streets shall have a minimum 75% ground level façade transparency between 2 feet and 8 feet above sidewalk grade.

2. Ground floor to floor height

The ground floor of buildings shall have a minimum of 16 feet building floor to floor height.

3. Modulation

A minimum building modulation along the façade shall be one foot in depth and the minimum width shall be five feet.

4. Building entry

Main entrances shall be easily identifiable through the use of building articulation and modulation. Avoid recessed doorways to provide high visibility from the public way.

C. ENTRANCES

1. Ground floor level

Ground floor residential uses shall be elevated above the sidewalk grade a minimum of 2 feet 6 inches to create privacy adjacent to the public realm. For these units, ensure an alternate access point that is accessible (as required by the Building Code)

2. Entryways

Ground floor residential entrances shall be setback from the property line a minimum of 6 feet and a maximum of 10 feet to ensure privacy from the public realm. Porches, patios, private spaces allowed within the setback.

3. Recessed ground floor level

Recessed ground floors shall be restricted to one level height, except at main entrances.

4. Vehicle entries

For mixed use residential and commercial buildings requiring vehicular garage entrances, the garage opening shall be setback from the building frontage a minimum of six feet. Adhere to all required visual sight setbacks.

5. Townhome Garage Parking

A minimum of 3 feet or 15 feet setback shall be applied for alleyway garage or tuck under parking.

D. ROOF FORMS

1. Roof lines

The length of any continuous flat roofline shall not exceed more than 100 feet without modulation. The minimum modulation for roof lines is 3 feet.

2. Roof Materials

Roof materials shall meet the minimum SRI (solar reflectance index) standards to reduce urban heat gain. Inappropriate materials such as wood singles, cement tiles and plastic slate and shingles shall be discouraged.

3. Roof Top Projections

Elevator cores, stair projections, solar panels and mechanical equipment shall be incorporated into the architecture of the building with consistent building materials. See VMC 20.6XX.050(A)(3) for provisions regarding height, setbacks, and screening of roof top features.

4. Roof Decks

Accessible roof decks shall provide safety setback standards from the roof edge and mechanical equipment as required.

E. SECONDARY ARCHITECTURAL

1. Visual Interest

Add visual depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design.

2. Encroachment

A building's enclosed occupiable space shall not encroach into the right-of-way, with the exception of bay windows or balconies. Bay windows and balconies shall not extend more than 4 feet into the right-of-way and 30% of width of residential units or 50% of the width of hospitality units.

3. Weather Protection

Overhead weather protection shall be provided along all streets with a minimum clear height of 10 feet and maximum clear height of 15 feet consistent with the provisions of VMC 20.630.020

except in instances where the pedestrian amenities articulated in section A.6.b of this chapter are utilized.

4. Pedestrian oriented features

At least 75% of the width of any new or reconstructed ground-level building wall facing a street shall be devoted to pedestrian-oriented features or material variation, pedestrian entrances and/or windows affording views into retail, storefront, office or lobby space.

5. Blank walls

Continuous blank walls shall not exceed 15 feet in length. Where blank walls are present, incorporate a range of design approaches such as green walls, façade articulation, art or other approved applications to create interest at the adjacent pedestrian area.

F. MATERIALS AND COLORS

1. Prohibited materials

The following are prohibited exterior building materials: plastic laminate, glossy or large expanses of acrylic or plexiglass, pegboard, mirror, highly polished or plated metals (except as a trim), mirrored glass, fabric or paper wall coverings, plywood or particle board, sheet or modular vinyl, shingles, shakes and horizontal lap siding.

2. Mechanical equipment

Mechanical equipment and above grade utilities shall be located or screened with quality materials to minimize visual impact on the public right-of-way.

G. LANDSCAPE DESIGN

1. Adaptive Plant Types

Use the Heights-specific Preferred Native and Adaptive Plant Species List (see Appendix XX) as a primary resource for all at-grade planting areas.

Commented [KR1]: Heights-specific Preferred Native and Adaptive Plant Species list under development

2. Landscape requirements

All development will meet or exceed landscaping standards in for the HX zone in VMC 20.925.030-1.

3. Tree Cap Program

Establish minimum standards for The District consistent with the City of Vancouver Tree Canopy Achievement Program (Tree CAP) neighborhood Gold Leaf standard for neighborhoods.

More information about the City of Vancouver Tree CAP program can be found at:

<https://www.cityofvancouver.us/publicworks/page/tree-canopy-achievement-program-treecap>

H. STORMWATER

In addition to the standards of VMC 14.24, VMC 14.25 and VMC 14.26, the following standards apply in the Heights.

1. Integrated Stormwater Management Systems

The District shall incorporate stormwater management systems as a principle design element in order to manage and direct stormwater runoff while creating an opportunity to integrate public space amenities as part of the sustainable site management approach.

2. System Design

Stormwater infrastructure shall be designed as a complete system connecting buildings, sites, parcels and blocks as an interconnected system. The Loop feature is a key stormwater management infrastructure that shall be connected to the MacArthur Greenbelt. These corridors shall serve as a passive public space and amenity while integrating functional roadway and stormwater features using the existing street rights-of-way.

3. Sustainable Plant Materials

Select plant materials conducive to periods of high-water levels, as well as prolonged periods of drought shall be utilized to mitigate varying seasonal conditions.

1. SIGNAGE

1. All signage shall comply with the provisions of VMC 20.960 for number, location and size restrictions unless as modified herein. Free standing sidewalk signs and monument signs intended to advertise uses within the development are prohibited.

2. Sign Location

Building signage shall be located no higher than the first floor of the building.

3. Monument Signage

Standalone monument signage is permitted if located on private property and shall not impede right-of-way vision triangles. Monument signs shall be no taller than 8.5 feet above grade, no wider than 4 feet and be constructed of materials contained on the exterior of adjacent buildings.

4. Electronic Message Center signage

Electronic Message Center signage shall not be permitted.

5. Master Sign Program- Individual Buildings

Individual buildings that accommodate multiple businesses and require signage for each business shall produce a master signage program that defines the size, number, and locations of signs. The design of signs shall be reviewed and approved by the City as a part of the MSP and building design review process to ensure the signage is integrated into the architecture and overall development.

6. Master Sign Program- District

All signs shall adhere to the Master Development Signage program for The Heights District.

7. Materials

Signage shall be constructed of high quality, durable materials

8. Illumination

Direct illumination such as goose neck, exterior illumination as well as halo style lettering or back lit lettering are the preferred method of signage illumination. Channel letter signage is allowed as an option only if exterior lighting applications are demonstrated to not be possible based on constraints for the mounting location,

ambient light levels or to eliminate the use of a backer board.

9. Prohibited signage

In addition to prohibited signage contained in VMC 20.960.030, the following signage or signage materials are prohibited:

- a. Cabinet signage/box signage/can signage
- b. No exposed raceways

10. Application

Signage shall be appropriate for its intended use such as residential, office, and retail.

11. Public Realm Signage

Kiosk, wayfinding and interpretive signage intended to promote a comprehensive District placemaking strategy shall be allowed upon review from the City.

J. PARKING

1. Parking Strategy

Provide a dispersed, shared parking strategy through a combination of surface, at-grade, podium and above-grade mixed-use parking structures that meet the demand of residents, visitors, and employees.

2. Parking Ratios

Parking will be provided to meet the acceptable City of Vancouver standards for the HX zone as listed in Table 20.670-5 and 20.670-6 below.

- a. The minimum number of parking spaces required for residential uses may be reduced per Table 20.6XX-3 below, if the City approves a Transportation Demand Management (TDM) plan for the proposed development.
- b. The TDM Plan described in subsection (a) shall include the following elements.
 - (1) Narrative describing the characteristics of the proposed development and how it is served by the larger transportation system, including roads, transit facilities and services, and other multi-modal transportation facilities.
 - (2) Specific TDM measures to be employed to reduce transportation via single-occupancy vehicles and resulting on-site parking needs. Eligible TDM measures are listed in subsection (c) below.
 - (3) A description of how TDM measures will be communicated to users of the development.
 - (4) A description of how users will be required or encouraged to use TDM measures.
 - (5) A proposed process for monitoring individual and overall use of TDM measures and reporting their use to the City on an annual basis.
- c. TDM measures eligible for inclusion in a TDM program may include the following:
 - (1) Provision of annual transit pass or equivalent for residents at no charge or a reduced rate of 75% or more.
 - (2) Designation of at least xx% of available parking spaces for high occupancy vehicle use.
 - (3) On-site presence of car-share vehicles and parking spaces (which account for at least xx% of the total number of parking spaces).
 - (4) Pricing for parking spaces for which is charged separately from residential units.

Commented [KR2]: Standard still under development

Commented [KR3]: Standard still under development

- (5) Use of a guaranteed ride home program or an agreement to pay into and utilize the City of Vancouver's existing guaranteed ride home program.
- (6) On-site presence of shared cargo bikes available to all residential tenants.
- (7) On-site provision of repair facilities and/or services for bicycles and other non-vehicular mobility devices available for all residential tenants.
- d. Operators of an approved TDM program shall submit a report summarizing operation, and results of the program on an annual basis beginning one year after occupancy of the building. The report shall describe the following:
 - (1) Specific TDM measures used.
 - (2) Certification that all TDM measures selected for the TDM program are operating as described in the TDM Plan.
 - (3) Documented participation of program users, including average number and frequency of use of measures and services.
- e. Additional information about TDM program requirements shall be provided to participants by City staff.

Table 20.670-5. Parking Minimums for Residential Uses

Sub-District	Required off-street parking	Parking reductions with transportation demand management measures
Activity Center	1 space per dwelling unit	.75 spaces per dwelling unit
Residential Neighborhood	1 space per dwelling unit	.75 spaces per dwelling unit
Innovation Hub	1.25 spaces per dwelling unit	1 space per dwelling unit
District Gateway	1.25 spaces per dwelling unit	1 space per dwelling unit if development not abutting residentially zoned properties No reductions for development abutting residentially zoned properties

Note: For the Heights District, abutting is defined as sharing a property line with residentially zoned property

Table 20.670-6. Parking Minimums for Nonresidential Uses

Nonresidential Uses	
Uses	Required off-street parking
Office	1 space per 1,000 square feet
Hotel	1 space per lodging unit

Senior Living	1 space per living unit
Commercial/All other uses	No minimum requirement for ground floor uses

3. Parking Standards

All parking shall meet the requirements contained in VMC 20.945 as applicable unless as contained herein.

4. Parking Structures

- a. All structured parking shall be accessory to and integrated into a block and building envelope and will support multiple permitted uses in The District. Stand-alone parking structures are not permitted.
- b. Any above grade structured parking shall be screened from public view by integrating into the overall building design, and/or through a combination of screen walls and landscape buffer areas. Screening provides an opportunity to enhance building design through the use of art, green walls, and innovative materials.
- c. Semi subterranean parking shall be screened along all sides with the exception of entrances and exits. Separate openings for ventilation shall be screened with evergreen landscape planting and /or metal mesh screens.

5. Surface Parking

New surface parking lots shall be located behind buildings and screened from the public right-of-way. In the event screening by the building is not feasible, staff may consider surface parking lots located along the right-of-way with required screening.

- a. Screening. A wall, fence, or evergreen planting is required between an off-street parking area and a street frontage in the HX District.
 - (1) This screening is required for new construction or paving or repaving of a parking area over 1,000 square feet.
 - (2) The wall or planting shall be a minimum height of two-and-a-half (2.5) feet and a maximum height of three (3) feet.
 - (3) A fence shall be a maximum height of five (5) feet. The total height of a combined wall and fence structure also shall be a maximum of five (5) feet.
 - (4) A pedestrian access (break in the screening) is required a minimum of every 150 feet or a minimum of one per street frontage.
 - (5) Fencing shall be wrought iron.
 - (6) A wall shall be a solid, decorative concrete, or masonry wall.
 - (7) If a solid, plain wall, the wall must incorporate one of the following design features:
 - (a) Decorative panels;
 - (b) Integrated planting (systems);
 - (c) Public art; or
 - (d) Other features as approved by the Planning Official.

6. Existing Parking

Existing surface parking lots will be allowed to be maintained until replaced by development of the parcels.

7. Parking Access

Access to structured parking shall only be from alleys or side streets. Access to structured parking is anticipated to be from designated secondary streets consistent with the City of Vancouver standards or approved road modifications.

8. Parking Lot Lighting

Parking lots shall be well lit to provide for visibility at night.

9. Garage Openings

Garage openings visible from public streets shall include decorative screening to soften the appearance of the garage facade.

10. Parking Setbacks

Parking garage entrances and exits shall be setback 6 feet from the building facade. Entrances to parking structures that are completely fronted by buildings.

11. Parking Signage

All parking shall have clear signage and entrances/exits lighted.

12. Bicycle parking

Bicycle parking shall be provided to meet acceptable City of Vancouver standards for the HX zone as listed below in table 20.6XX-5, and shall be consistent with the standards of VMC 20.945.050 (<https://vancouver.municipal.codes/VMC/20.945.050>) and *The City of Vancouver Bicycle Parking Guidelines*.

Table 20.670-7. Bicycle Parking Minimums

Uses	Required Short-Term Parking Bicycle Parking	Required Long-Term Bicycle Parking
Residential	.05 per dwelling unit	.5 per dwelling unit
Commercial	1 per 5,000 sf of floor area, 2 space minimum	1 per 15,000 sf of floor area, 2 minimum
Office	1 per 25,000 sf of floor area, 2 spaces minimum	1 per 5,000 sf of floor area, 2 minimum
Civic/Institutional	1 per 5,000 sf of floor area, 2 spaces minimum	1 per 15,000 sf of floor area, 2 minimum
Lodging	2 minimum	1 per 20 rooms

K. UTILITIES AND SCREENING

1. Utility and Solid Waste Locations

Utilities shall be located away from primary streets and pedestrian sidewalks and located on alleys or from secondary streets wherever possible.

2. Below Grade Utilities

Utilities shall be located below grade in vaults or inside buildings where possible. Solid waste containers and disposal are shall be located inside buildings. If not possible, screening shall be provided per VMC 20.970.

3. Venting System Locations

Venting of air exhaust and mechanical building systems shall be away from primary streets and main pedestrian areas and shall be architecturally incorporated into buildings.

4. Wall-Mounted Utilities

Utilities mounted on building walls shall not intrude on the public right of way space adjacent to a pedestrian path of travel, shall be setback, or have a landscape zone for a buffer.

5. Mechanical Vents

Mechanical vents required on building exteriors shall be located 8'-0" above grade or between grade and 18" and shall be integrated into the façade design to minimize visual impacts.

20.670.060 Design Standards Modification.

Modifications to design standards listed above and The Heights Urban Design Guidelines may be processed as part of the request for site plan approval if the applicant can demonstrate compliance with the following approval criteria:

- A. The modification(s) is warranted given site conditions and/or characteristics of the design; and
- B. The proposed change meets the intent of the development standards and The Heights Subarea Plan and is consistent with the Design Guidelines; and
- C. The proposed change will not result in a substantial impact to transportation, water, sewer, or storm water management systems; and
- D. The proposed change is consistent with Vancouver Municipal Code and Vancouver Comprehensive Plan.

20.670.070 Approval Process

- A. New developments and modifications to existing permitted development shall comply with the approval process outlined in VMC 20.270 Site Plan Review and VMC 20.790.530 Planned Action Review.
- B. New development and modifications to existing permitted development shall also comply with Design Review approval criteria for the HX District established below in VMC 20.670.070(B) unless exempted. The following activities shall be administratively exempt from design review:
 1. Exterior work not visible from the public way or public areas such as parks and other publicly accessible spaces;
 2. Placement of permanent signs, unless a) located within a designated conservation district; b) are inconsistent with adopted design guidelines, such as pole signs; or c) potentially inconsistent with nearby uses;
 3. Public art; and
 4. Other minor construction such as replacement of doors, windows, awnings, etc., determined by the Planning Official to be exempt.

C.. Site Plan approval criteria

The Site Plan shall be approved, approved with conditions or denied upon finding that:

1. The proposed development implements the Heights District Plan and the requirements of this chapter
2. The proposed development is consistent with The Heights District Plan vision, goals, and policies, as applicable
3. The development is consistent with The Heights District Urban Design Guidelines or proposed standards that will achieve at least equal quality site development
4. All new development is consistent with the conceptual street and open space layout as illustrated in The Heights District Subarea Plan and Urban Design Guidelines

D. Design Review approval criteria

Design review criteria. The Planning Official shall base all reviews of the design of any proposed construction, remodeling or development according to the following criteria:

1. The requirements, guidelines, and applicable provisions of this Title that are applicable to the zoning district where the property is located and including all additional zoning regulations which may apply to the use or to its area by provision for overlay district, or made applicable by any conditional use or variance approval;
2. The Heights Urban Design Guidelines kept on file and available for public inspection at the Community and Economic Development Department;
3. The relationship found to exist between existing structures and open space, and between existing structures and other structures in the vicinity, and the expected effect of the proposed construction upon such relationships;
4. The impact of the proposed construction on adjacent uses, including impact of new or revised parking and pedestrian uses; and
5. The protection of neighboring uses from identifiable adverse effects of the design of the proposed construction.
6. The proposed development is consistent with The Heights District Plan vision, goals, and policies, as applicable.

Heights District Draft Design Guidelines

https://www.cityofvancouver.us/sites/default/files/fileattachments/city_council/page/47581/21_05_06_draft_heights_district_design_guidelines_r2_reduced.pdf

XX/XX/21
XX/XX/21

ORDINANCE NO. _____

AN ORDINANCE of the City of Vancouver, Washington, relating to land-use and zoning; establishing a Planned Action for the Heights District Plan; providing for the establishment of mitigation measures and conditions for approval of projects located within the Heights District Plan Area (hereafter the Heights District); providing for a streamlined review and approval of projects which meet planned action criteria; providing for an effective date; and providing for an expiration date.

WHEREAS, the City of Vancouver has adopted a comprehensive plan for the Vancouver Urban Growth Area under the provisions of Chapter 36.70A RCW; and

WHEREAS, the comprehensive plan provides for adoption of a subarea plan for the geographic area located within the urban growth boundary commonly known as the Heights District (identified as the MacArthur/Mill Plain Center in the comprehensive plan), and the Heights District Plan provides for the future build out of the Heights District in a manner consistent with the comprehensive plan and community vision; and

WHEREAS, the Community Development Department has conducted a thorough review of the development anticipated within the Heights District and prepared an Environmental Impact Statement (EIS) under the State Environmental Policy Act (SEPA), Chapter 43.21C RCW, which environmental analysis has considered the impacts of the anticipated development of the Heights District consistent with the Heights District Plan, and provides for mitigation measures and other conditions to ensure that such future development will not create probable, significant, adverse environmental impacts; and

WHEREAS, the provisions of Chapter 43.21C.440 RCW and the regulations issued thereunder provide for the designation of Planned Actions within geographic areas that are less extensive than a municipality's jurisdictional boundaries and where substantial comprehensive planning and environmental review has been completed prospectively; and

WHEREAS, the City SEPA procedures and project review procedures incorporate the provisions for planned actions and provide for streamlined review of land use actions designated as Planned Actions.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. Purpose.

A. The City Council declares that the purpose of this ordinance is to:

1. Set forth a procedure designating certain land use actions within the boundaries of the geographic area (see attachment "A") described in the Heights District Plan as "Planned Actions" consistent with RCW 43.21.440, WAC 197-11-164 to 172, and Vancouver Municipal Code (VMC) 20.790.530, Planned Action Review.
2. Streamline the review process for projects, which qualify as planned actions within the Heights District Plan by applying the provisions of VMC 20.790.530, Planned Action Review to the approval of such planned action projects.
3. Combine environmental analysis with land use planning.
4. Ensure that land use actions designated as planned actions are appropriately mitigated and conditioned by the provisions of this ordinance and all of the City's development regulations to ensure that no adverse impacts to the environment will occur as a result of development approval.

Section 2. Findings.

A. The City Council finds that:

1. A subarea plan has been prepared and adopted by the Council under the provisions of the Growth Management Act, Chapter 36.70A RCW and 36.70A.130(2)(a)(i) for the geographic area located within the Vancouver Urban Growth Area commonly known as the Heights District.
2. The Heights District Plan is consistent with the Vancouver Comprehensive Plan and provides for the planned build out of the Heights District over a twenty-year planning period.
3. An environmental impact statement (hereafter "EIS") has been prepared pursuant to Chapter 43.21C RCW in conjunction with the adoption of the Heights District Plan.

4. The Heights District Plan and EIS have addressed all the significant environmental impacts associated with the land uses allowed by the applicable development regulations and standards as described in the Heights District Plan.
5. The thresholds described in the Heights District Plan and EIS are adequate to identify significant adverse environmental impacts.
6. The mitigation measures contained in the mitigation document, attachment "B" to this ordinance, together with the City's development regulations and standards, are adequate to mitigate any significant adverse environmental impacts anticipated by development consistent with the Heights District Plan.
7. A streamlined process will benefit the public, adequately protect the environment, and enhance the economic redevelopment of the Heights District.
8. Public involvement and review of the Heights District Plan and EIS have been extensive and adequate to ensure a substantial relationship to the public interest, health, safety, and welfare.
9. The uses allowed by the City's development regulations in the zoning classifications in the Heights District will implement the Heights District Plan.
10. This ordinance shall be known as the "Heights District Planned Action Ordinance".

Section 3. Procedure and Criteria for Evaluating and Determining Projects as Planned Actions.

- A. Land uses and activities described in the Heights District Plan and EIS, subject to the thresholds described therein and the mitigation measures described in the mitigation document attached to this ordinance as attachment "B", may be determined to be Planned Actions consistent with RCW 43.21C.440, WAC 197-11-164 to 172, VMC 20.790.530, and pursuant to this ordinance.
- B. Where the Planning Official determines that an application for project permit or approval does not qualify as a planned action, the application shall be reviewed and processed under the applicable procedures for project approval under VMC Chapter 20.200, Land Use Decisions. The Planning Official shall prescribe a SEPA review procedure consistent with the VMC Chapter 20.790, SEPA Regulations. Such SEPA review may use or incorporate relevant elements of the environmental analysis in the EIS or Heights District Plan.
- C. Where the Planning Official determines that an application for project permit or approval qualifies as a Planned Action, the project permit application shall be processed under the administrative procedures set forth in VMC 20.790.530, Planned Action Review.

Section 4. Review and Approval of Planned Action Projects

- A. An application for project permit or approval, which is designated by the Planning Official as a Planned Action under Section 3 of this Ordinance shall be subject to approval under the provisions of VMC 20.210, Decision Making Procedures.
- B. No application for project permit or approval designated a Planned Action under Section 3 of this Ordinance shall require the issuance of a threshold determination under SEPA, as provided by RCW 43.21C.440, WAC 197-11-172(2)(a) and VMC 20.790.530, Planned Action Review. No procedural SEPA appeals under VMC Chapter 20.790 shall be allowed.
- C. An application for project permit or approval designated a Planned Action under Section 3 of this ordinance shall not be subject to further procedural review under SEPA, but the proposed project may be conditioned to mitigate any adverse environmental impacts which are reasonably likely to result from the project proposal.
- D. The determination to approve, conditionally approve, or deny an application for Planned Action project permit or approval shall be appealable pursuant to VMC 20.790.530(I). *Provided that*, the environmental analysis and mitigation measures or other conditions contained in the mitigation document (attachment "B"), the Heights District Plan, or EIS shall be afforded substantial weight.

Section 5. Environmental Documents

A Planned Action designation for a site-specific project action, permit, or approval shall be based upon the environmental analysis contained in the Heights District Plan and EIS. This Heights District Plan and EIS, including potential mitigation measures, are hereby incorporated in this ordinance and adopted by reference. The mitigation document (attachment "B") is based upon the analysis contained in the EIS. The mitigation document, together with existing City codes, ordinances, and standards, shall provide the framework for the decision by the City to impose conditions on a Planned Action project. Other environmental documents and studies listed in the Heights District Plan and EIS may also be used to assist in analyzing impacts and determining appropriate mitigation measures in accordance with Section 4 of this ordinance.

Section 6. Conflict of Development Regulations and Standards.

In the event of conflict between this Ordinance or any mitigation measures imposed pursuant thereto and any other ordinance or regulation of the City, the provisions of this Ordinance shall control.

Section 7. Severability.

If any clause, sentence, paragraph, section, or part of this ordinance or the application thereof to any person or circumstances shall be adjudged by any court of competent jurisdiction to be invalid, such order or judgment shall be confined in its operation to the controversy in which it was rendered and shall not affect or invalidate the remainder of any parts thereof to any other person or circumstances and to this end the provisions of each clause, sentence, paragraph, section or part of this law are hereby declared to be severable.

Section 8. Third Party Liability.

This ordinance does not create or otherwise establish or designate any particular class or group of persons who will or should be especially protected or benefited by the terms of these regulations. No provision or term used in these regulations is intended to impose any duty whatsoever upon the City or any of its officers, employees, or agents.

Notwithstanding any language used in this ordinance, it is not the intent of this Ordinance to create a duty and/or cause of action running to any individual or identifiable person, but rather any duty is intended to run only to the general public.

Section 9. Effective Date.

This Ordinance shall take effect 5 days following passage and publication.

Section 10. Expiration Date.

This ordinance shall expire twenty (20) years from the date of adoption unless otherwise repealed or readopted following a public hearing.

Read first time:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

Read second time:

PASSED by the following vote:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

SIGNED this _____ day of _____, 2021.

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

Approved as to form:

Jonathan. Young, City Attorney

ATTACHMENTS:

Attachment A: Planned Action Area Map

Attachment B: Mitigation Document

Cover Page (Placeholder)
The Heights District Plan Planned Action Ordinance
Attachment B: Mitigation Document

DRAFT

1. Introduction

The State Environmental Policy Act (SEPA) requires all state agencies and local governments in Washington to consider impacts to environmental resources in decision making. The SEPA review process is intended to provide information to agencies and the public through the identification and evaluation of environmental impacts and the development of mitigation measures to reduce adverse environmental impacts. To comply with SEPA, the City of Vancouver (City) prepared an Environmental Impact Statement (EIS) to analyze the potential environmental impacts resulting from adoption of the Heights District Plan. The City issued the Draft EIS (DEIS) on January 22, 2020. Following a 120-day public comment period that closed on May 20, 2020, the City issued Final EIS on July 10, 2020. The Draft together with the Final EIS are referenced herein as the “EIS”. The EIS identified significant beneficial and adverse impacts that are anticipated to occur with the future development of the Heights District, together with a number of possible measures to mitigate those impacts.

The City has established the Heights District as a SEPA Planned Action as authorized by Section 43.21C.440 of the Revised Code of Washington and Section 197-11-164 of the Washington Administrative Code. Future projects developing under the planned action will not require individual environmental review at the time of permit application if they are consistent with the range of alternatives and mitigation identified in the EIS.

This mitigation document summarizes the development thresholds under which future projects can qualify as planned actions and the specific mitigation measures to offset impacts identified in the EIS. The mitigation measures shall apply to future development proposals which qualify as planned actions (per VMC 20.790.530, Planned Action Review) and are located within the Heights District Planned Action Area, identified as the District Plan boundary on Figure 1. Projects proposed in the district may be subject to additional requirements established by city, state or federal regulatory programs.



Figure 1. The Heights District Planned Action Area

2. Thresholds

The Heights District Plan anticipates that, with City of Vancouver investment in subarea and environmental planning, the Heights District will redevelop more intensively than was anticipated in the existing City of Vancouver Comprehensive Plan. To complete the analysis reflected in the EIS, land use, population, and job projections were established for the 20-year plan period.

The overall thresholds used to complete the SEPA analysis for the EIS, and as anticipated by the Heights District Plan for the 20-year plan period, are as follows:

Overall Thresholds

- 1,800 new residential units
- 204,000 square feet of commercial development
- 36,000 square feet of institutional development

Proposed development that would exceed these thresholds was not evaluated and would not qualify as a Planned Action and would require individual SEPA analysis.

3. Environmental Mitigation Measures

The EIS identifies measures to mitigate for probable significant environmental impacts for environmental elements addressed in the EIS. In order to qualify as a Planned Action, development must follow or incorporate the mitigation measures identified in this section. Mitigation consists of measures included within the project, compliance with established development regulations and additional actions. The following sections establish the mitigation measures. Please refer to the EIS for analysis and impacts associated with each element of the environment.

3.1 LAND USE

Mitigation Measures Designed into the Project

- Adoption and adherence to the standards included in a new HX zone and Heights Plan District to implement the Heights District Plan, including standards to address building height adjacent to residential zones.
- Adoption and adherence to the Heights District Urban Design Guidelines, which include standards to address building scale and mass, landscaping, lighting, and infrastructure design.
- Adherence to parking standards for the Heights Plan District included within the HX zone.

Existing Regulations and Other Mitigation

All development must comply with existing local regulations applicable to the Heights District including the following:

- The City of Vancouver Municipal Code (VMC) - Title 20, Land Use and Development Code, Title 11 Streets and Sidewalks, Chapter 12.04 Street Trees, Title 17 Building and Construction and Title 22 Uniform Enforcement Code.

AESTHETICS, LIGHT AND GLARE

Mitigation Measures Designed into the Project

- Adoption and adherence to the Heights District Urban Design Guidelines and Heights Plan District

Existing Regulations and Other Mitigation

Compliance with applicable regulations and standards within the VMC, including:

- Site Plan Review (VMC 20.270)
- Landscaping (VMC 20.925)

HISTORIC AND CULTURAL RESOURCES

Mitigation Designed into the Project

The Heights District Plan does not identify any specific measures to address potential impacts to Historic and Cultural Resources. Existing regulations and other mitigation to offset potential impacts are identified below.

Existing Regulations and Other Mitigation

All development must comply with the regulations, goals, and standards applicable to the Heights District, including the following:

City of Vancouver

- Historic Preservation (VMC 17.39)
- Archaeological Resource Protection (VMC 20.710)

State of Washington

- State Historical Societies-Historic Preservation (RCW 27.34)
- Indian Graves Records (RCW 27.44)
- Preservation of Historical Materials (RCW 27.48)
- Archaeological Sites and Resources (RCW 27.53)
- Archaeological Excavation and Removal Permit (WAC 25.48)
- Governor's Executive Order 05-05

Federal

- National Historic Preservation Act (Public Law 89-665; 54 United States Code [U.S.C.] 300101 et seq.)
- Native American Graves Protection and Repatriation Act (Public Law 101-601; 25 U.S.C. 3001-3013)
- Secretary of the Interiors Guidelines for Treatment of Historic Properties

For each of the following City owned parcels, an archaeological predetermination study is required prior to development, in accordance with VMC Chapter 20.710. For each city-owned parcel, at least a portion of the parcel is classified as high probability for archaeological resources according to the Clark County and/or statewide predictive models.

In addition to the requirements above, additional research is required for three resources (Park Hill Cemetery, Vancouver Heights United Methodist Church, and George C. Marshall Elementary School) to determine their eligibility for listing in the National Register of Historic Places prior to any future development.

TRANSPORTATION

Thresholds

The EIS Transportation analysis (beginning on page 50 of the EIS) assumed development in the Heights District as described by the Overall Thresholds. During the AM peak hour, 699 new vehicle trips are estimated, with 180 entering trips and 519 exiting trips. During the PM peak hour, 853 new vehicle trips are estimated, with 523 entering trips and 330 exiting trips.

To document compliance with the Height District Plan and traffic impacts evaluated in the EIS, a Transportation Compliance Letter shall be submitted to the City for review and approval as part of each development within the district. The Transportation Compliance Letter shall be completed by a licensed traffic engineer and shall include:

- Calculation of the cumulative AM and PM peak hour automobile trip generation and distribution;
- An assessment of whether overall trip general will remain within the trips allocated in the district;
- Identification of the intersections impacted by 10 or more additional PM peak hour trips;
- Safety analysis of proposed site access driveways; and
- Analysis of onsite pedestrian, bicycle and vehicular circulation and safety.

Mitigation Designed into the Project

The following motor vehicle, transit, and bicycle and pedestrian improvements will be completed by the City or others as appropriate to offset potential impacts associated with development in the Heights District. The City will establish proportionate share funding program(s) for the MacArthur Boulevard at N Devine Road and MacArthur at N. Andresen Road roundabout and MacArthur Boulevard/St Helens Avenue at N Lieser Road signalization projects identified below. Proportionate share agreements may be established for other projects. Development within the Heights District will be responsible for payment of the calculated fee based on the trip generation of the development.

Motor Vehicle

- Convert existing stop-controlled intersections on MacArthur Boulevard at N Andresen Road and N Devine Road to single lane roundabouts.
- Convert existing stop-controlled intersection on MacArthur Boulevard/St Helens Avenue at N Lieser Road to a signalized intersection.
- Reduce N Andresen Road to one travel lane in each direction from just south of the Mill Plain Boulevard intersection to Highland Drive with protected bike facilities.
- Signal timing optimization along the E Mill Plain Boulevard corridor and at the N Andresen Road at NE 18th Street intersection. Signal timing optimization includes 110 second cycle length for the AM peak and a 120 second cycle length for the PM peak (or half cycle lengths), as well as adjustments to splits, offsets, and lead/lag phasing for protected left turns.
- Provide protected/permitted left turns (flashing yellow arrow) at the E Mill Plain Boulevard and Garrison Road and N Andresen Road and NE 18th Street intersections.

Transit

- Coordinate with C-TRAN to ensure sidewalk and crosswalk improvements provide safe and convenient access with future BRT stations on Mill Plain Boulevard, preliminarily planned near the intersections with Devine Road and Andresen Road.
- Ensure sidewalk widths near and adjacent to planned BRT stations are sufficient to accommodate platforms, station amenities, and pedestrian through travel.
- Where possible, align additional crosswalks with bus stops to improve pedestrian access to and

from stops.

- Ensure ADA-compliant access to bus stops and stations throughout the Heights District.

Bicycle and Pedestrian

- Mill Plain Boulevard: Buffered bike lanes and continuous sidewalks with street trees, pedestrian lighting, and site furnishings.
- MacArthur Boulevard: Two-way protected bike facility and greenbelt with multiuse trail, lighting, and enhanced landscaping on the south side.
- Devine Road: Two-way protected bike facility on the west side of Devine Road through the Redevelopment Area.
- Buffered bike lanes on N Andresen Road between MacArthur Boulevard and Mill Plain Boulevard.
- Improved crosswalks along major arterials and added crosswalks and ADA curb ramps at key points within the Heights District.
- Landscaped pedestrian walkways and safe crosswalks to BRT stops and where feasible, weather protection.
- Increase access to Park Hill Cemetery and add pedestrian circulation improvements to create a more connected walkway network. Potential walkway connections include to Heights Shopping Center, Skyline Crest Apartments, Burdick Avenue/ Marshall Elementary School, Northcrest Community Church, and People's Church. Future connections shall be identified in individual redevelopment projects and provided where feasible.

In addition to the proposed bicycle and pedestrian facilities included within the Heights District, the plan includes the following connectivity improvements to improve the bicycle and pedestrian circulation in surrounding areas.

- Improved crossings on Kansas Street at Andresen Road and Idaho Street at Devine Road, which will improve connections between neighborhoods and MLK Elementary.
- Improved safety and connectivity on Blandford Drive, which could include on or off-street bicycle facilities to connect the Heights District to the Lower Grand Employment Area, neighborhoods to the south, and the Columbia River.
- Improved bicycle facilities on Devine Road north of Mill Plain to connect the Heights District to existing bike facilities (including Burnt Bridge Creek Trail and Evergreen Boulevard).
- Improve existing pedestrian walkways connecting adjacent neighborhoods with the Heights District, add ADA curb ramps where missing, and increase visibility of walkways through wayfinding signage and landscape maintenance.

Parking

In order to reduce the overall parking demand of future development, the City will develop a Heights District shared use parking plan and require uses within the Heights District to implement traffic demand management (TDM) techniques.

The City will actively manage the on-street parking system within the Heights District through time limits, metering, or other measures to ensure sufficient parking for visitors and guests. The City will also monitor parking demand as development occurs within the Heights District to determine if there is spillover parking into adjacent residential neighborhoods. If it is determined that spillover parking is occurring and is affecting the ability of residents to access adequate parking in proximity to their place of residence, then additional measures would be introduced to reduce the effects of spillover parking. Measures could include but are not limited to residential permit parking or time limits for on-street parking in affected areas.

Existing Regulations and Other Mitigation

All development must comply with the regulations applicable to the Heights District, including the following:

City of Vancouver

- Land Use and Development Code (VMC Title 20), including Transportation Impact Fees (VMC 20.915.040)
- Street Standards (VMC Title 11), including Transportation Concurrency (VMC 11.70.060) and the submittal of trip generation reports for projects
- City of Vancouver Transportation System Plan
- Commute Trip Reduction (VMC 18.12)

CLIMATE CHANGE AND GREENHOUSE GAS EMISSIONS

Mitigation Measures Designed into the Project

- Implementation of strategies to reduce GHG emissions from energy use such as, daylighting and green roofs, retaining mature trees and planting new trees to provide carbon sequestration, air purification, and cooling, and generating power on site (e.g., solar panels).
- Implementation of strategies to reduce vehicle miles traveled, such as increasing access to multi-modal transit options including improved access to BRT service and bicycle and pedestrian infrastructure improvements.
- Implementation of low impact development and Leadership in Energy and Environmental Design (LEED) standards (or equivalent)
- Implementation of a Heights-specific transportation demand management (TDM) program to encourage developers to provide TDM strategies such as subsidized transit passes, bike parking, and shared use vehicles on site.
- Implementation of and compliance with Heights District Plan Policies L-1, L-3, L-6, C-3, C-5, S-2, S-4, S-6, S-8 (policy text included in the Land Use, Access/Circulation, and Environmental Sustainability sections of the Heights District Plan).

Existing Regulations and Other Mitigation

All development must comply with the regulations, goals, and standards, applicable to the Heights District including the following:

City of Vancouver

- Commute Trip Reduction (VMC 18.12)
- Energy efficiency (VMC 17.09)
- Tree, vegetation, and soil conservation (VMC 20.770)
- Landscaping (VMC 20.925)

State of Washington

- Washington State Energy Code
- Evergreen Sustainability Development Standard for affordable housing

PUBLIC SERVICES AND UTILITIES

Fire and Emergency Medical Services

Mitigation Designed into the Project

- Adherence to the density and compact form of development proposed within the Heights District Plan, which could reduce growth in outlying areas of the City and result in more efficient service delivery.

Existing Regulations and Other Mitigation

All development must comply with the following regulations, as well as local, state, and federal safety regulations for on-site construction and coordinate with the Vancouver Fire Department (VFD) to maintain proper access during construction.

City of Vancouver

- Comprehensive Plan
- VMC Title 16, Fire; Title 11, Streets and Sidewalks; Title 14, Water and Sewers; Title 17, Buildings and Construction; Title 20, Land Use and Development

State of Washington

- RCW 35.103.040, which requires annual reporting of VFD service level performance

Police

Mitigation Measures Designed into the Project

- Adherence to the density and compact form of development proposed within the Heights District Plan, which could reduce growth in outlying areas of the City and result in more efficient service delivery.
- Implementation of Crime Prevention Through Environmental Design measures, such as orienting buildings towards the street and public spaces, providing public connections between buildings, and providing adequate lighting and visibility, to help reduce criminal activity and calls for service.

Existing Regulations and Other Mitigation

All development must comply with the following regulations, as well as local, state, and federal safety regulations for on-site construction and coordinate with the Vancouver Police Department (VPD) to maintain proper access during construction.

City of Vancouver

- Comprehensive Plan
- Public Peace and Safety ordinance (VMC Title 8)

Schools

Mitigation Measures Designed into the Project

- Compliance with the connectivity and walkability improvements included in the Heights District Plan to improve access and safety for students attending schools within the District.

Existing Regulations and Other Mitigation

All development must comply with the following regulations, as well as local, state, and federal safety

regulations for on-site construction and coordinate with the Vancouver Public Schools to maintain proper access during construction.

City of Vancouver

- Comprehensive Plan
- VMC Title 20, including school impact fees (VMC 20.915.060)

Water Service

Mitigation Measures Designed into the Project

- Development of buildings and infrastructure that exceed sustainability benchmarks required to achieve LEED standards in order to support water conservation and reduce the impacts of water demand. All new publicly financed buildings are required to meet or exceed LEED Gold Certification.
- Installation of a 12-inch water mains in Devine Road and the proposed Loop roadway.
- Installation of 8-inch on site water lines to serve individual developments.

Existing Regulations and Other Mitigation

All development must comply with the regulations, goals, and standards, applicable to the Heights District including the following:

City of Vancouver

- Comprehensive Plan
- Comprehensive Water System Plan
- VMC Title 6, Health and Sanitation; Title 14, Water and Sewers; Title 16, Fire
- Payment of connection fees and system development charges to mitigate for development impacts to source, supply, and storage capacities.

State of Washington

- Department of Health Drinking Water standards

Sewer

Mitigation Measures Designed into the Project

- Encourage the implementation of greywater systems to collect gently-used water from bathroom sinks, showers, tubs, and washing machines for reuse as water for laundry and toilet flushing, as well as outdoor irrigation.
- Replacement of the 10-inch sewer in Devine Road with an 18-inch pipe to convey increased flow from the Heights District.

Existing Regulations and Other Mitigation

All development must comply with the regulations, goals, and standards, applicable to the Heights District including the following:

City of Vancouver

- Comprehensive Plan
- General Sewer Plan
- VMC Title 6, Health and Sanitation; Title 11, Streets and Sidewalks; Title 14, Water and Sewers; Title 16, Fire; Title 20, Land Use and Development

In addition to existing regulations and mitigation designed into the project, the following measures are required to offset potential impacts.

- Development that would contribute wastewater flows to the 10-inch sewer in Devine Road shall provide an analysis of available capacity of the line consistent with the *General Requirements and Details for the Design and Construction of Public Sanitary Sewers*. The developer shall be responsible for replacement of the line with an 18-inch line if capacity is not available. Costs associated with the replacement may be eligible for reimbursement through VMC 14.04.285.
- Rehabilitation and structural strengthening (such as a cured-in place liner) of the existing trunk sewer located south across Mill Plain and a sewer easement will be required in conjunction with redevelopment on parcel 37910109, at the west end of the Redevelopment Area.

Franchise Utilities

No significant capital improvements were identified in the EIS to support franchise utility service for future development as outlined in the Heights District Plan and therefore, no specific measures to address potential impacts are incorporated into the project. Existing regulations to ensure adequate service are identified below.

Existing Regulations and Other Mitigation

All development must comply with the regulations, goals, and standards, applicable to the Subarea including the following:

City of Vancouver

- Comprehensive Plan
- VMC Title 17, Buildings and Construction, including Washington State's currently adopted International Building Code, adopted by reference under VMC 17.12.

In addition to existing regulations, the following measures are required to offset potential impacts.

- The undergrounding of existing overhead power lines will be required for development proposals within the District.

Parks and Recreational Facilities

Mitigation Measures Designed into the Project

The following park and recreation facility improvements are proposed within the Heights District Plan to offset potential impacts.

- A 1-acre civic plaza in the center of the Redevelopment Area that supports surrounding commercial and retail uses. The civic plaza will be designed with an event plaza, market stalls, retail supportive seating and café space, interactive water feature, and an adjacent festival street that could be closed to vehicular traffic during events.
- An approximately 1.5-acre neighborhood park spanning both sides of Devine Road. The west side of the park will be dedicated to community garden plots and an entry gateway. The east side of the park will be an off-leash dog park.
- A series of small pocket parks to support age-appropriate play areas, integrated into the residential areas of the Heights District.
- The MacArthur Greenbelt will be a corridor greenspace offering passive open space along the redesigned MacArthur Boulevard. The greenbelt will include benches, art installations, and interpretive signage.

- Passive recreation and pedestrian amenities along different segments of The Loop throughout the Redevelopment Area.
- Enhanced connectivity to and from the Park Hill Cemetery and ongoing maintenance of the cemetery road network as open, public pathways for light recreation.

Existing Regulations and Other Mitigation

All development must comply with the regulations, goals, and standards, applicable to the Heights District including the following:

City of Vancouver

- Comprehensive Plan
- Parks, Recreation, and Open Space Plan
- Land Use and Development Code (VMC Title 20), including park impact fees (VMC 20.915.060)

In addition to existing regulations and the park and recreation facility improvements designed into the Heights District Plan, the City shall pursue the following measures to further offset potential impacts.

- Pursue the acquisition of additional parks and recreation lands when available. Acquisition and development funds may be produced through a combination of park impact fees, real estate excise tax, grants, and/or other sources.
- Redesign and develop David Douglas and Bagley Parks for community park amenities.
- The VPRD will consider alternative park standards within the project boundaries. Typical acre-to-population ratios for park standards may be lower and impact fees higher than in lower density suburban settings. A Heights District-specific standard would accommodate a more intense urban form and allow for smaller parks with a higher development standard.
- VPRD shall continue to work closely with the City's Transportation Department to plan and create user-friendly pedestrian and bicycle systems and promote healthy lifestyle choices. This system will increase connectivity, improve the overall streetscape, enhance visual attractions to the project area, ensure public safety, and provide attractive parks, greenway, and open spaces and amenities.

AIR

Mitigation Measures Designed into the Project

- Implementation of and compliance with Heights District Plan Policies L-1, L-3, L-6, C-3, C-5, S-4, S-6 (policy text included in the Land Use, Access/Circulation, and Environmental Sustainability sections of the Heights District Plan).

Existing Regulations and Other Mitigation

All development, on-site construction, and demolition must comply with the regulations, goals, and standards, applicable to the Heights District including the following:

State/Regional

- Southwest Clean Air Agency (SWCAA) permitting program
- SWCAA 400 – General Regulations for Air Pollution Sources
- SWCAA 476 – Standards for Asbestos Control, Demolition, and Removal
- State Ambient Air Quality Standards

Federal

- National Ambient Air Quality Standards
- National Emission Standard for Asbestos (40 Code of Federal Regulations, Chapter 61, Subpart M)
- Other relevant federal air quality or transportation requirements

In addition to existing regulations and mitigation designed into the project, the following measures are required to offset potential impacts.

- Implementation of best management practices to reduce emissions related to construction.

WATER

Thresholds

The EIS analysis of Water (beginning on page 94 of the EIS) assumed development in the Heights District as described by the Overall Thresholds.

Mitigation Measures Designed into the Project

- Development of the proposed MacArthur Greenbelt to provide a continuous stormwater feature.
- Implementation of low-water use landscapes and bioswales in civic spaces, parks, open spaces, and streets
- Implementation of and compliance with Heights District Plan Policies S-4, S-5, S-11 (see the Environmental Sustainability section of the Heights District Plan for policy text)
- Implementation of stormwater and erosion control best management practices

Existing Regulations and Other Mitigation

All development must comply with the regulations, goals, and standards, applicable to the Heights District, including the following:

City of Vancouver

- Erosion Control Ordinance (VMC 14.24)
- Stormwater Control Ordinance (VMC 14.25)
- Water Resources Protection Ordinance (VMC 14.26)
- Water Conservation Standards (VMC 20.925.100)

State of Washington

- Washington State Stormwater Management Manual for Western Washington
- Washington State Water Pollution Control Act of 1971 (RCW 90.48)

Federal

- The Clean Water Act (33 U.S.C.) § 1251 et seq.)
- The Safe Drinking Water Act (42 U.S.C. §300f et seq.)
- National Pollution Discharge Elimination System (NPDES) permits

In addition to existing regulations and mitigation designed into the project, the following measures may be required to address site-specific impacts. The need to implement these measures will be addressed during permit review.

- Additional site investigations to determine the potential for contamination to be present on the

property.

- Additional site investigations of soil and groundwater to evaluate the type, concentration, and extent of contamination, if present.
- Cleanup of contamination sources (e.g. removal of underground storage tanks, excavation of contaminated soil) in accordance with Ecology's current guidelines and regulations.
- Handling and disposing of contaminated soil and groundwater according to local and state regulations.

PLANTS AND ANIMALS

Thresholds

The EIS analysis of Plants and Animals (beginning on page 96 of the EIS) assumed development in the Heights District as described by the Overall Thresholds.

Mitigation Measures Designed into the Project

While no impacts to Plants and Animals are anticipated as a result of the Heights District Plan and no mitigation is required, the following measures designed into the project would have the potential to have a positive impact on priority species outside of the District.

- Limiting the amount of impervious surfacing
- Increasing green infrastructure and reducing stormwater runoff
- The addition of new parks, open space, and community gardens
- The use of native and adaptive plant species

Mitigation Required by Existing Regulations

All development must comply with the regulations, goals, and standards applicable to the Heights District, including the following:

City of Vancouver

- Critical Areas Protection (VMC 20.740)
- Tree, Vegetation, and Soil Conservation (VMC 20.770)
- SEPA Regulations (VMC 20.790)
- Landscaping (VMC 20.925)

State and Federal

- NPDES permits
- Endangered Species Act (16 U.S.C. §1531 et seq.)
- Migratory Bird Treaty Act (16 U.S.C. §§ 703–712)
- Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d)

Table 20.430.030-1. Commercial and Mixed-Use Districts Use Table

USE	CN	CC	CG	CX	WX	CPX ¹	MX ²	RGX ⁴⁴	HX ⁵¹
RESIDENTIAL									
Household Living	L ⁴	L ^{4,8}	L ^{4,8}	L ^{42,8}	L ^{5,8}		P ^{6,8}	P ⁸	P ⁸
Group Living	P/C ⁷	P/C ⁷	P/C ⁷	P/C ⁷	P/C ⁷		P ⁶	P	P
Home Occupation	L ¹⁰	L ¹⁰	L ¹⁰	L ¹⁰	L ¹⁰		L ¹⁰	L ¹⁰	L ¹⁰
<u>Live/Work</u>									L ⁵²
HOUSING TYPES									
Single Dwelling Units, Attached	L ⁴	L ⁴	L ⁴	L ⁴²	L ⁴		P ⁶	P	P
Single Dwelling Units, Detached	X	X	X	X	X		P ⁶	P	X
Accessory Dwelling Units	X	X	X	X	X		P ⁶	P	P
Duplexes	L ⁴	L ⁴	L ⁴	L ⁴²	L ⁴		P ⁶	P	X
Multi-Dwelling Units	L ⁴	L ⁴	L ⁴	L ⁴²	L ⁴		P ⁶	P	P
Existing Manufactured Home Development	X	X	X	X	X		X	X	X
Designated Manufactured Home	X	X	X	X	X		X	X	X
New Manufactured Home	X	X	X	X	X		X	X	X
Affordable Housing Projects	X	L ⁸	L ⁸	L ⁸	L ⁸	L ⁸	L ⁸	L ⁸	P
CIVIC (Institutional)									
Basic Utilities	C	C	C	P	C		C	C	C
Colleges	X	C	C	P	C		P	P	P

[illegible]

USE	CN	CC	CG	CX	WX	CPX ¹	MX ²	RGX ⁴⁴	HX ⁵¹
Commercial and Transient Lodging	X	C	P	P	L ¹⁸ /C		L ¹⁸ /C	P	<u>L¹⁸/C</u>
Eating/Drinking Establishments	L ^{19/20}	P	P	P	P		P	P	<u>P</u>
Entertainment-Oriented									
- Adult Entertainment	X	X	L ²³	X	X		X	X	<u>X</u>
- Indoor Entertainment	X	P/L ²⁴	P/L ²⁴	P/L ²⁴	P/L ²⁴		P/L ²⁴	P/L ²⁴	<u>P/L²⁴</u>
- Major Event Entertainment	X	X	P	P	C		C	X	<u>C</u>
General Retail									
- Sales-Oriented	L ¹⁹	P	P	p ²⁵	P		P	p ²⁵ , 46	<u>P</u>
- Personal Services	L ¹⁹	P	P	P	P		P	P	<u>P</u>
- Repair-Oriented	X	P	P	P	X		P	P	<u>P</u>
- Bulk Sales	X	P	P	P	X		P	C	<u>P</u>
- Outdoor Sales	X	C	P/L ²⁶	P/L ²⁶	X		P/L ²⁶	X	<u>P/L²⁶</u>
Artisan and Specialty Goods Production	X	L ⁴⁰	L ⁴⁰	L ⁴⁰	X		X	X	<u>L⁵³</u>
Motor Vehicle Related									
- Motor Vehicle Sales/Rental	X	L ²⁷	P	P	X		C ²⁷	X, L ⁴⁵	<u>X</u>
- Motor Vehicle Servicing/Repair (entirely indoors)	X	L ²⁸	L ²⁸	L ²⁸	X		C ²⁸	X	<u>X</u>
- Vehicle Fuel Sales	X	L ²⁸	L ²⁸	L ²⁸	C		C ²⁸	X	<u>X</u>
- EV Basic Charging Stations (accessory and standalone)	P	P	P	P	P		P	P	<u>P</u>

USE	CN	CC	CG	CX	WX	CPX ¹	MX ²	RGX ⁴⁴	HX ⁵¹
Agriculture/Horticulture	X	X	X	X	X		X	X	<u>X</u>
Airport/Airpark	X	X	X	X	X		X	X	<u>X</u>
Animal Kennel/Shelters	X	L ³³	L ³³	X	X		X	X	<u>X</u>
Cemeteries	X	C ³⁴	P ³⁴	C ³⁴	X		C ³⁴	X	<u>C³⁴</u>
Detention & Post Detention Facilities	X	X	C/X ³⁵	C/X ³⁵	X		X	X	<u>X</u>
Dog Day Care	L ³⁶	L ³⁶	L ³⁶	L ³⁶	L ³⁶		L ³⁶	L ³⁶	<u>L³⁶</u>
Heliports	X	X	X	C ³⁷	C ³⁷		C ³⁷	C ³⁷	<u>C³⁷</u>
Medical Marijuana Cooperatives	X	X	X	X	X		X	X	<u>X</u>
Recreational Marijuana, Production or Processing	X	X	X	X	X		X	X	<u>X</u>
Recreational Marijuana Retail	X	L ⁴⁹	L ⁴⁹	X	X		X	X	<u>X</u>
Mining	X	X	X	X	X		X	C	<u>X</u>
Rail Lines/Utility Corridors	C	P	P	P	C		C	P	<u>C</u>
Temporary Uses	L ²⁶	L ²⁶	L ²⁶	L ²⁶	L ²⁶		L ²⁶	L ²⁶	<u>L²⁶</u>
Wireless Communication Facilities	X	L/C/X ³⁹	L/C/X ³⁹	L/C/X ³⁹	L/C/X ³⁹		L/C/X ³⁹	L/C/X ³⁹	<u>L/C/X³⁹</u>

1 Refer to Vancouver Central Park Plan District, Chapter [20.640](#) VMC.

[...]

40 Subject to limitations in VMC 20.430.050(A). Uses defined in VMC 20.160.020(C)(10).

[...]

51 Allowed subject to the provisions of the Heights District Plan Standards, Chapter 20.6XX.

52 Subject to limitations in VMC 20.6XX.040(C). Uses defined in VMC 20.160.020(A)(5).

53 Permitted in the HX Plan District where commercial uses are permitted.

20.430.050 Special Limitations on Uses.

A. CX and HX Zone. The following special use limitations apply within the CX and HX zone.

1. Artisan and Specialty Goods Production uses in CX and HX zone.

a. The Artisan and Specialty Goods Production structure shall not encompass more than ten thousand (10,000) square feet of area. The ten thousand (10,000) square feet total shall include all storage areas associated with the manufacturing operation. These types of uses are limited in size to assure that they will not dominate the commercial area and to limit the potential impacts on residential and commercial uses. Upon application the Planning Official may increase the square feet of area by no more than 20% if it is determined that the additional area will not adversely impact neighboring uses and improvements, and will be consistent with the intent of the CX District and HX District.

b. All activities except loading shall occur within buildings; outdoor storage/repair is prohibited.

c. All Artisan and Specialty Goods Production uses are required to accommodate public viewing or a customer service space as defined below.

1. Public viewing shall be accomplished with windows or glass doors covering at least 25% of the front of the building face abutting the street or indoor lobby wall, allowing direct views of manufacturing, openings between the display or lobby area and manufacturing/work space may be reduced below 25% where fire rated separation requirements restrict opening size as determined by the planning official, or;

2. A customer service space includes, a showroom, tasting room, restaurant, or retail space.

d. Drive-through facilities are prohibited.

VOUCHER APPROVAL

We, the undersigned council members of the City of Vancouver, Clark County, Washington, do hereby certify that the merchandise or services hereinafter specified have been received and that the vouchers listed below are approved for payment in the amount of:

\$ 12,244,220.33 this 17th day of May 2021.

MAYOR



AUDITING OFFICER

COUNCILMEMBER

COUNCILMEMBER

DATE	INCLUSIVE CHECK NUMBERS	CHECK TOTAL
May 4, 2021 - May 10, 2021	Accounts Payable Checks (see attached)	\$ 8,760,479.99
May 4, 2021 - May 10, 2021	Hansen City Payments (see attached)	\$ 281,236.30
May 4, 2021 - May 10, 2021	Visa Refunds (see attached)	\$ 4,017.46
May 4, 2021 - May 10, 2021	Payroll Checks (see attached)	\$ 3,198,486.58
TOTAL		\$ 12,244,220.33

INVOICE PAYMENTS REPORT

<u>Payment Category</u>	<u>Payment Type</u>	<u>Check Number</u>	<u>Payment Date</u>	<u>Payment Amount</u>	<u>Payment Payee</u>	<u>Payment Memo if applicable</u>
Supplier Payment	Manual Wire	No Reference	4/21/2021	46,873.47	Gallagher Bassett Services Inc	
Supplier Payment	Manual Wire	No Reference	4/26/2021	117,395.23	Blue Cross Blue Shield of Oregon	
Supplier Payment	Manual Wire	No Reference	4/26/2021	873,024.75	Internal Revenue Service	
Supplier Payment	Manual Wire	No Reference	4/26/2021	281.00	Minnesota Department of Revenue	
Supplier Payment	Manual Wire	No Reference	4/26/2021	103.38	State of Arizona	
Supplier Payment	Manual Wire	No Reference	4/26/2021	15,831.80	Washington Dental Service	
Supplier Payment	Manual Wire	No Reference	4/27/2021	10,660.23	Bank Of America N.A. - Remit-To: Charlotte NC	
Supplier Payment	Manual Wire	No Reference	4/27/2021	24,989.38	State of Oregon Department of Revenue	
Supplier Payment	Manual Wire	No Reference	4/27/2021	289,834.16	State of Washington Department of Revenue	
Procurement Card Payment	Manual Wire	No Reference	4/28/2021	564,932.17	CoV Procurement Card	
Supplier Payment	Manual Wire	No Reference	4/28/2021	26,092.43	Gallagher Bassett Services Inc	
Supplier Payment	Manual Wire	No Reference	4/28/2021	786,666.83	State of Washington Department of Retirement System (PERS)	
Supplier Payment	Manual Wire	No Reference	4/29/2021	1,233,779.59	Cascade Fire Equipment	
Supplier Payment	Manual Wire	No Reference	4/29/2021	972.00	State of Washington Department of Licensing - Remit-To: DOL - Seattle Remit	
Supplier Payment	Manual Wire	No Reference	5/3/2021	1,026.47	Athlactron Holding	
Supplier Payment	Manual Wire	No Reference	5/3/2021	228,861.58	Blue Cross Blue Shield of Oregon	
Supplier Payment	Manual Wire	No Reference	5/3/2021	30,916.39	Gallagher Bassett Services Inc	
Supplier Payment	Manual Wire	No Reference	5/3/2021	4,450.39	Internal Revenue Service	
Supplier Payment	Manual Wire	No Reference	5/3/2021	14,469.70	Washington Dental Service	
Supplier Payment	Manual Wire	No Reference	5/5/2021	17,910.85	Bank Of America N.A.	
Supplier Payment	Manual Wire	No Reference	5/6/2021	418,392.08	Vancouver Firefighters Union Health & Welfare Trust	
Supplier Payment	Manual Wire	No Reference	5/6/2021	7,073.99	VSP Vision Care Inc	
Supplier Payment	Manual Wire	No Reference	5/6/2021	181,525.00	Western States Health & Welfare Trust	
Supplier Payment	Manual Wire	No Reference	5/7/2021	31,109.54	Gallagher Bassett Services Inc	
Supplier Payment	Manual Wire	No Reference	5/10/2021	162,573.32	Blue Cross Blue Shield of Oregon	
Supplier Payment	Manual Wire	No Reference	5/10/2021	75.00	HRA VEBA Plan	
Supplier Payment	Manual Wire	No Reference	5/10/2021	7,739.23	ICMA 401A	
Supplier Payment	Manual Wire	No Reference	5/10/2021	192,357.50	ICMA Corp	
Supplier Payment	Manual Wire	No Reference	5/10/2021	24,726.18	ING	
Supplier Payment	Manual Wire	No Reference	5/10/2021	560.50	Oregon SDU	
Supplier Payment	Manual Wire	No Reference	5/10/2021	56,977.91	State of Washington Department of Retirement System (PERS)	
Supplier Payment	Manual Wire	No Reference	5/10/2021	987.01	Vancouver Fire Command Officers	
Supplier Payment	Manual Wire	No Reference	5/10/2021	24,194.81	Vancouver Firefighters Union Health & Welfare Trust	
Supplier Payment	Manual Wire	No Reference	5/10/2021	18,545.20	Washington Dental Service	
Supplier Payment	Manual Wire	No Reference	5/10/2021	5,719.91	Washington SDU	
Supplier Payment	Manual Wire	No Reference	5/10/2021	19,525.00	Washington State Firefighters	
Supplier Payment	Manual Wire	No Reference	5/10/2021	18,722.46	Western States Health & Welfare Trust	
Supplier Payment	EFT	EFT-00099334	4/29/2021	90.00	Accenture LLP	
Supplier Payment	EFT	EFT-00099336	4/29/2021	113,986.99	Lee Contractors LLC	
Supplier Payment	EFT	EFT-00099337	4/29/2021	221.14	Harrys Key Service Inc	
Supplier Payment	EFT	EFT-00099338	4/29/2021	2,516.67	Go Connect	
Supplier Payment	EFT	EFT-00099339	4/29/2021	12,875.00	Community Housing Resource Center	
Supplier Payment	EFT	EFT-00099340	4/29/2021	6,646.94	Clark County Volunteer Lawyers Program	
Supplier Payment	EFT	EFT-00099341	4/29/2021	1,039.17	Clark and Sons Excavating Inc	
Supplier Payment	EFT	EFT-00099342	4/29/2021	12,425.25	Fire Systems West	

*Please contact Procurement Services if you would like to review the justification for EMERGENCY procurement.

INVOICE PAYMENTS REPORT

<u>Payment Category</u>	<u>Payment Type</u>	<u>Check Number</u>	<u>Payment Date</u>	<u>Payment Amount</u>	<u>Payment Payee</u>	<u>Payment Memo if applicable</u>
Supplier Payment	EFT	EFT-00099343	4/29/2021	5,097.39	Boys and Girls Clubs of Southwest Washington	
Supplier Payment	EFT	EFT-00099344	4/29/2021	8,818.22	Linguava Interpreters Inc	
Supplier Payment	EFT	EFT-00099345	4/29/2021	3,575.00	JCI Jones Chemicals Inc	
Supplier Payment	EFT	EFT-00099346	4/29/2021	434.00	George Elevator Service LLC	
Supplier Payment	EFT	EFT-00099350	5/3/2021	3,511.96	YWCA Clark County	
Supplier Payment	EFT	EFT-00099351	5/3/2021	4,339.25	Mead and Hunt Inc	
Supplier Payment	EFT	EFT-00099352	5/3/2021	138.81	Praxair Distribution Inc	
Supplier Payment	EFT	EFT-00099353	5/3/2021	198,791.37	Operations Management International Inc	
Supplier Payment	EFT	EFT-00099354	5/3/2021	26,021.79	Mercy Corps Northwest	
Supplier Payment	EFT	EFT-00099355	5/3/2021	196,566.49	Share Inc	
Supplier Payment	EFT	EFT-00099356	5/3/2021	3,938.55	Fire Systems West	
Supplier Payment	EFT	EFT-00099357	5/3/2021	414.00	Accenture LLP	
Supplier Payment	EFT	EFT-00099358	5/3/2021	504.40	Clark County - Remit-To: Clark County - Treasurer Vancouver	
Supplier Payment	EFT	EFT-00099359	5/3/2021	10,868.47	JH Kelly, LLC	
Supplier Payment	EFT	EFT-00099360	5/3/2021	1,375.00	JCI Jones Chemicals Inc	
Supplier Payment	EFT	EFT-00099415	5/6/2021	2,713.18	Eagle Newspaper Inc	
Supplier Payment	EFT	EFT-00099416	5/6/2021	4,665.50	George Elevator Service LLC	
Supplier Payment	EFT	EFT-00099417	5/6/2021	123,457.55	Rotschy Inc	
Supplier Payment	EFT	EFT-00099418	5/6/2021	6,000.00	Arbutus Consulting LLC	
Supplier Payment	EFT	EFT-00099419	5/6/2021	450.00	Rapid Response Bio Clean	
Supplier Payment	EFT	EFT-00099420	5/6/2021	20,839.47	Metereaders LLC	
Supplier Payment	EFT	EFT-00099421	5/6/2021	5,718.02	Clark and Sons Excavating Inc	
Supplier Payment	EFT	EFT-00099422	5/6/2021	15,260.83	PC Specialists Inc	
Supplier Payment	EFT	EFT-00099423	5/6/2021	685.10	Praxair Distribution Inc	
Supplier Payment	EFT	EFT-00099424	5/6/2021	1,737.00	Mead and Hunt Inc	
Supplier Payment	EFT	EFT-00099425	5/6/2021	12,497.26	Share Inc	
Supplier Payment	EFT	EFT-00099426	5/6/2021	227.64	Metro Overhead Door Inc	
Supplier Payment	EFT	EFT-00099427	5/6/2021	6,706.66	Miller Mendel Inc	
Supplier Payment	EFT	EFT-00099428	5/6/2021	167.50	MacKay Sposito Inc	
Supplier Payment	EFT	EFT-00099429	5/6/2021	21,146.14	Lynn K Wittwer MD PC	
Supplier Payment	EFT	EFT-00099430	5/6/2021	18,718.05	State of Washington Auditor's Office	
Supplier Payment	EFT	EFT-00099431	5/6/2021	61,782.75	Clark County - Remit-To: Clark County - Treasurer Vancouver	
Supplier Payment	EFT	EFT-00099432	5/6/2021	2,376.26	Fire Systems West	
Supplier Payment	EFT	EFT-00099433	5/6/2021	12,482.00	Toole Design Group, LLC	
Supplier Payment	EFT	EFT-00099434	5/6/2021	4,390.20	Clark County - Remit-To: Clark County - Treasurer Vancouver	
Supplier Payment	EFT	EFT-00101139	5/10/2021	906.46	Vancouver Command Guild	
Supplier Payment	EFT	EFT-00101140	5/10/2021	14,120.68	Allegiance Benefit Plan Management Inc	
Supplier Payment	EFT	EFT-00101141	5/10/2021	68.12	Legal Shield	
Expense Payment	Direct Deposit	EFT-00099329	4/29/2021	205.95	Chris Concannon	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00099330	4/29/2021	36.99	Dustin Nicholson	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00099331	4/29/2021	220.36	Owen Bacon	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00099332	4/29/2021	102.72	Robert Givens	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00099333	4/29/2021	173.43	Steven Sampson	Employee Reimbursement

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Expense Payment	Direct Deposit	EFT-00099402	5/6/2021	363.00	Sean Dumas	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00099403	5/6/2021	160.43	Brian Wilson	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00099404	5/6/2021	190.00	Sean Donaldson	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00099405	5/6/2021	335.50	Rodrigo Osorio	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00099406	5/6/2021	363.00	Kevin Barton	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00099407	5/6/2021	266.00	Robert Block	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00099408	5/6/2021	836.00	Justin Box	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00099409	5/6/2021	225.00	Nicholas Popravak	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00099410	5/6/2021	129.20	Vince Kreter	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00099411	5/6/2021	37.25	Sergio Borquez-Ortega	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00099412	5/6/2021	79.74	James Fields	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00099413	5/6/2021	119.85	Robin Brown	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00099414	5/6/2021	3.00	Rainy Rau	Employee Reimbursement
Customer Refund	Check	21807	4/28/2021	906.32	JEANETTE BADER	Refund for overpayment
Customer Refund	Check	21945	5/5/2021	350.00	WINPOWER STRATEGIES	Received three checks # 1157, 1159, and 1104 for two ads for Donna Sinclair. Refunding the extra payment.
Expense Payment	Check	21808	4/28/2021	225.00	Trever Swain	Employee Reimbursement
Ad Hoc Payment	Check	21809	4/28/2021	300.00	Arthur Craig	Claim Payment - DOL: 01/13/20 - Risk
Ad Hoc Payment	Check	21810	4/28/2021	3,601.03	Bernard Tyacke	Claim Payment - DOL: 02/17/21 - Risk
Ad Hoc Payment	Check	21811	4/28/2021	1,080.00	Burgerville LLC	Refund - Business License Fees - UBI 603360358
Ad Hoc Payment	Check	21812	4/28/2021	4,800.00	Clark County Title	reconveyances x24
Ad Hoc Payment	Check	21813	4/28/2021	20.00	Crystal Reed & Michael Cortney	Refund Alarm Billing acct 20078 inv 99428252
Ad Hoc Payment	Check	21814	4/28/2021	549.21	David Lazzari	Claim Payment - DOL: 02/20/21 - Risk
Ad Hoc Payment	Check	21815	4/28/2021	87.00	DEANNA CARTIER	VOUCHER 2008194.030
Ad Hoc Payment	Check	21816	4/28/2021	214.86	Dennis Yukhimets	ROW-299033
Ad Hoc Payment	Check	21817	4/28/2021	175.67	DJ's Electrical Inc	Utility Refunds: 0000008104-08
Ad Hoc Payment	Check	21818	4/28/2021	5,154.00	Evergreen Habitat for Humanity	LUP-81133
Ad Hoc Payment	Check	21819	4/28/2021	20.00	Herbert Jacobi	Refund Overpymt acct 1694 inv 99427960
Ad Hoc Payment	Check	21820	4/28/2021	114.00	JACOB MATTHEW LOUIS WILLIAMSON	Utility Refunds: 0002000112-01
Ad Hoc Payment	Check	21821	4/28/2021	516.16	Jan E Morris	Utility Refunds: 0500002707-02
Ad Hoc Payment	Check	21822	4/28/2021	59.51	Jennie Lee	MPE-298283
Ad Hoc Payment	Check	21823	4/28/2021	20.00	Ken and Cindy Mogseth	Refund Alarm Billing acct 15307 inv 99430844
Ad Hoc Payment	Check	21824	4/28/2021	174.61	Kristina Eilts	Utility Refunds: 0065025735-15
Ad Hoc Payment	Check	21825	4/28/2021	50.32	La'Qrisha Hall	refund pkg permit COV08433
Ad Hoc Payment	Check	21826	4/28/2021	167.89	Lewis and Miki Angelo and,Joseph Angelo	Utility Refunds: 0075000900-01
Ad Hoc Payment	Check	21827	4/28/2021	169.25	Lewis L and Terri S Smith	Utility Refunds: 0002000112-01
Ad Hoc Payment	Check	21828	4/28/2021	53.00	Little Caesars #2	Refund - CIVICGOV - Dupl Payment
Ad Hoc Payment	Check	21829	4/28/2021	158.10	Maldonado,Nicole	Utility Refunds: 0000007877-02
Ad Hoc Payment	Check	21830	4/28/2021	138.00	Martin and Marcia Schwartz	Utility Refunds: 0002000112-01
Ad Hoc Payment	Check	21831	4/28/2021	57.96	Meyer,Carol	Utility Refunds: 0500002696-02

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Ad Hoc Payment	Check	21832	4/28/2021	20.00	Michael and Vicky Hawkins	Refund overpayment on acct 12569 inv 99433800
Ad Hoc Payment	Check	21833	4/28/2021	405.00	MIRIAM PADILLA	VOUCHER 2008196.030
Ad Hoc Payment	Check	21834	4/28/2021	140.00	MYERS,ELIZABETH	Utility Refunds: 0002000112-01
Ad Hoc Payment	Check	21835	4/28/2021	229.00	Ned and Vicky Sampson	Utility Refunds: 0002000112-01
Ad Hoc Payment	Check	21836	4/28/2021	160.80	Nik Schriener	FRI-295919
Ad Hoc Payment	Check	21837	4/28/2021	163.71	NW Management Exclusive Inc	Utility Refunds: 0062000244-12
Ad Hoc Payment	Check	21838	4/28/2021	29.11	Paul L and Jane T Jacobsen	Utility Refunds: 0011000301-01
Ad Hoc Payment	Check	21839	4/28/2021	180.00	PCS	Refund - CH2M / Orchards Pump Station
Ad Hoc Payment	Check	21840	4/28/2021	40.00	PCS	Refund - John/Marizza Lupi
Ad Hoc Payment	Check	21841	4/28/2021	20.00	PCS	Refund - Alarm Billing R Alexander acct 21675 inv 99398305
Ad Hoc Payment	Check	21842	4/28/2021	40.00	PCS	Refund - Alarm Billing Albrecht/Gonzales acct 20935
Ad Hoc Payment	Check	21843	4/28/2021	1,050.00	PCS	Refund - Duffy Graham
Ad Hoc Payment	Check	21844	4/28/2021	101.00	Pislaru,Dorin	Utility Refunds: 0000001222-04
Ad Hoc Payment	Check	21845	4/28/2021	109.67	Porter,Jack	Utility Refunds: 0000001975-03
Ad Hoc Payment	Check	21846	4/28/2021	52.67	Randall and Kathleen Slyh	Utility Refunds: 0059036600-07
Ad Hoc Payment	Check	21847	4/28/2021	20.00	Robert and Dorothy Ryan	Refund - Alarm Billing Overpayment acct 4259 inv 99424624
Ad Hoc Payment	Check	21848	4/28/2021	178.97	Rodney Cusic	Utility Refunds: 0034046500-23 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	21849	4/28/2021	32.29	Rodney Johnson	Utility Refunds: 0127011100-02
Ad Hoc Payment	Check	21850	4/28/2021	12.90	Scott Wilcox	Refund Permit returned lot 18 P1/2 COV000249
Ad Hoc Payment	Check	21851	4/28/2021	241.80	Shipley,Michael and Kathleen	Utility Refunds: 0000002281-05
Ad Hoc Payment	Check	21852	4/28/2021	62.74	Sophia N Stone-Holmbeck	Utility Refunds: 0000006498-02
Ad Hoc Payment	Check	21853	4/28/2021	53.00	State of Washington Department of Licensing	Refund - CIVICGOV - Duplicate Payment
Ad Hoc Payment	Check	21854	4/28/2021	60.51	Strive Electric LLC	MPE-297613
Ad Hoc Payment	Check	21855	4/28/2021	19.51	The Estate of Douglas A Vossler	Utility Refunds: 0154001640-03
Ad Hoc Payment	Check	21856	4/28/2021	254.08	THE ESTATE OF KEITH DARYLE NEFF SR	Utility Refunds: 0002000112-01
Ad Hoc Payment	Check	21857	4/28/2021	110.24	Tkachuk,Oleg	Utility Refunds: 0000001598-03
Ad Hoc Payment	Check	21858	4/28/2021	487.80	Utmost Property Management	Utility Refunds: 0002000111-02
Ad Hoc Payment	Check	21859	4/28/2021	143.63	Vonda R Erickson	Utility Refunds: 0028019600-02
Ad Hoc Payment	Check	21860	4/28/2021	206.69	William Schmeets	Claim Payment - DOL: 03/16/21 - Risk
Supplier Payment	Check	21861	4/28/2021	2,640.82	A-Check America Inc	
Supplier Payment	Check	21862	4/28/2021	198.89	Advance Stores Company Incorporated	
Supplier Payment	Check	21863	4/28/2021	31.32	Airgas, Inc	
Supplier Payment	Check	21864	4/28/2021	7,240.35	Allegiance Benefit Plan Management Inc	
Supplier Payment	Check	21865	4/28/2021	121.80	American Sani-Can	
Supplier Payment	Check	21866	4/28/2021	715.00	Amex Products Inc	
Supplier Payment	Check	21867	4/28/2021	1,065.63	Annas Consultants Inc	
Supplier Payment	Check	21868	4/28/2021	340.64	Aramark Uniform & Career Apparel LLC - Remit-To: Aramark - Pasadena	
Supplier Payment	Check	21869	4/28/2021	762.21	Arborscape Ltd Inc	
Supplier Payment	Check	21870	4/28/2021	8,255.38	Bacon Collision	
Supplier Payment	Check	21871	4/28/2021	26,824.49	Ballard Marine Construction LLC	
Supplier Payment	Check	21872	4/28/2021	7,991.03	Bloomberg Finance LP	
Supplier Payment	Check	21873	4/28/2021	2,169.32	Bound Tree Medical LLC	
Supplier Payment	Check	21874	4/28/2021	7,081.51	Cadman Materials - Remit-To: Cadman - Chicago	
Supplier Payment	Check	21875	4/28/2021	2,026.64	Cascade Centers Inc	
Supplier Payment	Check	21876	4/28/2021	532.27	Cellco Partnership - Remit-To: Cellco - Dallas	
Supplier Payment	Check	21877	4/28/2021	469.37	Clark Public Utility District No. 1	
Supplier Payment	Check	21878	4/28/2021	122.73	Clark Public Utility District No. 1	

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Supplier Payment	Check	21879	4/28/2021	467.61	Clark Public Utility District No. 1	
Supplier Payment	Check	21880	4/28/2021	539.29	Clark Public Utility District No. 1	
Supplier Payment	Check	21881	4/28/2021	667.45	Clark Public Utility District No. 1	
Supplier Payment	Check	21882	4/28/2021	436.30	Clark Public Utility District No. 1	
Supplier Payment	Check	21883	4/28/2021	698.54	Clark Public Utility District No. 1	
Supplier Payment	Check	21884	4/28/2021	220.97	Clark Public Utility District No. 1	
Supplier Payment	Check	21885	4/28/2021	5,800.00	Colliers International Valuation & Advisory Services LLC	
Supplier Payment	Check	21886	4/28/2021	131,626.67	Columbia Non-Profit Housing	
Supplier Payment	Check	21887	4/28/2021	25,000.00	Columbia River Economic Development Council Inc	
Supplier Payment	Check	21888	4/28/2021	30,000.00	Columbia Springs	
Supplier Payment	Check	21889	4/28/2021	12,507.77	Columbia West Engineering	
Supplier Payment	Check	21890	4/28/2021	181.52	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	
Supplier Payment	Check	21891	4/28/2021	101.11	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	
Supplier Payment	Check	21892	4/28/2021	752.35	Core and Main LP - Remit-To: Core and Main LP	
Supplier Payment	Check	21893	4/28/2021	390.40	Corwin Beverage	
Supplier Payment	Check	21894	4/28/2021	7,516.38	Council for the Homeless	
Supplier Payment	Check	21895	4/28/2021	2,300.00	Crandall Arambula PC	
Supplier Payment	Check	21896	4/28/2021	7,101.91	CUES Inc - Remit-To: CUES Inc - Cincinnati	
Supplier Payment	Check	21897	4/28/2021	262.00	Dex Media West	
Supplier Payment	Check	21898	4/28/2021	1,947.62	Distinctive Landscape LLC	
Supplier Payment	Check	21899	4/28/2021	1,569.74	DKS Associates Inc	
Supplier Payment	Check	21900	4/28/2021	3,265.53	Epic Land Solutions Inc	
Supplier Payment	Check	21901	4/28/2021	25,878.20	Evergreen Habitat for Humanity	
Supplier Payment	Check	21902	4/28/2021	4,749.64	Exeltech Consulting	
Supplier Payment	Check	21903	4/28/2021	2,913.23	Ferguson Enterprises - Remit-To: Ferguson - Dallas	
Supplier Payment	Check	21904	4/28/2021	360.00	FireTrex Inc	
Supplier Payment	Check	21905	4/28/2021	21,443.60	Friends of Trees	
Supplier Payment	Check	21906	4/28/2021	3,251.19	FuelCare Inc	
Supplier Payment	Check	21907	4/28/2021	3,484.78	Gallagher Bassett Services Inc	
Supplier Payment	Check	21908	4/28/2021	2,178.12	Genuine Parts Company	
Supplier Payment	Check	21909	4/28/2021	3,870.47	H D Fowler Company Inc	
Supplier Payment	Check	21910	4/28/2021	2,115.36	HDR Engineering Inc	
Supplier Payment	Check	21911	4/28/2021	10,658.83	Herrera Environmental Consultants Inc	
Supplier Payment	Check	21912	4/28/2021	6,249.99	Hispanic Metropolitan Chamber	
Supplier Payment	Check	21913	4/28/2021	8,155.32	HMI Oregon	
Supplier Payment	Check	21914	4/28/2021	1,130.35	Industrial Scientific Corporation - Remit-To: Industrial Scientific Corp - Pittsburgh	
Supplier Payment	Check	21915	4/28/2021	1,300.75	Investigative Solutions LLC	
Supplier Payment	Check	21916	4/28/2021	241.41	J-2 Blueprint Supply Co.	
Supplier Payment	Check	21917	4/28/2021	52,567.88	Jacobs Engineering Group Inc	
Supplier Payment	Check	21918	4/28/2021	23,471.56	Janus Youth Programs Inc	
Supplier Payment	Check	21919	4/28/2021	49.00	Kaiser Permanente	
Supplier Payment	Check	21920	4/28/2021	3,786.25	Kennedy Jenks Consultants - Remit-To: Kennedy Jenks Consulting	
Supplier Payment	Check	21921	4/28/2021	156.00	Legacy Laboratory Services Inc	
Supplier Payment	Check	21922	4/28/2021	32,446.45	LGS Events and Party Rental	

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Supplier Payment	Check	21923	4/28/2021	1,686.18	Loomis Armored US LLC - Remit-To: Loomis - Palatine	
Supplier Payment	Check	21924	4/28/2021	1,779.99	Northwest Natural Gas Company - Remit-To: NW Natural - Portland	
Supplier Payment	Check	21925	4/28/2021	787.32	Qwest Corp - Remit-To: Qwest CABS - Monroe	
Supplier Payment	Check	21926	4/28/2021	12,961.82	Qwest Corp - Remit-To: Qwest Corp- Seattle	
Supplier Payment	Check	21927	4/28/2021	1,110.00	Rotschy Inc	
Supplier Payment	Check	21928	4/28/2021	66.80	State of Washington Department of Labor & Industries - Remit-To: State of WA LNI - Elevator Section	
Supplier Payment	Check	21929	4/28/2021	15.45	United Parcel Service	
Supplier Payment	Check	21930	4/28/2021	7,186.26	Vancouvercenter Condominium Association	
Supplier Payment	Check	21931	4/28/2021	1,262.46	Waste Connections of Washington - Remit-To: Waste Connections - Vancouver	
Supplier Payment	Check	21932	4/28/2021	15,401.00	Willis Towers Watson Insurance Services West inc	
Supplier Payment	Check	21933	4/28/2021	40.73	Ziply Fiber	
Supplier Payment	Check	21934	4/28/2021	55,792.00	Angelo Property CO., LP	
Supplier Payment	Check	21935	4/28/2021	942.33	Broadway Investors LLC	
Supplier Payment	Check	21936	4/28/2021	9,785.79	Brown & Wilson Partnership LLC	
Supplier Payment	Check	21937	4/28/2021	2,630.00	C & J Contracting	
Supplier Payment	Check	21938	4/28/2021	106.50	Clark County	
Supplier Payment	Check	21939	4/28/2021	10.00	Clark County - Remit-To: Clark County - Treasurer Vancouver	
Supplier Payment	Check	21940	4/28/2021	8,696.13	Esther Short Commons LLP	
Supplier Payment	Check	21941	4/28/2021	500.00	Nagra & Atwal Corporation	
Supplier Payment	Check	21942	4/28/2021	4,417.72	National Park Service - Remit-To: National Park Service - Pearson Lease	
Supplier Payment	Check	21943	4/28/2021	85,678.00	Waste Connections of Washington - Remit-To: Waste Connections - Vancouver	
Supplier Payment	Check	21944	4/28/2021	76,673.85	State of Washington Department of Revenue	
Ad Hoc Payment	Check	21946	5/5/2021	60.51	Accurate Electric Unlimited, Inc	MPE-298455
Ad Hoc Payment	Check	21947	5/5/2021	94.34	Adams,Andrea and Dalas	Utility Refunds: 0022082701-02
Ad Hoc Payment	Check	21948	5/5/2021	160.40	Agee,Daniel G and Darcy	Utility Refunds: 0089045800-15
Ad Hoc Payment	Check	21949	5/5/2021	20.00	Aldercreek Apartments	Refund Alarm Billing Ovrpymt acct 22070 inv 99424154
Ad Hoc Payment	Check	21950	5/5/2021	218.74	Alla V Kirsanova	Utility Refunds: 0021090400-04
Ad Hoc Payment	Check	21951	5/5/2021	101.59	Allen,Michael G	Utility Refunds: 0006003000-08 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	21952	5/5/2021	20.00	Andrew Haynes	Refund Alarm Billing ovrrpymt acct 50818 inv 99424160
Ad Hoc Payment	Check	21953	5/5/2021	177.50	Babbitt,Cole and Jessica	Utility Refunds: 0065025719-01
Ad Hoc Payment	Check	21954	5/5/2021	1,430.57	Barghausen Consulting	CMI-296966
Ad Hoc Payment	Check	21955	5/5/2021	166.38	Barrows,Marshall and Nora	Utility Refunds: 0045001400-09
Ad Hoc Payment	Check	21956	5/5/2021	67.00	BECKY DAY	VOUCHER 2008216.030
Ad Hoc Payment	Check	21957	5/5/2021	70.70	Benge,David and Melisa	Utility Refunds: 0000002388-03
Ad Hoc Payment	Check	21958	5/5/2021	59.00	BIANCA DRINGENBERG	VOUCHER 2008213.030
Ad Hoc Payment	Check	21959	5/5/2021	110.59	BLOCK 10 OWNER LLC	Utility Refunds: 0000004996-02
Ad Hoc Payment	Check	21960	5/5/2021	141.44	Blue,William and Christy	Utility Refunds: 0108002395-12
Ad Hoc Payment	Check	21961	5/5/2021	238.43	Boos,Kristen	Utility Refunds: 0000009097-02
Ad Hoc Payment	Check	21962	5/5/2021	70.03	Bradford,Victoria	Utility Refunds: 0087010319-03
Ad Hoc Payment	Check	21963	5/5/2021	102.00	Brenton,Christopher	Utility Refunds: 0024015700-02
Ad Hoc Payment	Check	21964	5/5/2021	32.34	Canby Business Park LLC	Utility Refunds: 0112000291-03
Ad Hoc Payment	Check	21965	5/5/2021	168.00	CANTON,MARK	Utility Refunds: 0075002702-13

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Ad Hoc Payment	Check	21966	5/5/2021	54.32	Carlson,Nicole	Utility Refunds: 0065022732-10
Ad Hoc Payment	Check	21967	5/5/2021	90.68	Cherchenko,Viktor and Marina	Utility Refunds: 0000004141-02
Ad Hoc Payment	Check	21968	5/5/2021	67.00	CHRIS LAPORE	VOUCHER 2008208.030
Ad Hoc Payment	Check	21969	5/5/2021	1,000.00	Clark County Title	Reconveyance Request/Greene Moldovan Tanig Tudor
Ad Hoc Payment	Check	21970	5/5/2021	84.60	Connie Dunning and Julie Miller	Utility Refunds: 0039021700-03
Ad Hoc Payment	Check	21971	5/5/2021	13.52	Crocker,Jonathan and Chelsea	Utility Refunds: 0131008250-03
Ad Hoc Payment	Check	21972	5/5/2021	134.48	Crocier,Jonathan	Utility Refunds: 0131008250-03
Ad Hoc Payment	Check	21973	5/5/2021	53.00	Crossroads Community Church	Refund CIVICGOV dup pymt acct 361522 inv 77031321
Ad Hoc Payment	Check	21974	5/5/2021	189.93	Curtis,Jakob and Nilda	Utility Refunds: 0137005978-01
Ad Hoc Payment	Check	21975	5/5/2021	63.00	DAWN MARIE THOMAS	VOUCHER 2008210.030
Ad Hoc Payment	Check	21976	5/5/2021	71.00	DMITRIY ZHEREBNENKOV	VOUCHER 2008207.030
Ad Hoc Payment	Check	21977	5/5/2021	29.00	Dona Alvick	VOUCHER 2008300.058
Ad Hoc Payment	Check	21978	5/5/2021	24.47	Dorris,Joshua and Melissa	Utility Refunds: 0080071500-14
Ad Hoc Payment	Check	21979	5/5/2021	32.52	D R HORTON INC	Utility Refunds: 0500003523-01
Ad Hoc Payment	Check	21980	5/5/2021	95.04	Dzyubenko,Vitaliy and Yelena	Utility Refunds: 0139245200-03
Ad Hoc Payment	Check	21981	5/5/2021	44.76	Edwards,Richard and Ann	Utility Refunds: 0036025200-00
Ad Hoc Payment	Check	21982	5/5/2021	49.00	EMBERLYN KELLEY	VOUCHER 2008288.058
Ad Hoc Payment	Check	21983	5/5/2021	99.66	Emptong,Steve	Utility Refunds: 0045540720-00
Ad Hoc Payment	Check	21984	5/5/2021	71.00	ERICA MCCULLOUGH	VOUCHER 2008214.030
Ad Hoc Payment	Check	21985	5/5/2021	92.28	Ervin,Marisol and Mark	Utility Refunds: 0071030512-03
Ad Hoc Payment	Check	21986	5/5/2021	319.04	ESTHER AND STEVE RICHARDS	Utility Refunds: 0126001090-03
Ad Hoc Payment	Check	21987	5/5/2021	157.03	Farran,Nidal	Utility Refunds: 0057038000-06
Ad Hoc Payment	Check	21988	5/5/2021	151.10	Federinko,Blake	Utility Refunds: 0000003825-03
Ad Hoc Payment	Check	21989	5/5/2021	80.90	Gannon,Chris	Utility Refunds: 0067007605-12
Ad Hoc Payment	Check	21990	5/5/2021	88.01	Global Palate	Utility Refunds: 0000008645-02
Ad Hoc Payment	Check	21991	5/5/2021	173.58	Gradinar,Svetlana	Utility Refunds: 0000003941-03
Ad Hoc Payment	Check	21992	5/5/2021	75.42	Grandinar,Svetlana and Iuri	Utility Refunds: 0000003941-03
Ad Hoc Payment	Check	21993	5/5/2021	70.44	Gurske,Darrell and Lorena	Utility Refunds: 0069039003-06
Ad Hoc Payment	Check	21994	5/5/2021	47.51	Hall,Mathew and Tracee	Utility Refunds: 0069014300-03
Ad Hoc Payment	Check	21995	5/5/2021	96.37	Hanley,Helen	Utility Refunds: 0048012700-00
Ad Hoc Payment	Check	21996	5/5/2021	2,800.00	Hubbard's paving & Seal Coating, Corp	Contractor Payment - Roth 1209 W 25th St Inv 20232
Ad Hoc Payment	Check	21997	5/5/2021	47.84	Huskey,Heather Leigh	Utility Refunds: 0000006990-02
Ad Hoc Payment	Check	21998	5/5/2021	110.00	Iverson,Jeffrey	Utility Refunds: 0000004526-03 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	21999	5/5/2021	18.69	JAMES AND ROSA HARMON TRUSTEES	Utility Refunds: 0008028900-05
Ad Hoc Payment	Check	22000	5/5/2021	82.59	James Gibson Personal Rep	Utility Refunds: 0018083200-01
Ad Hoc Payment	Check	22001	5/5/2021	31.23	James R and Valerie N Blomdahl	Utility Refunds: 0000007978-02
Ad Hoc Payment	Check	22002	5/5/2021	37.69	Jaquelyn Griffin Revocable Living Trust	Utility Refunds: 0015009100-01
Ad Hoc Payment	Check	22003	5/5/2021	48.18	Jaquelyn Griffin Revocable Living Trust	Utility Refunds: 0015009101-05
Ad Hoc Payment	Check	22004	5/5/2021	16.11	Jason and Adrienne Sapp	Utility Refunds: 0141005986-04
Ad Hoc Payment	Check	22005	5/5/2021	155.29	Jeannie Hiatt Trustee	Utility Refunds: 0000006418-02
Ad Hoc Payment	Check	22006	5/5/2021	80.73	Jeanotte,Judith	Utility Refunds: 0046064300-04
Ad Hoc Payment	Check	22007	5/5/2021	25.00	Jhon Carl Robertson	Refund Overpymt Cit 7202903846
Ad Hoc Payment	Check	22008	5/5/2021	100.00	Jim Belesiotis	Refund CIVICGOV dup pymt acct 716756 inv 77016247
Ad Hoc Payment	Check	22009	5/5/2021	113.09	John and Karen Williams and	Utility Refunds: 0500002607-01
Ad Hoc Payment	Check	22010	5/5/2021	219.26	Johnson,Aaron	Utility Refunds: 0085077400-01
Ad Hoc Payment	Check	22011	5/5/2021	48.00	JOLENE CONZATTI	VOUCHER 2008218.030
Ad Hoc Payment	Check	22012	5/5/2021	58.00	JOSHUA WOODWALKER	VOUCHER 2008223.030
Ad Hoc Payment	Check	22013	5/5/2021	186.21	Karen Vandeburg and Matthew Borcharding	Utility Refunds: 0067049503-09

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Ad Hoc Payment	Check	22014	5/5/2021	98.26	Karren,Amber M and Jeremiah B	Utility Refunds: 0065052200-12
Ad Hoc Payment	Check	22015	5/5/2021	101.00	Karsten,Tanja and Cory	Utility Refunds: 0158002120-03
Ad Hoc Payment	Check	22016	5/5/2021	67.00	KATHLEEN REANEY	VOUCHER 2008206.030
Ad Hoc Payment	Check	22017	5/5/2021	189.99	Keeler,Joseph	Utility Refunds: 0002000111-02
Ad Hoc Payment	Check	22018	5/5/2021	46.43	Kite,Sandra	Utility Refunds: 0073003380-01
Ad Hoc Payment	Check	22019	5/5/2021	59.51	Kristi Ellis	MPE-298632
Ad Hoc Payment	Check	22020	5/3/2021	59.51	Kristi Ellis	MPE-298630
Ad Hoc Payment	Check	22021	5/5/2021	53.00	Krupa,Magi	Utility Refunds: 0138002118-03
Ad Hoc Payment	Check	22022	5/5/2021	133.82	Lamere,Nancy	Utility Refunds: 0054064954-10
Ad Hoc Payment	Check	22023	5/5/2021	97.96	Lennar Northwest Inc	Utility Refunds: 0500003630-01 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	22024	5/5/2021	66.07	Liebelt,Tyler and Amy	Utility Refunds: 0026016900-12
Ad Hoc Payment	Check	22025	5/5/2021	179.01	LISA TESTORI	VOUCHER 2008308.058
Ad Hoc Payment	Check	22026	5/5/2021	150.71	Manny Karlin Trustee	Utility Refunds: 0000005186-02
Ad Hoc Payment	Check	22027	5/5/2021	31.00	MARGARET HECKENLIVELY	VOUCHER 2008215.030
Ad Hoc Payment	Check	22028	5/5/2021	25.00	Marie Brundage	Refund of overpayment of citation 7202904005
Ad Hoc Payment	Check	22029	5/5/2021	23.00	MATTHEW NGUYEN	VOUCHER 2008209.030
Ad Hoc Payment	Check	22030	5/5/2021	39.51	May Daily and Chen Weixin	Utility Refunds: 0154001440-03
Ad Hoc Payment	Check	22031	5/5/2021	29.03	McAvalon,John	Utility Refunds: 0052066000-07
Ad Hoc Payment	Check	22032	5/5/2021	63.68	McKail,Kay	Utility Refunds: 0064024844-15
Ad Hoc Payment	Check	22033	5/5/2021	116.43	McKay,Jeff and Kim	Utility Refunds: 0121001014-07
Ad Hoc Payment	Check	22034	5/5/2021	125.47	Meghan Kelly and Joanne Kessler	Utility Refunds: 0041006610-08
Ad Hoc Payment	Check	22035	5/5/2021	118.00	Merfeld,Marilyn	Utility Refunds: 0086012600-06
Ad Hoc Payment	Check	22036	5/5/2021	59.51	Miller's Heating & Air	MPE-299562
Ad Hoc Payment	Check	22037	5/5/2021	94.40	Nathan Barton and Shoujing Zhou	Utility Refunds: 0087049536-02
Ad Hoc Payment	Check	22038	5/5/2021	77.02	New Tradition Homes Inc	Utility Refunds: 0500004276-01
Ad Hoc Payment	Check	22039	5/5/2021	20,054.00	Northwest Landcare LLC	Contractor Payment - Lahaye 3713 NE 121st Ave inv 241
Ad Hoc Payment	Check	22040	5/5/2021	162.00	Ober,Chani and Joel	Utility Refunds: 0086013996-08
Ad Hoc Payment	Check	22041	5/5/2021	71.37	Padon,Joe	Utility Refunds: 0131027090-03
Ad Hoc Payment	Check	22042	5/5/2021	68.03	Pagels,Susan	Utility Refunds: 0056040946-04
Ad Hoc Payment	Check	22043	5/5/2021	300.00	Patriot Fire Protection	FRI-296691
Ad Hoc Payment	Check	22044	5/5/2021	174.04	Perrigo,Julie	Utility Refunds: 0112090042-07
Ad Hoc Payment	Check	22045	5/5/2021	60.95	Peters,Jackson and Kathleen	Utility Refunds: 0000006326-03
Ad Hoc Payment	Check	22046	5/5/2021	99.00	Pho House	Refund CIVICGOV dup pymt acct 263982 inv 77027411
Ad Hoc Payment	Check	22047	5/5/2021	42.28	Plumberg,John and Georgianne	Utility Refunds: 0064024842-05
Ad Hoc Payment	Check	22048	5/5/2021	115.00	Ponce,Sylvia	Utility Refunds: 0073002823-03
Ad Hoc Payment	Check	22049	5/5/2021	80.62	Portner,Jan	Utility Refunds: 0106050425-11
Ad Hoc Payment	Check	22050	5/5/2021	59.51	Prairie Electric	MPE-299365
Ad Hoc Payment	Check	22051	5/5/2021	205.00	RACHEL COCKRELL	VOUCHER 2008203.030
Ad Hoc Payment	Check	22052	5/5/2021	19.99	Renke,Susan	Utility Refunds: 0000008645-02
Ad Hoc Payment	Check	22053	5/5/2021	113.00	Revis,Rane and Judy	Utility Refunds: 0026010000-02
Ad Hoc Payment	Check	22054	5/5/2021	407.20	Rivera,Manuel	Utility Refunds: 0089000939-12
Ad Hoc Payment	Check	22055	5/5/2021	59.51	Roche and Altamirano LLC	Utility Refunds: 0082020004-14
Ad Hoc Payment	Check	22056	5/5/2021	100.29	Ros,Javita and Justin	Utility Refunds: 0000003461-03
Ad Hoc Payment	Check	22057	5/5/2021	37,422.93	Roto-Rooter Services Company	Contractor Payment - Roth 1209 W 25th St inv 51222722018
Ad Hoc Payment	Check	22058	5/5/2021	109.24	Ryan J Nelson	Utility Refunds: 0122002800-12
Ad Hoc Payment	Check	22059	5/5/2021	36.40	Saavedra,Anna and Bernardino	Utility Refunds: 0033083500-05
Ad Hoc Payment	Check	22060	5/5/2021	31.41	Sadler,Jeffrey and Suzan	Utility Refunds: 0078027900-04
Ad Hoc Payment	Check	22061	5/5/2021	404.66	Sandra J and Sergey V Shvydkiy	Utility Refunds: 0045005160-04

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Ad Hoc Payment	Check	22062	5/5/2021	7,410.22	Sark Point Inc	Contract payment - Paddock/Medrano 8206 NE 5th St inv 1065
Ad Hoc Payment	Check	22063	5/5/2021	206.63	Schlecht,Aaron and Rebekah	Utility Refunds: 0012065710-02
Ad Hoc Payment	Check	22064	5/5/2021	59.93	Schoene,Rodney and Karissa	Utility Refunds: 0042019202-02
Ad Hoc Payment	Check	22065	5/5/2021	59.51	Scott J Faria	MPE-299398
Ad Hoc Payment	Check	22066	5/5/2021	14.31	Seifert,Matthew, Wendy, Neil and Katherine	Utility Refunds: 0045065020-05
Ad Hoc Payment	Check	22067	5/5/2021	37.69	Seifert,Matthew and Wendy	Utility Refunds: 0045065020-05
Ad Hoc Payment	Check	22068	5/5/2021	57.42	Shaw,Peggy	Utility Refunds: 0101000153-04
Ad Hoc Payment	Check	22069	5/5/2021	41.02	Shewbert,Debra	Utility Refunds: 0110006090-01
Ad Hoc Payment	Check	22070	5/5/2021	29.98	Shewbert,John and Debra	Utility Refunds: 0110006090-01
Ad Hoc Payment	Check	22071	5/5/2021	53.35	Short,Karen	Utility Refunds: 0500002921-02
Ad Hoc Payment	Check	22072	5/5/2021	59.51	Simms Electric LLC	MPE-299261
Ad Hoc Payment	Check	22073	5/5/2021	22.78	Sindee and Marci Caputo	Utility Refunds: 0031017200-01
Ad Hoc Payment	Check	22074	5/5/2021	97.57	SKANSKA USA BUILDING INC	Utility Refunds: 0002000112-01
Ad Hoc Payment	Check	22075	5/5/2021	202.04	Sljivar,Alvir	Utility Refunds: 0000004747-02
Ad Hoc Payment	Check	22076	5/5/2021	146.72	Smith,Colin	Utility Refunds: 0086013992-02
Ad Hoc Payment	Check	22077	5/5/2021	41.00	STACY NELSON	VOUCHER 2008211.030
Ad Hoc Payment	Check	22078	5/5/2021	84.59	Tapani Inc	Utility Refunds: 0500001946-03
Ad Hoc Payment	Check	22079	5/5/2021	174.00	The Lynn Lubinski Estate	Utility Refunds: 0095029100-06
Ad Hoc Payment	Check	22080	5/5/2021	41.00	TRACI EMERSON	VOUCHER 2008212.030
Ad Hoc Payment	Check	22081	5/5/2021	102.32	Turchin,Pavel	Utility Refunds: 0134002580-02
Ad Hoc Payment	Check	22082	5/5/2021	65.52	Turchina,Lyubov	Utility Refunds: 0134002580-02
Ad Hoc Payment	Check	22083	5/5/2021	28.61	Turpin,Paul	Utility Refunds: 0000009274-02
Ad Hoc Payment	Check	22084	5/5/2021	283.77	Valerie Blomdahl	Utility Refunds: 0000007978-02
Ad Hoc Payment	Check	22085	5/5/2021	110.75	Vancouver Montessori School	Utility Refunds: 0030082610-01
Ad Hoc Payment	Check	22086	5/5/2021	54.37	Vandeburg,Karen	Utility Refunds: 0067049503-09
Ad Hoc Payment	Check	22087	5/5/2021	175.92	Vaughn,Rebecca	Utility Refunds: 0040002001-02
Ad Hoc Payment	Check	22088	5/5/2021	32.05	Veach,Caryn	Utility Refunds: 0056043000-02
Ad Hoc Payment	Check	22089	5/5/2021	72.95	Veach,Caryn and Kevin	Utility Refunds: 0056043000-02
Ad Hoc Payment	Check	22090	5/5/2021	48.95	Wallis,Adam and Robin	Utility Refunds: 0112097102-01
Ad Hoc Payment	Check	22091	5/5/2021	214.00	Willian Gonzalez and Ailemys Torres	Utility Refunds: 0107006050-05
Ad Hoc Payment	Check	22092	5/5/2021	76.19	Woodfin,Rebekah and Charles	Utility Refunds: 0045019308-05
Ad Hoc Payment	Check	22093	5/5/2021	136.00	Yarmak,Vyacheslav and Nadezhda	Utility Refunds: 0069026380-02
Ad Hoc Payment	Check	22094	5/5/2021	78.61	Zamanizadeh,Mohammad and Firoozeh	Utility Refunds: 0012074075-00
Supplier Payment	Check	22095	5/5/2021	2,115.00	Advantage Environmental Inc	
Supplier Payment	Check	22096	5/5/2021	1,121.00	Aero Maintenance Inc	
Supplier Payment	Check	22097	5/5/2021	798.00	Allegheny Answering Services	
Supplier Payment	Check	22098	5/5/2021	125.70	Aramark Uniform & Career Apparel LLC - Remit-To: Aramark - Pasadena	
Supplier Payment	Check	22099	5/5/2021	1,770.72	Arborscape Ltd Inc	
Supplier Payment	Check	22100	5/5/2021	439.96	Archaeological Investigations Northwest Inc	
Supplier Payment	Check	22101	5/5/2021	103.07	AT & T Mobility II LLC	
Supplier Payment	Check	22102	5/5/2021	10,298.87	Ballard Marine Construction LLC	
Supplier Payment	Check	22103	5/5/2021	17,360.19	Bank Of America N.A. - Remit-To: Account Analysis	
Supplier Payment	Check	22104	5/5/2021	195.30	Bike Clark County	
Supplier Payment	Check	22105	5/5/2021	500.00	Billie Westby	
Supplier Payment	Check	22106	5/5/2021	2,421.26	Bound Tree Medical LLC	
Supplier Payment	Check	22107	5/5/2021	5,865.75	BSK Associates - Remit-To: Supplier BSK Associates	
Supplier Payment	Check	22108	5/5/2021	50.00	Bullard Law P. L.	

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Supplier Payment	Check	22109	5/5/2021	12,483.61	CECO Inc	
Supplier Payment	Check	22110	5/5/2021	7,541.93	CFM Strategic Communications Inc	
Supplier Payment	Check	22111	5/5/2021	3,749.97	Chough Inc	
Supplier Payment	Check	22112	5/5/2021	9,774.75	Clark County	
Supplier Payment	Check	22113	5/5/2021	193.29	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	
Supplier Payment	Check	22114	5/5/2021	108.29	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	
Supplier Payment	Check	22115	5/5/2021	114.92	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	
Supplier Payment	Check	22116	5/5/2021	109.95	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	
Supplier Payment	Check	22117	5/5/2021	109.92	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	
Supplier Payment	Check	22118	5/5/2021	1,250.00	Confluences Inc	
Supplier Payment	Check	22119	5/5/2021	5,324.27	Copiers Northwest	
Supplier Payment	Check	22120	5/5/2021	743.24	Core and Main LP - Remit-To: Core and Main LP	
Supplier Payment	Check	22121	5/5/2021	3,350.30	CyberSource Corporation - Remit-To: CyberSource - Los Angeles	
Supplier Payment	Check	22122	5/5/2021	19,900.92	EnvirolIssues Inc	
Supplier Payment	Check	22123	5/5/2021	362.96	Epic Land Solutions Inc	
Supplier Payment	Check	22124	5/5/2021	3,583.75	Eric Thomas Lanciault	
Supplier Payment	Check	22125	5/5/2021	1,500.00	Eurofins Eaton Analytical Inc	
Supplier Payment	Check	22126	5/5/2021	7,809.78	Evergreen Investors LLC	
Supplier Payment	Check	22127	5/5/2021	56.42	Experian Marketing Solutions - Remit-To: Experian Los Angeles	
Supplier Payment	Check	22128	5/5/2021	6,211.79	Ferguson Enterprises - Remit-To: Ferguson - Dallas	
Supplier Payment	Check	22129	5/5/2021	596.20	Fidelity National Title Co of Washington	
Supplier Payment	Check	22130	5/5/2021	2,888.75	Financial Consulting Solutions Group Inc	
Supplier Payment	Check	22131	5/5/2021	1,915.57	Glacier Northwest Inc	
Supplier Payment	Check	22132	5/5/2021	2,678.00	Gordon Tilden Thomas & Cordell LLP	
Supplier Payment	Check	22133	5/5/2021	138,337.50	HCI Industrial & Marine Coatings Inc	
Supplier Payment	Check	22134	5/5/2021	2,319.31	HDR Engineering Inc	
Supplier Payment	Check	22135	5/5/2021	1,510.06	Herrera Environmental Consultants Inc	
Supplier Payment	Check	22136	5/5/2021	306.51	J-2 Blueprint Supply Co.	
Supplier Payment	Check	22137	5/5/2021	6,100.00	John Felton	
Supplier Payment	Check	22138	5/5/2021	5,093.50	Keating Bucklin & McCormack Inc PS	
Supplier Payment	Check	22139	5/5/2021	2,642.44	Kittelson & Associates Inc	
Supplier Payment	Check	22140	5/5/2021	109.74	Kronos Incorporated - Remit-To: Atlanta	
Supplier Payment	Check	22141	5/5/2021	13,057.69	Mackenzie Engineering Inc	
Supplier Payment	Check	22142	5/5/2021	75.00	Marquam Group LTD	
Supplier Payment	Check	22143	5/5/2021	7,526.25	Maul Foster & Alongi Inc	
Supplier Payment	Check	22144	5/5/2021	1,298.00	McFarlanes Bark Inc	
Supplier Payment	Check	22145	5/5/2021	651.00	Mini Mix Concrete Inc	
Supplier Payment	Check	22146	5/5/2021	24,213.33	Municipal Emergency Services Inc - Remit-To: Municipal Emergency Services - Chicago	
Supplier Payment	Check	22147	5/5/2021	889.00	Murraysmith Inc	
Supplier Payment	Check	22148	5/5/2021	500.00	Murray Smith Inc	
Supplier Payment	Check	22149	5/5/2021	37,645.00	Newco Inc.	
Supplier Payment	Check	22150	5/5/2021	200,030.22	Northeast Electric LLC	
Supplier Payment	Check	22151	5/5/2021	12,140.80	North Pacific Construction and Remodeling Inc	

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Supplier Payment	Check	22152	5/5/2021	71.88	Northwest Cascade Inc	
Supplier Payment	Check	22153	5/5/2021	105.00	Northwest Drug-Safe LLC	
Supplier Payment	Check	22154	5/5/2021	932.99	Northwest Natural Gas Company - Remit-To: NW Natural - Portland	
Supplier Payment	Check	22155	5/5/2021	19,797.53	Northwest Staffing Resources Inc - Remit-To: NW Staffing - Portland	
Supplier Payment	Check	22156	5/5/2021	509.75	Orion Medical Supply	
Supplier Payment	Check	22157	5/5/2021	292.50	Pacifica Law Group LLP	
Supplier Payment	Check	22158	5/5/2021	5,650.36	Parametrix, Inc	
Supplier Payment	Check	22159	5/5/2021	8,795.00	Parkeon	
Supplier Payment	Check	22160	5/5/2021	3,641.30	Passport Labs Inc. - Remit-To: Passport Labs Inc	
Supplier Payment	Check	22161	5/5/2021	5,164.60	Pen-Link Ltd	
Supplier Payment	Check	22162	5/5/2021	6,248.80	Physio-Control Inc - Remit-To: Stryker Medical	
Supplier Payment	Check	22163	5/5/2021	16,219.68	PPC Solutions Inc	
Supplier Payment	Check	22164	5/5/2021	9,860.76	Prestige Truck Accessories	
Supplier Payment	Check	22165	5/5/2021	12,943.61	PSI Water Technologies Inc	
Supplier Payment	Check	22166	5/5/2021	310.00	Public Safety Testing Inc	
Supplier Payment	Check	22167	5/5/2021	651.20	Purple Communications Inc	
Supplier Payment	Check	22168	5/5/2021	720.06	Qwest Corp - Remit-To: CenturyLink - Phoenix	
Supplier Payment	Check	22169	5/5/2021	6,618.86	Qwest Corp - Remit-To: Qwest Corp- Seattle	
Supplier Payment	Check	22170	5/5/2021	262.57	Rentokil North America Inc	
Supplier Payment	Check	22171	5/5/2021	5,639.21	Retail Lockbox Inc	
Supplier Payment	Check	22172	5/5/2021	16,611.00	Right of Way Associates Inc	
Supplier Payment	Check	22173	5/5/2021	8,829.04	Roth Staffing Companies LP - Remit-To: Ultimate Staffing Services	
Supplier Payment	Check	22174	5/5/2021	7,304.00	S & F Land Services Inc	
Supplier Payment	Check	22175	5/5/2021	3,506.54	San Diego Police Equipment Co Inc	
Supplier Payment	Check	22176	5/5/2021	45,560.52	SDB Contracting Services	
Supplier Payment	Check	22177	5/5/2021	7,315.75	Sequence Graphics LLC	
Supplier Payment	Check	22178	5/5/2021	1,470.00	Sharon Rice	
Supplier Payment	Check	22179	5/5/2021	36.83	Shred It USA LLC	
Supplier Payment	Check	22180	5/5/2021	57,295.12	Software House International SHI - Remit-To: SHI - Dallas	
Supplier Payment	Check	22181	5/5/2021	1,192.40	Soha Sign	
Supplier Payment	Check	22182	5/5/2021	10,904.97	SP Plus Corporation	
Supplier Payment	Check	22183	5/5/2021	5,094.67	Stantec Consulting Services Inc - Remit-To: Stantec - Chicago	
Supplier Payment	Check	22184	5/5/2021	7.38	State of Oregon Department of Transportation - Remit-To: OR DMV - Salem	
Supplier Payment	Check	22185	5/5/2021	53,584.11	State of Washington Department of Employment Security - Remit-To: State of Washington Department of Employment Security / Seattle	
Supplier Payment	Check	22186	5/5/2021	50.00	State of Washington Department of Labor and Industries	
Supplier Payment	Check	22187	5/5/2021	128.95	State of Washington Department of Licensing - Remit-To: DOL - Seattle Remit	
Supplier Payment	Check	22188	5/5/2021	4,280.00	State of Washington Department of Natural Resources - Remit-To: Dept of Natural Resources - Box 47041	
Supplier Payment	Check	22189	5/5/2021	2,846.42	State of Washington Department of Transportation	
Supplier Payment	Check	22190	5/5/2021	12,687.50	StreamlineAM LLC	

INVOICE PAYMENTS REPORT

<u>Payment Category</u>	<u>Payment Type</u>	<u>Check Number</u>	<u>Payment Date</u>	<u>Payment Amount</u>	<u>Payment Payee</u>	<u>Payment Memo if applicable</u>
Supplier Payment	Check	22191	5/5/2021	53,595.50	Summit Law Group	
Supplier Payment	Check	22192	5/5/2021	1,352.74	Sun Badge Company	
Supplier Payment	Check	22193	5/5/2021	5,142.71	Sunbelt Controls Inc - Remit-To: Sunbelt Controls - Pasadena	
Supplier Payment	Check	22194	5/5/2021	1,050.00	Synarchy Science LLC	
Supplier Payment	Check	22195	5/5/2021	905.50	Terracon Consultants Inc	
Supplier Payment	Check	22196	5/5/2021	22,440.58	The Salvation Army	
Supplier Payment	Check	22197	5/5/2021	596.75	Towing & Recovering Services Inc	
Supplier Payment	Check	22198	5/5/2021	556.07	Triple J Enterprises	
Supplier Payment	Check	22199	5/5/2021	2,000.00	Troy Randall French	
Supplier Payment	Check	22200	5/5/2021	500.50	Urgent Medical Center	
Supplier Payment	Check	22201	5/5/2021	579.00	Vast Data Concepts	
Supplier Payment	Check	22202	5/5/2021	2,063.35	Veritext LLC - Remit-To: Veritext LLC	
Supplier Payment	Check	22203	5/5/2021	7,098.62	Walter E Nelson Company	
Supplier Payment	Check	22204	5/5/2021	5,686.12	Wapiti NW LLC	
Supplier Payment	Check	22205	5/5/2021	4,982.98	Waste Connections of Washington - Remit-To: Waste Connections - Vancouver	
Supplier Payment	Check	22206	5/5/2021	481.02	Waste Equipment Sales and Service Inc	
Supplier Payment	Check	22207	5/5/2021	2,084.03	Waste Management - Remit-To: Waste Management Los Angeles	
Supplier Payment	Check	22208	5/5/2021	495.00	Williams Kastner & Gibbs PLLC - Remit-To: Williams Kastner - Seattle	
Supplier Payment	Check	22209	5/5/2021	77,096.41	Wilson Oil Inc	
Supplier Payment	Check	22210	5/5/2021	2,558.23	WSP USA Inc. - Remit-To: WSP USA Inc. Dallas	
Supplier Payment	Check	22211	5/5/2021	3,812.09	W Todd Pascoe	
Supplier Payment	Check	22212	5/5/2021	158.78	XPO Logistics Enterprise Services, Inc - Remit-To: XPO - Portland	
Supplier Payment	Check	22213	5/5/2021	242,560.93	Clark Public Utility District No. 1	
Supplier Payment	Check	22214	5/5/2021	245.00	United States Postal Service - Remit-To: United States Postal Service Caples	
Supplier Payment	Check	22215	5/10/2021	8,434.18	Aflac	
Supplier Payment	Check	22216	5/10/2021	5,020.63	AFSCME Local #307	
Supplier Payment	Check	22217	5/10/2021	544.49	Educational Credit Management Corporation	
Supplier Payment	Check	22218	5/10/2021	22,849.79	IAFF Local #452	
Supplier Payment	Check	22219	5/10/2021	712.50	IAM Local #1374	
Supplier Payment	Check	22220	5/10/2021	8,919.41	Life Insurance Company of North America	
Supplier Payment	Check	22221	5/10/2021	575.00	MFS Service Center Inc	
Supplier Payment	Check	22222	5/10/2021	4,054.83	OPEIU Local #11	
Supplier Payment	Check	22223	5/10/2021	25.00	OPEIU Local #11	
Supplier Payment	Check	22224	5/10/2021	525.95	Teamsters Local #58	
Supplier Payment	Check	22225	5/10/2021	297.50	UA Local #290	
Supplier Payment	Check	22226	5/10/2021	10,800.06	Vancouver Police Officer Guild	
Supplier Payment	Check	22227	5/10/2021	2,757.60	Western Conference of Teamsters	
Supplier Payment	Check	22228	5/10/2021	1,131.00	Western Metal Industry Pension Plan	
			SUBTOTAL	8,760,479.99		
Hansen			5/3/2021	2,864.20	City Payments	Posted 04-26-21 to 05-02-21
Hansen			5/10/2021	278,372.10	City Payments	Posted 05-03-21 to 05-09-21

INVOICE PAYMENTS REPORT

<u>Payment Category</u>	<u>Payment Type</u>	<u>Check Number</u>	<u>Payment Date</u>	<u>Payment Amount</u>	<u>Payment Payee</u>	<u>Payment Memo if applicable</u>
			SUBTOTAL	281,236.30		
Visa			5/3/2021	259.00	Miscellaneous	Parks Class Refunds - Firstenburg Community Center 04-26-21 to 05-02-21
Visa			5/3/2021	0.00	Miscellaneous	Parks Class Refunds - Marshall Community Center 04-26-21 to 05-02-21
Visa			5/3/2021	0.00	Miscellaneous	Parks Class Refunds - Special Events 04-26-21 to 05-02-21
Visa			5/3/2021	0.00	Miscellaneous	Parks Class Refunds - WREC 04-26-21 to 05-02-21
Visa			5/10/2021	2,236.51	Miscellaneous	Parks Class Refunds - Firstenburg Community Center 05-03-21 to 05-09-21
Visa			5/10/2021	1,521.95	Miscellaneous	Parks Class Refunds - Marshall Community Center 05-03-21 to 05-09-21
Visa			5/10/2021	0.00	Miscellaneous	Parks Class Refunds - Special Events 05-03-21 to 05-09-21
Visa			5/10/2021	0.00	Miscellaneous	Parks Class Refunds - WREC 05-03-21 to 05-09-21
			SUBTOTAL	4,017.46		
			TOTAL	9,045,733.75		

City of Vancouver
Payroll Council Report
April 27, 2021 - May 10, 2021

Check No.	Date	Explanation	Amount
2983-2986	04/30/21	4 Pension payroll	\$ 4,969.09
99279-99328	04/30/21	4 Pension Direct Deposits	\$ 51,134.16
2987-3004	05/10/21	9 2021 Payroll	\$ 14,129.88
99435-101138	05/10/21	9 2021 Direct Deposits	\$ 3,128,253.45

\$ 3,198,486.58



Staff Report 073-21

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 5/17/2021

SUBJECT HP Section 30 Master Plan

Key Points

- HP, Inc. has been an important high-tech sector employer in Vancouver for 40 years, and currently employs a 700-person highly skilled and well-compensated workforce. Recently, HP, Inc. decided to move and grow their Vancouver base of operations in Section 30, an area that is planned for a mix of uses, with an emphasis on employment-based uses.
- In December 2019, the Vancouver City Council entered into a Development Agreement (DA) with HP, Inc. for a new 68-acre multi-building development that includes up to 1,500,000 square feet of development over multiple buildings with a mix of office, research and development and other uses.
- The HP Master Plan is located within the Section 30 Subarea Plan boundary and Plan District, which requires new development to go through a Master Plan process prior to development to ensure it is consistent with the Section 30 Employment Center Subarea Plan and associated implementing regulations. Master Plan review is a Type IV application that is considered by the Planning Commission with final decisions made by the City Council.
- Following a duly-noticed public hearing on April 13, 2021, the Vancouver Planning Commission unanimously recommended approval to the City Council of the proposed master plan finding that the proposed master plan would satisfactorily meet all of the approval criteria.

Strategic Plan Alignment

Goal 9: Build the strongest, most resilient economy in the region.

Present Situation

The property, which is located north of SE 1st Street and west of SE 184th Avenue has historically been used for aggregate resource extraction and processing uses. There are no existing structures on the site and very little vegetation except for some trees along the western

property line. The proposed Master Plan will provide a framework for future development, which will be subject to site plan review.

Key issues raised during the public process include concerns about potential blocking of views to Mt. St. Helens from English Winery located to the south of HP; potential development of a public trail along the western boundary of the site; and an interest in having the applicant incorporate sustainable and climate-friendly measures into their design and structures.

- Regarding views, there are no maximum building heights in the ECX zoning district and the plan district states that building heights shall not be restricted within the Plan District. There is however a design guideline which is relevant: "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." There is no regulation or design guideline that refers to view impacts to Mt. St. Helens, and no view corridor was established. The applicant has located buildings outside of the 500-foot area to comply with the design guideline.
- The Section 30 Plan envisions a public trail at the top of the western slope of the subject property. The Development Agreement approved by the City in December of 2019 allowed for construction of a 12-foot wide multi-use path next to SE 184th Avenue from SE 1st Street to SE 9th Street to satisfy the intent of a western trail. HP will construct the multi-use path adjacent to SE 184th Avenue as part of its development, and has stated that once a design and funding for a trail at the top of the western slope are identified, they would be willing to dedicate the area for the trail to the City. Parks staff will continue to work with HP and neighbors to determine how a trail in this location would fit with a broader trail system and potential sources of funding.
- HP is nationally recognized for its leadership on environmental sustainability-related issues and corporate environmental stewardship. For example, HP has set a company-wide goal to be carbon neutral in its operations by 2025, and operations will be zero waste in its managed facilities by 2025. HP submitted a detailed list of example sustainable strategies as part of the master plan, which include at least 10% of its stalls will be EV charging stalls, a robust tree canopy, integrated bike facilities, walking paths to transit and buildings, and innovative storm water measures, among others.

The Planning Commission considered the above issues raised during the public process and determined that the proposed master plan complies with all applicable development standards and approval criteria, and unanimously recommended approval of the master plan to City Council on April 13, 2021.

Advantage(s)

1. Master Plan helps implement the Section 30 vision of a vibrant urban employment center
2. New infrastructure will comply with the City's Complete Streets Policy by providing separated bike and pedestrian facilities that are safe for all users, ages and abilities

Disadvantage(s)

Development will increase trips to and from the site as development occurs. Transportation staff has reviewed the impacts and concluded that the proposed development meets concurrency

requirements as conditioned.

Budget Impact

None

Prior Council Review

April 19 Council Workshop

Action Requested

Subject to a public hearing, adopt a resolution approving the HP Section 30 Master Plan as conditioned in the April 1, 2021, Vancouver Planning Commission Staff Report.

Mark Person, Senior Planner, 360-487-7885

ATTACHMENTS:

- ▢ HP Section 30 Master Plan Resolution
- ▢ HP Section 30 Master Plan Staff Report
- ▢ Land Use Application
- ▢ Applicant Narrative
- ▢ Master Plan Exhibits
- ▢ Notice of Application
- ▢ SEPA Checklist
- ▢ Planning Commission Hearing Change Notice
- ▢ Final SEPA DNS
- ▢ Ecology Letter
- ▢ Public Comment Received During Comment Period
- ▢ Applicant Letter to Planning Commission and Public Comment
- ▢ Applicant Compliance Matrix
- ▢ Transportation Analysis
- ▢ Development Agreement
- ▢ Applicant Memo - Tree Planting on Slopes
- ▢ Section 30 Plan
- ▢ Section 30 Design Guidelines
- ▢ Staff Presentation (*separate cover*)
- ▢ Applicant Presentation (*separate cover*)
- ▢ Applicant letter in response to public comments and Council questions - May 4, 2021

5/17/2021

RESOLUTION NO. M-_____

A RESOLUTION approving the proposed Master Plan for the HP Inc. ("HP") Master Plan development located within the Section 30 Subarea.

WHEREAS, Section 30 Urban Employment Center Plan ("Subarea Plan"), the adoption of VMC 20.690, implementing the Section 30 Subarea Plan, and the Section 30 Design Guidelines were adopted by City Council, by Ordinance No. M-3930 on October 5, 2009, and

WHEREAS, the applicant has provided a proposed Master Plan to meet the standards of the Section 30 Subarea Plan, the provisions of VMC 20.690, and has shown the proposal can comply with the adopted Section 30 Design Guidelines, as vested in the HP-City of Vancouver Development Agreement dated December 16, 2019, and

WHEREAS, the City of Vancouver Planning Commission conducted a public hearing on April 13, 2021, and after taking public testimony unanimously voted to recommend to the Vancouver City Council HP Section 30 Master Plan approval.

WHEREAS, the recommended approval was made subject to the conditions set forth in the April 1, 2021 staff report.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. Findings. Staff Report 073-21, and the exhibits thereto, are hereby incorporated by this reference in support of this Ordinance. As recommended in Staff Report 073-21, the findings and conditions set forth within the HP Section 30 Master Plan Staff Report dated April 1, 2021, are hereby adopted as the findings and conditions of the City Council of the

RESOLUTION - 1

City of Vancouver. The Vancouver City Council finds that, with conditions as indicated, the proposed HP Section 30 Master Plan development conforms to the Subarea Plan and Design Guidelines and the applicable provisions of Title 20 of the Vancouver Municipal Code including the provisions of VMC 20.690 (the Section 30 Plan District).

Section 2. Having fully considered the testimony and materials presented, City Council hereby approves the HP Section 30 Master Plan subject to the conditions set forth in the HP Section 30 Master Plan Staff Report dated April 1, 2021.

DATED this _____, of _____, 2021.

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

Approved as to form:

Jonathan Young, City Attorney

RESOLUTION - 2

TO: Planning Commission
FROM: Mark Person, Senior Planner
SUBJECT: **HP Master Plan Staff Report**

HEARING DATE: 4/13/2021



Map or graphic, if applicable.

Report Date: 4/1/2021

Hearing Date: 4/13/2021

Proposal: Master Plan for up to 1,500,000 square feet with a mix of office, research and development and other uses consistent with the Development Agreement over 68 acres. In addition, the proposal includes parking, landscaping, and other associated onsite improvements.

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 Superior Court

Location: Parcels 176376000, 176416000, 176417000, 176424000, 176380000, 176387000 and 176374000 in the SW 1/4 of Section 30, Township 2 North, Range 3 East of the Willamette Meridian, which were consolidated into one Tax Parcel 176374000 by Declaration of Boundary Line Adjustment, recorded under AFN 5809934, records of Clark County, WA.

Contact/Applicant: JLL, Soo Anderson, 1120 NW Couch Street, Suite 500, Portland, Oregon, 97209

Property Owner: HP Inc., Attention Todd Smith, 3390 E Harmony Road, Fort Collins, Colorado, 80528

City Staff: Mark Person, Senior Planner / Case Manager
Eric Hahn, Senior Civil Engineer – Transportation/Concurrency
Steven Ulibarri, Fire Marshall
Giff Hancock, Civil Engineer -Water
Eric Torgerson, Civil Engineer - Sewer
Mike Swanson, Civil Engineer - Stormwater
Lauren DiPalma, Building Plans Examiner

SEPA

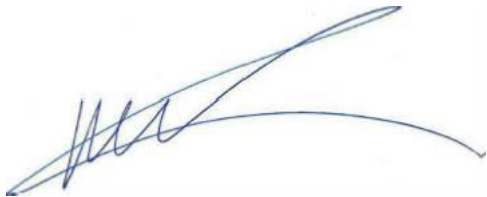
Determination: A Final Determination of Nonsignificance was issued January 25, 2021

Recommendation: Staff recommends Planning Commission recommend approval of the proposed Master Plan subject to the conditions contained within this report to City Council.

APPEAL

Under the provisions of Table 20.210.130-1 of the Vancouver Municipal Code, all Type IV decisions by City Council are appealed to Superior Court.

For questions or additional information, you may contact the case manager by telephone at 360-487-7885, or by e-mail at mark.person@cityofvancouver.us.



Report Prepared by
Mark Person, AICP, Senior Planner/Case Manager

April 1, 2021

Date



For Greg Turner, Manager
Land Use Team

April 1, 2021

Date

I. PRIOR COMMISSION REVIEW:

- February 9, 2021 Planning Commission Workshop
- February 23, 2021 Planning Commission Workshop

II. BACKGROUND AND REVIEW PROCESS:

Project Summary

The proposed Master Plan is located within Section 30. Section 30 was annexed into the City of Vancouver 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 Master Plan proposes up to 1,500,000 gross square feet of development with a mix of office, research and development and other uses consistent with the Section 30 Plan District and Development Agreement over 68 acres. In addition, the Master Plan proposal includes areas of potential parking, landscaping, and other associated onsite improvements. Future development consistent with this Master Plan will require site plan approval.

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 68 acres
Adjacent Land Uses	English Estate Winery to the south and west, active mining operations to the east and north, and single-family residential development to the west
Access Roads	1 st Street to the south
Existing Vegetation	Grasses and trees along the perimeter of the site
Existing Structures	None
Topography	Steep slopes around the perimeter of the site associated with mining
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
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

Procedural History

Activity	Case #	Date
Annexation history	M-3880	07/16/2008
Pre-application conference	PIR-78816	06/25/2020
Application submitted	LUP-79900	11/09/2020
Application determined fully complete		12/04/2020
Notice of application and notice of public hearing		12/18/2020
SEPA determination: Optional DNS		12/18/2020
Final DNS		01/25/2021
Notice of public hearing change		03/03/2021
Planning Commission Hearing Date		04/13/2021

APPLICABLE REGULATIONS

Vancouver Municipal Code

VMC Chapters 11.70 Transportation Concurrency; 11.80 Street Standards; 14.04 Water and Sewer Use Regulations; 14.16 Water and Sewer Service Connections; 14.24 Erosion Control; 14.25 Stormwater Control; 16.04.160 Water Supply and Fire Hydrants; 16.04.150 Fire Apparatus Access; 16.04.170 through 16.04.200 Fire Protection Systems;; 20.210 Decision Making Procedures; 20.915 Impact Fees; 20.770 Tree Conservation; 20.440 Industrial Districts; 20.690 Section 30 Employment Center Plan District; 20.925 Landscaping and Open Storage; 20.945 Parking and Loading; and 20.790 State Environmental Policy Act Regulations, consistent with the vesting provision of certain standards in the Development Agreement.

Public Works Publications

General Requirements & Details for Water Main Construction
General Requirements & Details for Sewer Main Construction

Other

Manual on Uniform Traffic Control Devices

ANALYSIS

Consistent with the Development Agreement, staff reviewed the proposal for compliance with applicable regulations, code criteria and standards to determine whether all potential impacts will be mitigated by the requirements of the code.

AGENCY AND PUBLIC COMMENT

Department of Ecology

A letter was received from the Department of Ecology dated January 15, 2021 (Exhibit 8). The letter contains standards for solid waste management and water quality. **The applicant shall comply with these requirements during future construction activities.**

Public Comment

Comments were received from the public that expressed concern about traffic, building heights, landscape, and sustainability. These comments are addressed within this staff report. Public comment is included with this staff report as Exhibit 9. The applicant's response to comments is included with this staff report as Exhibit 10.

III. 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 April 13, 2021. 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. In addition, the applicant provided a written response to public comments received about building height included in this staff report as Exhibit 10.

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 includes frontage along SE 1st Street, east of English Farm, SE 1st Street is classified as a Principal Arterial. Building setbacks will be reviewed at the time of site plan application.

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 newly constructed NE 184th Avenue improvements and associated landscaping. To the north, grade changes and a stormwater facility 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 site area, providing for a more intense urban development consistent with the Development Agreement. See also, applicant's response in Exhibit 10, Section VI, incorporated herein. 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 SE 1st 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. 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 SE 1st Street to the south, and public street connections to the east as 184th Avenue extends to the eventual extension of 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 SE 1st 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 includes a 12-foot multi-use recreational path along both sides of the street. The path includes facilities for bicycles and pedestrians. This recreational path 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 includes the future extension of NE 184th Street (public) from SE 1st Street to the north where it will eventually intersect with NE 9th Street. The Master Plan also includes internal private streets similar to a traditional street grid. The Master Plan includes a north-south private street west of the proposed buildings and east-west private streets connecting to NE 184th Avenue to the east, at regular intervals of 200 to 600 feet. The Development Agreement allows for blocks of up to 700 feet as needed.

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 Master Plan includes 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 path 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 spaces 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 path along NE 184th Avenue to satisfy the west perimeter walking path concept identified in the Section 30 Plan. Within the Master Plan, the applicant has indicated that if the City funds an additional western perimeter trail, HP is willing to discuss an arrangement for use of an area of potential dedication up to 12 feet in width from the western property line only on the top of the western slope for such recreational purposes.

Based on the subarea plan's conceptual location of the western perimeter trail and the existing slope, connections to the north as well as the south will be dependent on other property owners as those sites might develop or redevelop.

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. In addition, the applicant provided responses in Exhibit 10 to comments raised about the landscape plan, including a description of native plant materials that may be included in the mix of plants used throughout the landscaped area, and those responses are incorporated herein. 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, NE 184th Avenue to the east and NE 9th Street to the north.

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 and west 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) December 18, 2020. Comments were received from Ecology and neighboring residents during the 30-day public comment period. A final Notice Determination of Nonsignificance (DNS) was issued January 25, 2021 (Exhibit 7).

The SEPA appeal period ended February 8, 2021. 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 deck or structured parking as needed. If the applicant decides to utilize deck parking, such parking could occur in the main parking area west of the north-south internal private street. See Master Plan, Section 3.3., Parking Diagrams, 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 north-south internal private street. See Master Plan, Section 3.3., Parking Diagrams, 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) will be extended north from SE 1st Street. A private north-south street (NE 177th Avenue) is planned to be parallel to NE 184th Avenue, to the west of the building pads. Private east-west streets will connect in a grid pattern between NE 177th Avenue and NE 184th Avenue 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 at the perimeter of the Master Plan site will change little except for where NE 184th Avenue extends north from SE 1st Street where grades are steeper to make a transition into the site. Finished grades across the HP property will slope down approximately seven feet between Phase 1 and NE 9th Street to allow pedestrian connectivity and optimize developable land within the former mine site.

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 Master Plan site includes two future gateway entrance corners, one at SE 1st Street and NE 184th Avenue and the other at NE 184th Avenue and NE 9th Street to the north. The Master Plan narrative indicates that these corners will include monument signage and landscaping; and could also incorporate public art subject to review by the Culture, Art, and Heritage Commission within the 1st and 184th roundabout, subject to available City funding.

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 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: Although the Design Guidelines estimated the slopes are 70 feet tall, the HP western boundary slopes are 40-50 feet below the existing neighborhood to the west and current grade of SE 1st Street. The Master Plan indicates that existing slopes will continue in place and provide a natural, vertical buffer from adjacent homes and businesses. See also finding under VMC 20.690.040(B) and VMC 20.690.050(D)(4)(d), respectively responding to view mitigation and the desire for a western perimeter trail, incorporated here by reference.

Per Section 30 Design Guideline A.6.1.d and for slope stability, the applicant provided additional response regarding slope plantings in Exhibit 10, Attachment 4 that states, in part:

“The western and southern slopes of the site were recently planted with a native grass seed mix for slope stabilization and seasonal change. The grasses that are planted on the slopes are not intended to be mowed but allow for the grasses to go through their natural seasonal cycles. These slope areas are steep, and run the length of the western and southern property boundaries. While planting shrubs and trees may seem plausible, the risk of failure and difficulty of maintenance make these areas less feasible for such landscape planning. Ultimately, HP proposes to plant the slopes with grass seed mix and wildflowers similar to Figure 6.E in the Master Plan. These wildflowers will offer habitat and forage for pollinators and a range of insects, as well as improve the aesthetic quality of the site, while maintaining views from neighboring property owners.

The Master Landscape Plan also shows an evergreen hedge along the top edge of the western slope. The hedge location will be determined when the fence location is set during site plan review. The evergreen hedge will have a mature height of 3’.”

In addition, the applicant submitted a memorandum from its geotechnical consultant further addressing slope stability (Exhibit 14). Therefore, the Master Plan incorporates and responds to the Design Guidelines regarding the quarry side slope design.

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 west 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 west 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 west 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 includes the extension of NE 184th Avenue from SE 1st Street to the south to the eventual extension of NE 9th Street. 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, and typical east-west private 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 includes low impact street and parking design 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 path that includes pedestrian and bicycle facilities is proposed 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 includes the extension of NE 184th Avenue to the north and a series of east-west private streets 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 along the eastern edge of the site will include a 12-foot-wide multi-modal 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 lockers 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 184th Avenue will encourage walking and bicycling rather than automobile use for local trips. Bicycle lockers and associated facilities will be located within each group of HP 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 west 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 west of the proposed building site. The parking area 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 west and south through a combination of grade changes and landscaping, with shade trees included to mitigate view impacts. 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.6.2 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. 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. Any proposed parking garages will be reviewed for compliance with design guidelines at the time of site plan review.

B.6.4 Parking Garage Entries

Finding: 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. Any proposed parking garages will be reviewed for compliance with design guidelines at the time of site plan review.

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. If the City constructs a public stormwater facility or accepts dedication of a stormwater facility, then applicant may connect to it provided that all applicable code provisions and payment of any connection charges are made. A public stormwater facility is planned for the northern end of the master plan, adjacent to the future alignment of NE 9th Street. The applicant's Master Plan states that the property has adequate infiltration capacity to handle onsite stormwater. Should it prove that onsite capacity is insufficient, applicant's connection to the City maintained public stormwater facility is allowed. 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 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 east of the site. The mining activities will be buffered from the site through the construction of NE 184th Avenue, landscaping along NE 184th Avenue and grade differences between the master plan site and the parcel to the east.

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: Rain gardens for stormwater use within parking areas are identified in the Master Plan.

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 HP's 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. The applicant has attached the predetermination report to its response in Exhibit 10, Attachment 5. The Archaeological Predetermination Report for the HP Master Plan's undertook onsite analysis and determined that approximately 97% of the project area is part of existing quarry operations that qualifies as a previous substantial disturbance across the HP property. Based on this previous substantial disturbance and the onsite review, the report finds:

“Given the negative results of the survey and testing, and the extremely high level of disturbance observed throughout the project area, an archaeological site is unlikely to be

present in the project area and no further archaeological work is recommended.”

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: Replacement trees shall optimize tree 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 ridge line that reflects the Northwest landscape. Create greenway corridors through tree canopy connecting this development to and across adjacent properties.

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 6). Staff issued a Notice of Application and optional SEPA Determination of Nonsignificance (DNS) December 18, 2020. Comments were received from Ecology and neighboring residents during the 30-day public comment period. A final Notice Determination of Nonsignificance (DNS) was issued January 25, 2021 (Exhibit 7).

The SEPA appeal period ended February 8, 2021. 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.

20.970 Solid Waste Disposal and Recycling

The proposed HP 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 will occur at the time of site plan, and building design will maximize collection service efficiencies, safety, and cost, and reduce or eliminate the need for solid waste collection workarounds.

The Master Plan shows phased development. Each building and phase will need to have standalone areas for its associated solid waste storage needs, and the applicant may combine or share storage areas for multiple uses on a single site as allowed under this code section. The applicant will be required to ensure future site plans contain **adequate storage space and access by collection vehicles**.

11.70 Transportation – Concurrency

Finding: The applicant is proposing a Master Plan for the HP property. The project envisions the development of a 68-acre site (former gravel pit) with up to 1,500,000 gross square feet of building space consisting of a mix of office, research and development, and other uses consistent with the existing Development Agreement (DA).

The traffic analysis prepared for the existing DA identified and vested 723 p.m. peak hour trips associated with the first 700,000 gross square feet of proposed buildings. This represents roughly half of the total building area anticipated in the HP Master Plan.

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 within the proposed HP Master Plan. The TCL must show the cumulative number of weekday p.m. 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 p.m. 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 has proposed to undertake a comprehensive City 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 on the HP Master Plan, which would serve to satisfy the required traffic impact analysis for the HP Master Plan pursuant to VMC Chapter 11.80. The study prepared by the City will identify traffic impacts which are expected to be caused by the full build-out of Section 30. Traffic impacts will be identified within Section 30 and in the surrounding street network and neighborhoods. The study will also designate the recommended mitigation efforts that will be needed to address such impacts, and HP plans to participate in the City Traffic Study.

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 development of the HP property. The project envisions the development of a 68-acre site (former gravel pit) with up to 1,500,000 square feet of building space consisting of a mix of office, research and development, and other uses consistent with the existing Development Agreement (DA).

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 includes 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-modal recreational trail on the west side, and a 12-foot shared use path on the east side. The center line of the 184th right of way as it extends north beyond Phase 1 is aligned with the eastern property line of HP and the western property line of CTC Section 30, LLC. Both parties have agreed to evenly split the alignment between their respective properties.

As part of Phase 1, the applicant shall dedicate right of way and construct NE 184th Avenue from SE 1st Street to the northern boundary of Phase 1 at an improved entry point from SE 1st Street where newly constructed NE 184th Avenue will extend north to the future alignment of NE 3rd Street.

As a part of subsequent phases and site plan approvals, the applicant shall extend NE 184th Street to the project's north property line, using the adopted street section described above and dedicating right of way as necessary. The applicant shall also construct a roundabout at the future alignment of NE 3rd and 6th Streets. Motor vehicle access to the HP Master Plan area from NE 184th Street will be limited to the roundabouts and appropriately spaced right-in, right-out accesses between the roundabouts. Pedestrian facilities will include crosswalks installed at the roundabouts, and if necessary, to serve connectivity, mid-block pedestrian crossings may be considered as 184th Avenue extends north to NE 9th Street beyond Phase 1. The applicant may be required to included "enhance crossing" if necessary, at the 530-foot length blocks to assist in

pedestrian mobility. Enhanced crossing may include, but not be limited to, pavement changes, street markings, or electronic pedestrian crossing signs. The applicant will address pedestrian crossings at site plan review.

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

SE 1st Street

SE 1st Street is designated a principal arterial. Final civil drawings are currently being prepared by the City for the segment of SE 1st Street fronting the proposed Master Plan project site. Construction of the street and the proposed roundabout at the intersection of SE 184th Avenue by the City capital project will begin in the spring of 2022. The applicant will not be required to provide any additional improvements to SE 1st Street.

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 50-foot access width, a 38-foot curb-to-curb pavement width which includes on-street parking on both sides, and a 6-foot attached sidewalk on each side.

The applicant also intends to construct a north-south private street on the west sides of the proposed buildings. The proposed section for the north-south private street includes a 47-foot access width, a 30-foot curb-to-curb pavement width which includes on-street parking on only one side, a 6-foot attached sidewalk on the side with parking, and a 6-foot detached sidewalk with 5-foot planter strip on the side with no parking.

The Development Agreement, states:

"[t]he City determines that approval of private streets internal to the multi-building proposal in Phase I 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."

Thus, consistent with the Development Agreement, the City determines that approval of private streets internal to the multi-building proposal in the Master Plan will allow for the potential future dedication to a public street system based on the proposed cross-sections in the Master Plan so long as the elements of the streets for the structural section are consistent with the City's public street engineering standard. The City's transportation engineers will review the structural element proposed by the applicant at site plan review to ensure that the City's structural standards are met for public streets. In addition, the applicant will design roads to meet emergency vehicle requirements and permit emergency access. The applicant has the option to dedicate or grant a public easement for the private streets in the future.

As part of Phase 1, the applicant shall construct an east-west private street (corresponding to NE 3rd Street) from the entrance on NE 184th Avenue to the west side rear of the proposed Phase 1 buildings. The road section shall include all elements of the east-west private streets described above. The applicant shall also construct a portion of the north-south private street from NE 3rd

Street to the northern boundary of Phase 1, as buildings 2-4 develop. The road section shall include all elements of the north-south private streets described above. Fire access will be accommodated for Phase 1 and reviewed as part of site plan review. As a part of subsequent phases and 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.

Street lighting is required on public streets per VMC 11.80.090 and on private streets per VMC 11.80.050(L). Any substandard street lighting shall be required to be upgraded to current city standards as part of this project. Street lighting shall be installed to meet the design standards per City Standard Plans T21-01A through T21-01D. If the applicant proposes to install lighting that exceeds the maximum spacing requirement a photometric analysis will be required to ensure the lighting level standards are met. If the maximum spacing per T21-01A is met, the photometric analysis is not necessary.

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 existing HPS lights will be retrofitted to LED unless otherwise noted by Traffic. Any new or existing lights that are within ten feet of primary power and/neutral lines, will require the developer to raise the power lines. The developer will need to work with Clark Public Utilities for requirements and costs.

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

Water

Finding: There is an existing 12-inch DI water main in SE 1st Street terminating approximately 495 feet west of SE 184th Avenue. There is an 8-inch DI main in NE 3rd Street and a 6-inch DI main in NE 5th Street, both extend to the western property line of the subject parcel.

The applicant is not proposing to make water system improvements at this time.

Additional requirements may be outlined during the 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. The

Development Agreement for the property refers to the construction of a pump station designated as the "Area 2 Pump Station" in the Subarea Plan, and allows for a temporary gravity sewer constructed south across SE 1st Street discharging to the Columbia Tech Center Sanitary Sewer Basin for Phase 1.

The City has plans under review to construct a public pressure sewer from the intersection of SE 184th Avenue and 1st Street, east in 1st Street to discharge to a gravity sewer that exists to the west of 192nd Avenue. This pressure sewer is being constructed with the City "SE 1st Street Phase 2" transportation improvements project.

HP may construct the Area 2 Pump Station as part of Phase I, or temporarily connect to a sanitary sewer pump station outside of Section 30 to service Phase 1 provided, however HP agrees that the Area 2 Pump Station shall be constructed within three 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 HP demonstrates good faith progress towards eventual construction of the station. Upon completion of the Area 2 Pump Station HP will connect Phase 1.

Public sewer service to the subject development will also require the applicant to construct public pressure sewers, and 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 to serve adjacent properties planned to be served from the same sewer extensions. Gravity sewers shall be extended to front each separate building on the development site.

The Applicant shall construct separate 6-inch (minimum) diameter service laterals to serve each building from 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 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 HP's development; 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 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: The site is currently undergoing permitted grading activities. No construction or ground disturbing activities is proposed in this Master Plan application. When road, utility and building construction is approved the proposed site plans will include civil plan submittals with required site, erosion/sedimentation control plans. Stormwater Pollution Prevention Plans (SWPPP) will also be required for each site plan within the 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 proposed 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.

The proposed Master Plan includes a phasing plan with Phase 1 located in the south portion of the overall site (south of future NE 4th Street). This portion of the site appears to have sufficient native gravels to allow full infiltration of all runoff from the phase. Per the DA, the applicant has the option to drain treated runoff to the regional infiltration facility if it is found that the native soils are not suitable for full infiltration. This would require construction of offsite stormwater facilities including the region infiltration facility, which will be in the northwest corner of the site (within subsequent phases). If the applicant needs to use the regional infiltration facility, a stormwater master plan will be required to insure proper sizing for ultimate buildout. Construction of 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

Finding: 17.08.090 (A) building department plan review and permits will be required for development within the Master Plan area. Buildings 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 a 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.

Finding: The proposed master plan appears acceptable for the review of building code related issues and accessibility issues pertaining to the broader development of property subject to the Master Plan.

Conclusion: As submitted development proposals associated with the Master Plan area could be approved for building code requirements.

IV. 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 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.
3. 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.

EXHIBITS

1. Land Use Application
2. Applicant Narrative
3. Master Plan Exhibits
4. Notice of Application, Public Hearing, and Optional SEPA DNS dated Dec. 18, 2020
5. SEPA Checklist
6. Hearing Re-notice
7. Final DNS dated Jan. 25, 2021
8. Letter from Department of Ecology dated Jan. 15, 2021
9. Public Comment
10. Applicant Letter to Planning Commission and response to Public Comment
11. Applicant Compliance Matrix
12. Applicant Transportation Analysis
13. Development Agreement
14. Applicant Memorandum regarding Tree Planting and Existing Slopes

Staff Contact Name, Mark Person, mark.person@cityofvancouver.us, 360-487-7885



Planning Permit Application

LAND USE PRELIMINARY APPLICATION (LUP)

415 W 6th ST ~ Vancouver, WA 98660, P.O. Box 1995 ~ Vancouver, WA 98668, Phone (360) 487-7800

Email completed application to plans@cityofvancouver.us

REVIEW TYPE (Check one review and one process type)

Review Type: ☐ Type I ☐ Type II ☐ Type III ☒ Type IV ☐ Tree Removal Only (nuisance or hazard)

Process Type: ☒ Standard ☐ Streamline (Type II Applications only - Pre-submittal Meeting required)

USE

☐ Single-Family ☒ Commercial ☐ Multi-family ☐ Industrial ☐ Residential

☐ Duplex ☐ Wireless Communications Facility (new) see VMC 20.890

PROJECT INFORMATION

Site Acres: 68 Acres Disturbed Acres: 68 Acres Zoning: ECX Sewer: ☐ Septic ☒ Public Water: ☐ Well ☒ Public

Proposed # of Lots: 1 Dwelling Units: N/A

Non-Residential Bldg. Square Footage: Ground Floor: Total of All Upper Floors:

Hard Surface Area Square Feet - New: Replacement: Total:

PROJECT NAME AND LOCATION

Proposed project name: HP Inc.

Project site address: 18208 SE 1st St, Vancouver, WA 98684 Parcel #(s): 176376000;176417000;176387000;176380000;176424000;176374000, 176416000

PROJECT DESCRIPTION

(Briefly describe the proposed project. Provide more detail in project narrative)

Land Use Preliminary Application for HP Master Plan pursuant to VMC 20.690.

PRIMARY APPLICANT

Business Name: JLL

Contact Name: Soo Anderson

Address: 1120 NW Couch Street, Suite 500

City/State/Zip: Portland, OR 97209

Phone: (503) 546-3664

Email: Soo.Anderson@am.jll.com

CONTACT

Business Name: JLL

Contact Name: Soo Anderson

Address: 1120 NW Couch Street, Suite 500

City/State/Zip: Portland, OR 97209

Phone: (503) 546-3664

Email: Soo.Anderson@am.jll.com

ELECTRONIC PLANS SUBMITTER (required)

(responsible for ePlans uploading and correspondence)

Name: MacKay Sposito - Attn: Heather Davis

Address: 1325 SE Tech Center Drive

City/State/Zip: Vancouver, WA 98683

Email (required): hdavis@mackaysposito.com

Phone: (509) 939-2221

OWNER

(attached additional sheets for multiple owners)

Name: HP Inc. - Attn: Todd Smith

Address: 3390 E. Harmony Road

City/State/Zip: Fort Collins, CO 80528

Email: todd.smith@hp.com

Phone: (303) 547-2600

ONLINE PAYMENT

Existing ePermits User Name: hdavis@mackaysposito.com

[Request an ePermits Account](#)

REQUIRED SIGNATURES

As evidenced by my signature below, I/we agree that City of Vancouver staff has my/our full permission to enter upon the subject property at any reasonable time to consider the merits of the application, to take photographs and to post public notices.

Applicant Signature: Soo Anderson

Digitally signed by Soo Anderson
DN: C=US, E=soo.anderson@am.jll.com, O=JLL, OU=PDS, CN=Soo Anderson
Date: 2020.10.13 14:21:56-0700

Date: 10/13/20

Property Owner Signature:

Date: 16 OCT 20

LUP APPLICATION SUB TYPES

Please check all applicable applications and information where necessary

☐ Airport Height Overlay District
☐ Archaeological Pre-determination
☐ Binding Site Plan
☐ Boundary Line Adjustment # of lots to be adjusted:
☐ Comprehensive Plan Amendment (Including Zone Map Amendment with Comp Plan)
☐ Conditional Use Permit ☐ Initial (Type III) (Comm. Centers, Group Meal Service, Shelters) ☐ Major Modification (Type III) ☐ Minor Modification (Type I) Engineering Review Required ☐ Yes ☐ No
☐ Covenant Release
☐ Critical Areas (not used when in Shoreline) Check one → ☐ Duplex/Single Family ☐ All Other Uses Check one → ☐ Permit ☐ Statement of Exemption (No Fee) Check the applicable critical area(s) ☐ Fish & Wildlife ☐ Frequently Flooded ☐ Geological Hazards ☐ Wetlands ☐ Minor Exception (not common) ☐ Reasonable Use (not common)
☐ Design Review ☐ Exterior Modification Only ☐ All Others
☐ Development Agreement ☐ Initial ☐ Modification ☐ Extension
☐ Historic Preservation
☐ Legal Lot Determination # of lots to be reviewed:
☒ Master Plan/Public Facilities MP ☒ Conceptual (without Site Plan Review) ☐ Detailed (with Site Plan Review) ☐ Hybrid (Some areas with Site Plan Review)
☐ Planned Development ☐ Commercial ☐ Residential ☐ Mixed Use* *Ground Floor SF: Upper Floor SF:
☐ Plat Alteration
☐ Post Decision Review/Modification (Includes Planned Development/Master Plan Modifications) ☐ Type I ☐ Type II ☐ Type III Engineering Review Required ☐ Yes ☐ No

☐ Road Modification ☐ Minor (Administrative) ☐ Technical (Minor) ☐ Major (Design) Submitted: ☐ Before ☐ After Decision (submitted after decision is not common)
☐ Shoreline Permits ☐ Substantial Development Permit ☐ Shoreline Permit Exemption (no fee) ☐ Shoreline Conditional Use ☐ Shoreline Variance
☐ Site Plan Review ☐ Type I ☐ Type II Check Use Type below ☐ Residential ☐ Non-Residential ☐ Qualified Planned Action ☐ Unoccupied Commercial/Utility Structure ☐ Commercial Pad ☐ Land Extensive Stormwater ☐ Yes ☐ No Transportation ☐ Yes ☐ No
☒ State Environmental Policy Act (SEPA) ☐ Check if for Single-Family Residential house (only) ☐ Residential Site Plan Review (SPR) ☐ Grading Only ☐ Subdivision or Planned Development ☐ Non-Project Actions (not common) ☒ All Other (Includes Comm/Indust SPR) ☐ Qualified Planned Action (When more than one applies check All Other)
☐ Subdivision/Short Subdivision ☐ Short Subdivision (2-9 lots) ☐ Subdivision (10+ Lots)
☐ Temporary Use ☐ Commercial/Industrial ☐ Unforeseen Emergency ☐ Seasonal or Special Event ☐ Model Home or Sales Office
☐ Tree Plan Enter Tree Plan Level (1 to 7): (Tree Removal for nuisance or hazard tree(s) is Level 3)
☐ Variance ☐ Check if for Single Family Residential house ☐ Type I - # requested: ☐ Type II - # requested: Stormwater ☐ Yes ☐ No Transportation ☐ Yes ☐ No
☐ Zoning Certificate
☐ Zoning Map Amendment (Not involving Comprehensive Plan Amendment)
☐ Zoning Verification

HP GREENFIELD MASTER PLAN

NOVEMBER 3, 2020

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01

01 / INTRODUCTION

1.1
A COMMUNITY PARTNER

HP Inc. (HP) has been an active member of the Vancouver (City) community for more than 35 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 to time, HP offers donation matching for employees, grants for non-profit organizations, and sponsorship in their communities. In Vancouver alone, an average of 1,500 volunteer hours per year are contributed within the local community through HP’s Community Outreach team in support of a range of nonprofits, including, most recently, 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.

HP protects the City of Vancouver’s natural and social environment through its Site Council. The Site Council funds approximately \$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. HP is also a PRIDE Rainbow supporter.

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. In 2019, three local charities were each awarded \$9,000 through this grant. Additionally, HP mentors and trains the next generation of innovators through its annual intern program, HP LIFE program, WSU Vancouver Capstone Project, iUrbanTeenPitch project, CAMAS Girls in STEM, and other programs.

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.



FIGURE 1.A - A COMMUNITY PARTNER

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 working towards 100% renewable electricity by 2035; and 60% greenhouse gas reduction and 35% increase in water efficiency by 2025. (SP UD-5).

As the HP Vancouver site development is a multi-year project in its early stages, HP will continue to consider the various ways to achieve a technologically smart and green development over time while minimizing its environmental impact.

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 Master Plan represents the first major development proposal within the Section 30 area. HP's property is comprised of 68 acres in the southwest corner of the undeveloped area located immediately north of the Columbia Tech Center (CTC), near the intersection of NE 184th Avenue and SE 1st Street. (SP LU-10).

This Master Plan will govern development of the HP property over the next 15-20 years and beyond. The Master Plan sets forth HP's vision of a multi-building development comprising up to 1.5 million gross square feet (GSF). 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 property is zoned Employment Center Mixed Use (ECX). It is bordered on the west by residential neighbors, to the south by the English Farm winery and vineyard, and to the north and east by other aggregate extraction and processing sites and an asphalt plant. 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 MASTER PLAN AND SECTION 30 EXTENT

A CATALYST FOR DEVELOPMENT IN EAST VANCOUVER

The HP Master Plan and the development anticipated to occur over the next 15-20 years as a result of the plan's adoption will be a catalyst for investment and employment growth within the City. The HP 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. 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 ("Area 2 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 infrastructures related to each. (DA § 7(b)).

The City agreed that Core Public Improvements include the extension of 184th Avenue from HP's first phase 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 to fees), any developer-dedicated public recreational trail, and construction of 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 68-acre HP property development illustrated in concept in the foreground. 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 3RD, 6TH and 9TH Streets.

MASTER PLAN PURPOSE

The HP Master Plan is intended to set forth clear objectives for development of its 68 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 in Section 1.5 Regulatory Context. In addition, the Master Plan discusses phased development of the HP property and phased infrastructure plans to serve HP's uses and 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).

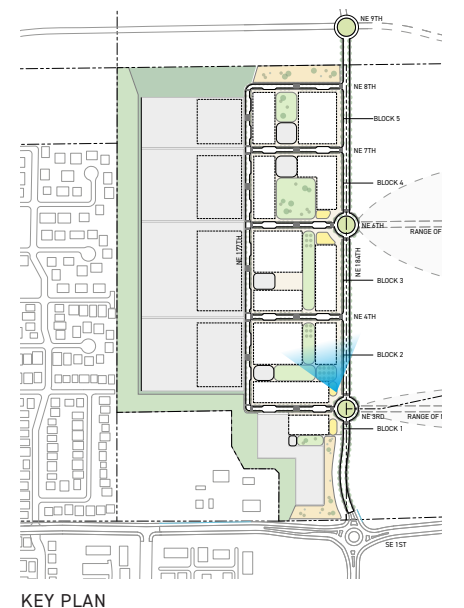
HP's future development will be subject to site plan approvals that are consistent with this Master Plan and the Development Agreement. In the Development Agreement, the City determined that Phase 1 of HP's development will involve construction of one or more buildings that will comprise up to 330,000 GSF 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 on site improvements that may be reviewed under the City's Type II process ("Phase 1"). The Master Plan incorporates specific infrastructure allowances for Phase 1 to allow the longer-term planning and construction associated with Section 30 area wide improvements to serve subsequent phases of development. (DA § 8(a)(i)).

Finally, since the Master Plan governs the development of the HP 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 Masterplan 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 additional property in the future within Section 30 and in the company's discretion may, with the City's consent, annex such additional property into this Master Plan through future amendment. (DA §§ 4(c), 8(j)).



FIGURE 1.D - CONCEPTUAL VIEW OF BLOCK 2 LOOKING NORTHWEST FROM NE 184TH AVENUE



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 the 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 the next 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, other documents listed above, and in the Appendices. A Regulatory Compliance Matrix has been prepared (included in the Appendix) 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 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 land (top), Harmony Sports Complex and English Estate Winery (middle) and vision for a public park from Section 30 Subarea plan (bottom).

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 the site will begin with Phase 1 at an improved entry point from SE 1st Street where newly constructed 184th Avenue will extend north to the future alignment of NE 3rd Street. Phase 1 buildings and parking will be located to the west of 184th, where parking areas will be screened from street view by a combination of elevation changes and landscaping. (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 9th Street and west towards 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 side of 184th will be constructed as part of Phase 1 and will connect north to a location near 9th Street in subsequent phases. The western slope is not currently planned for use as fill material across the HP property. If the City funds an additional western perimeter trail, HP is willing to discuss an arrangement

for use of an area of potential dedication up to 12 feet in width from the western HP property line only on the top of the western slope for such recreational purpose. (SP LU-3, OS-1, OS-2, OS-9, OS-11, OS-14) (DG A.6.1.c)(DA § 8(d), Ex. 6, p. 3).

Banks at HP's south and west boundaries 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 15-20 years and possibly longer for the full 1.5 million GSF build-out, 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 full site build-out. (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 NE 177TH may include either buildings or parking uses depending on HP's future space and area requirements.

LEGEND

POTENTIAL BUILDING

POTENTIAL BUILDING OR PARKING

PARKING AREA

2.2
SITE GRADING AND ELEVATIONS

EXISTING GRADES

The HP 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 L.O. The remainder of Section 30 provides ample opportunities to accomplish transitional grades as development extends east and north. (SP GE-1-5).

The HP property is currently a quarry with variable floor elevations ranging from 234 to 246 feet. Surrounding elevations include the English Farm property to the south at an elevation of 288 feet, the CTC Section 30, LLC property to the east ranging from 215 to 230 feet, and property to the north ranging from 234 to 235 feet. Grades at the perimeter of the HP property will change little, except in the vicinity of 184th as it slopes down from its connection with SE 1st Street where it will straddle HP property and CTC Section 30, LLC property as it proceeds north to the 3rd Street roundabout. The roundabout at 184th and SE 1st Street will drop from an elevation of 284 feet to 262 feet.

HP intends to develop the site to prepare for finished grades between 2% and 4% across the Phase 1 property. The southernmost portion of the Phase 1 property has been filled and compacted to an approximate elevation of 246 feet, with gentle slopes to the west.

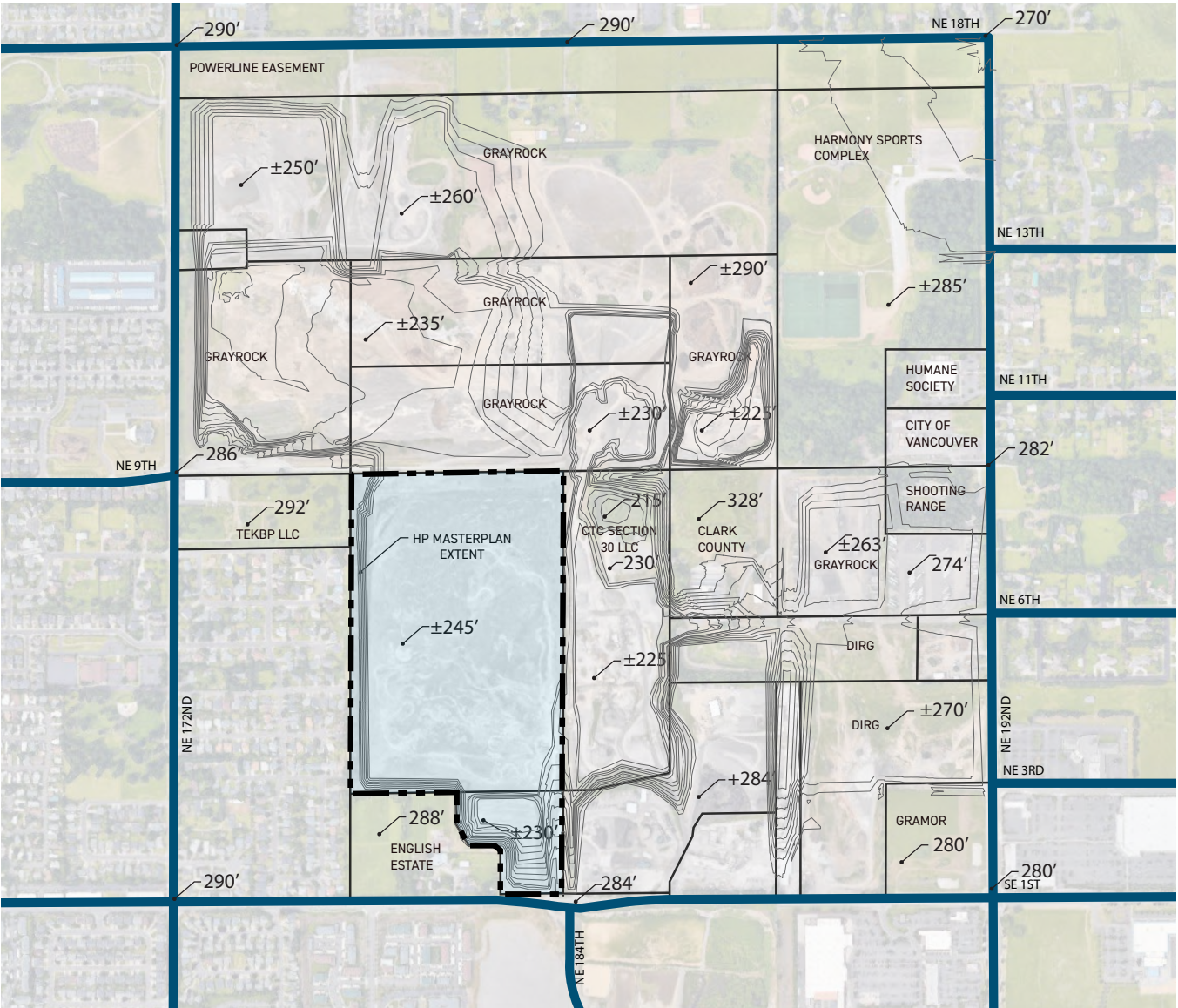


FIGURE 2.B - EXISTING GRADES

The HP property is 40 to 50 feet below the existing neighborhood to the west and current grade of SE 1ST Street.

LEGEND

EXISTING STREETS

HP PROPERTY LINE

FUTURE GRADES

Extension of 184th Avenue north of 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 serve the CTC Section 30, LLC property to the east of the HP property. The northward extension of 184th Avenue will slope down approximately 20 feet to access the Phase 1 property. Consistent with the Development Agreement, construction is to be coordinated with the City's improvements on SE 1st Street.

The floor of the remainder of the HP property is of variable elevation, and will be filled, leveled and compacted to a uniform elevation with appropriate grading for storm water drainage. Soils supercharging, as on Phase 1, will precede each phase of development. The proposed elevations and graded perimeter banks to the south and west 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 rain-gardens and other landscaping towards a groundwater recharge area near 9th Street, and included in the design of street improvements, sidewalks, and the recreational trail along 184th Avenue. The edge of former quarrying operations will be graded as 2:1 earthen banks along the south and west boundaries of the HP property. 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 substantially separated from properties to the west by a drop of 40 to 50 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 intersection of 1st Street and 184th Avenue will be the principal entrance to Section 30 from the southwest. It will also be the primary entrance to the HP property, with gateway landscaping following the gently sloping 184th topography towards Phase 1 building development and private street access near the intersection of 3rd Street. Subsequent HP development phases will continue 184th Avenue sloping gently north to 9th Street. (DG A.3.1.a-c) (SP TR-5, TR-6).

Finished grades will slope down approximately seven feet from the site of Phase 1 development to the intersection of 184th with NE 9th Street. This gentle slope will aid in directing stormwater towards ground recharge areas near 9th Street. The finished grades will also accommodate future extensions of 3rd and 6th Streets to the east, and development of property fronting the east side of 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, 3rd and 6th Streets, together with the multi-use recreational trail along 184th Avenue between 1st and 9th Street are being designed with usable slopes for multi-modal accessibility. (SP TR-10) (DA § 8(d), Ex. 6, p. 3).

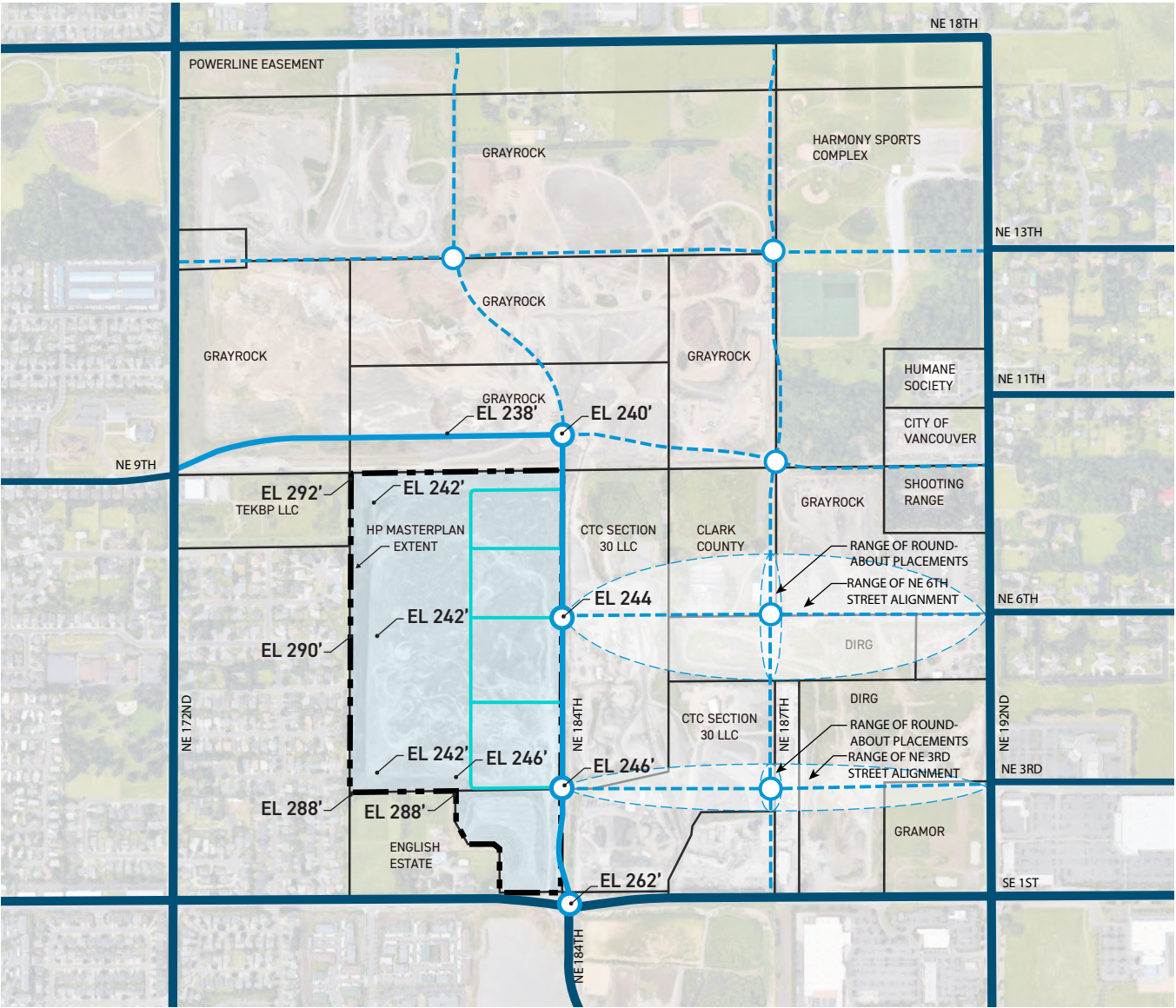


FIGURE 2.C - FUTURE GRADES

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 west side of 184th Avenue will be set back 20 feet from the recreational trail. Access west from 184th between groups of buildings will be on private streets connecting to a tree-lined north-south street approximately parallel to 184th Avenue providing access to building entrances, screened service yards and west to parking lots shaded with trees bordering parking aisles and walkways. (see Master Landscape Plan, L.2.0) (DG A.2.1, A2.2.b).

The Full Site Utilization Plan summarizes how up to 1.5 million GSF of development previously defined 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 facade 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 build-out is 0.5 to 1.0. Boundary treatments will be compatible with surrounding uses and employ architecturally appropriate 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. The larger footprint buildings have the potential to be located on the interior of the HP property, with frontages along private roadways, allowing buildings with more office use as well as small-scale retail and accessory space to front 184th Avenue. (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 rights of way or private street. (DA Ex. 4, p. 2) (VMC 20.690.040(D)(4)).

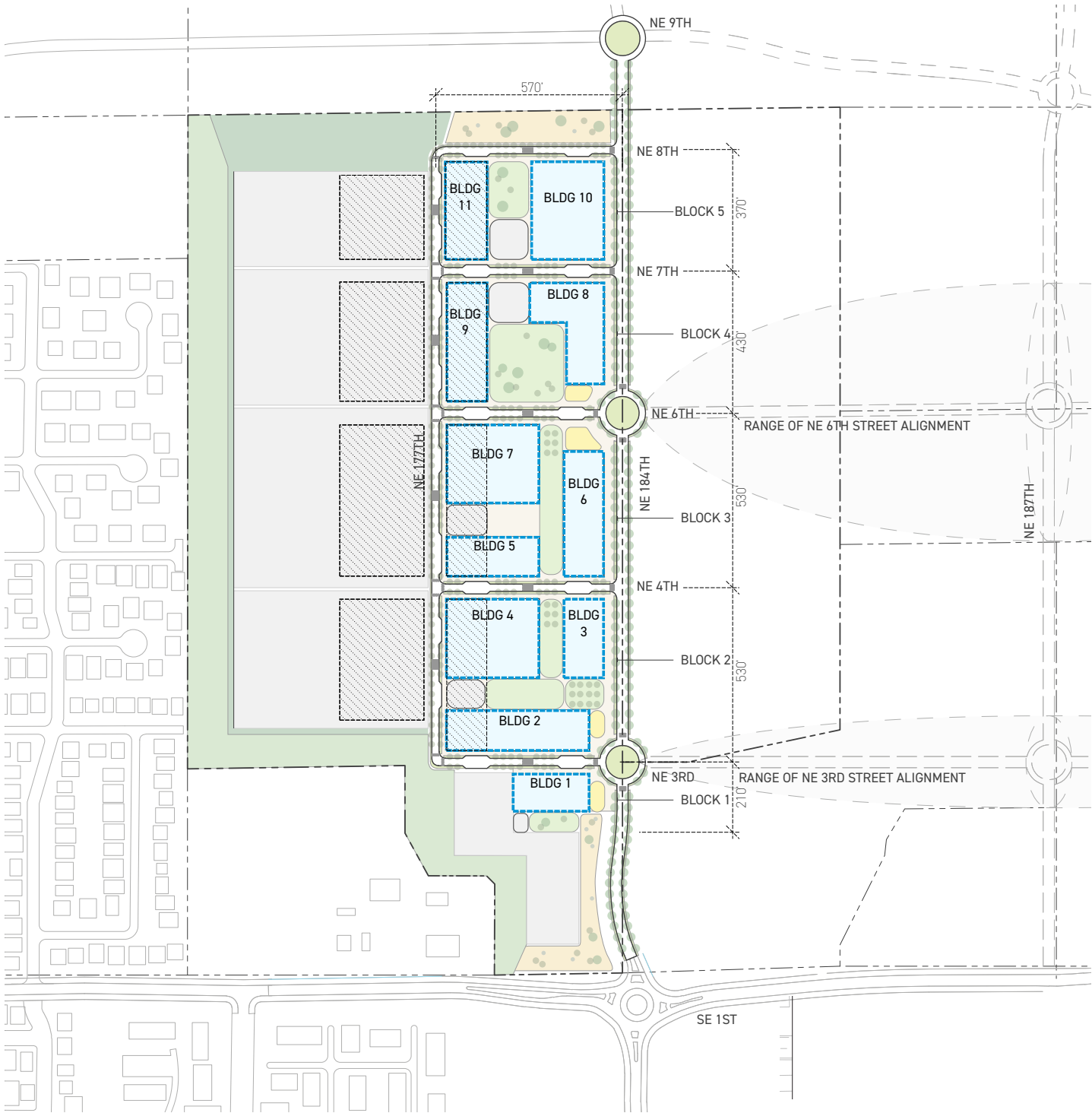


FIGURE 2.D - BUILDING LOCATION AND ORIENTATION

LEGEND

- POTENTIAL BUILDING
- POTENTIAL BUILDING OR PARKING
- PARKING AREA

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 and phasing plans. A south-north footpath weaving through the gardens and plazas 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).

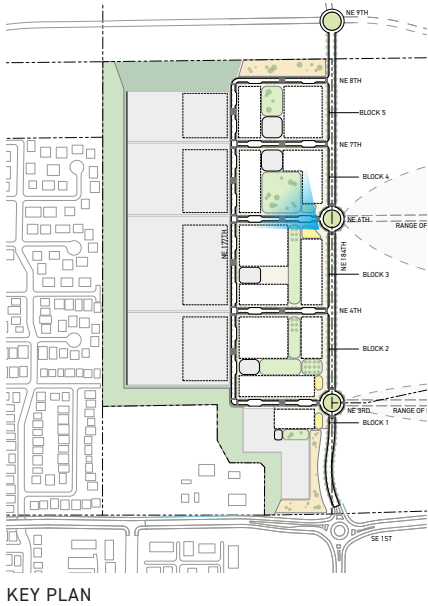
Parking lots west of the buildings will be partly screened by street trees, and partly by lines of shade trees that create separate parking areas. Occupants of taller buildings will look across tree canopies towards the landscaped banks at the western boundary. Trees will screen parked cars from most viewpoints. 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 a potential 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 3 AND BLOCK 4
LOOKING NORTHWEST 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 private roadways.



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 68-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 weave through the open spaces in each block connecting all buildings in all phases. (DG 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’ 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).

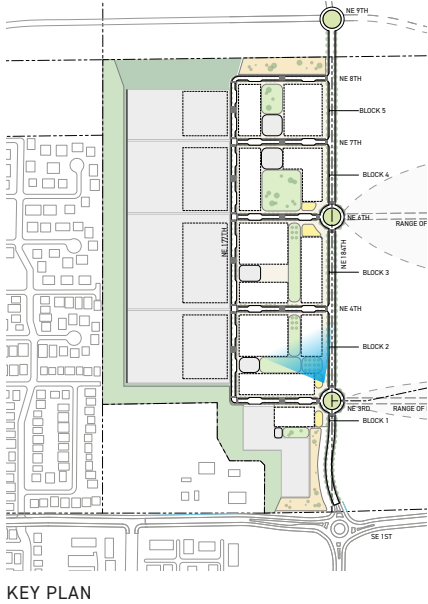
Any facade longer than 120 feet facing a public street will be interrupted with a setback, projection or other device at least 30 feet long and 20 feet deep for the full height of the building. Roof design will vary with building function but will be compatible between neighboring buildings. Rooflines visible from public streets longer than 100 feet will feature changes in profile or other features consistent with articulation of the facade. 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 2 LOOKING NORTHWEST FROM NE 184TH AVENUE

This illustration shows the potential relationship between buildings and internal open space with 184TH and the recreational trail running along the west 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 184TH while also preserving a human scale and pedestrian orientation.



PROVIDE USABLE OPEN SPACE BETWEEN BUILDINGS



CREATE A CONSISTENT STREET WALL ALONG 184TH



ADD LOCAL CONNECTIONS ALONG PRIVATE ROADWAYS



UTILIZE OPPORTUNITY FOR OPEN SPACE AT ROUNDABOUTS



ENSURE SERVICE AND PARKING AREAS ARE SEPARATED



BREAK DOWN SCALE OF BLOCK WITH ENTRIES AND THROUGH BLOCK PEDESTRIAN CONNECTIONS

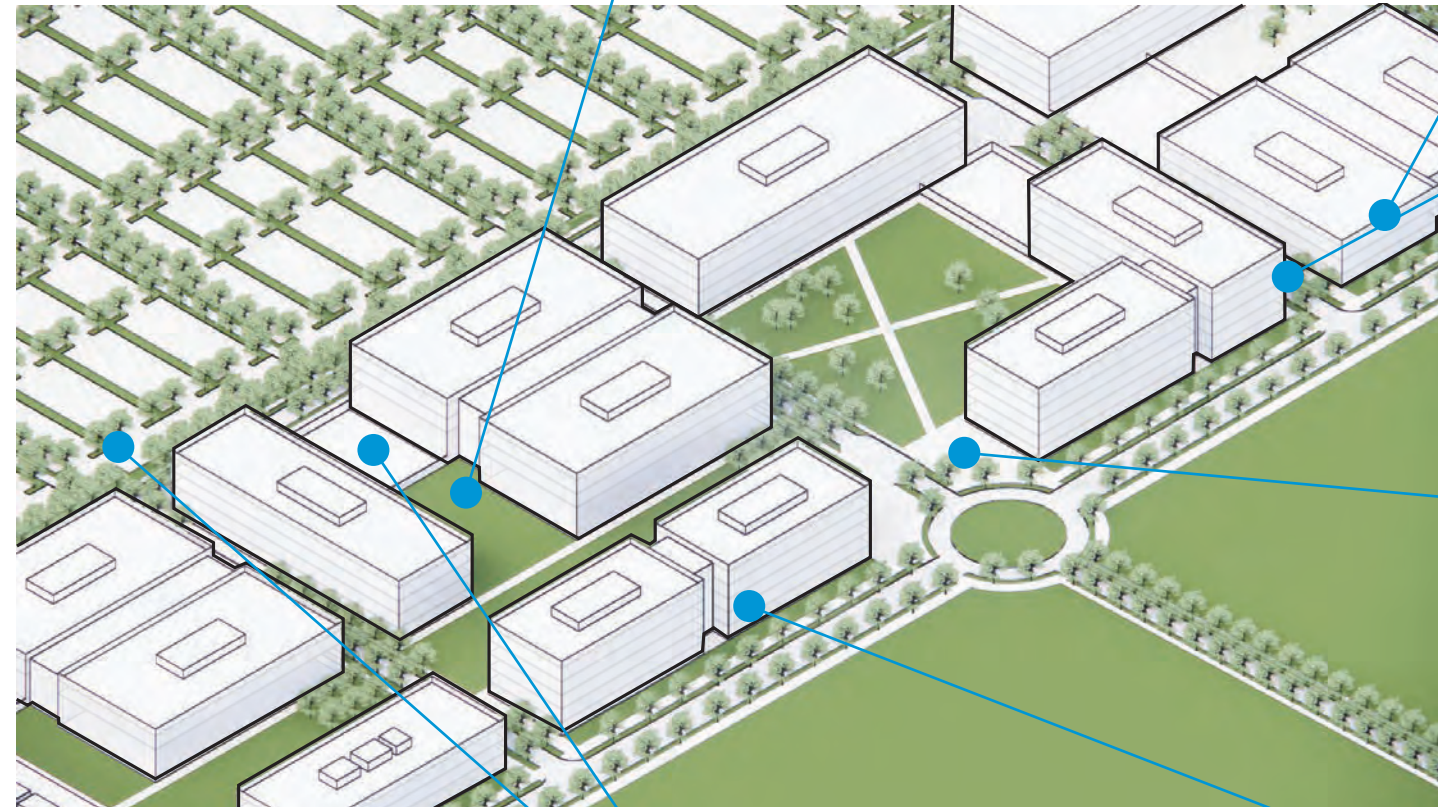


FIGURE 2.G - BUILDING MASSING CONCEPTS

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 184th Avenue. (DG A.4.1, A.4.2).

Former quarry slopes between the site and properties to the south and west will be graded to an incline 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 and will drain into a recharge zone along the toe of each slope. Slopes near the intersection of NE 184th Avenue with SE 1st Street will be reconfigured to achieve ADA compliant gradients and to provide an appropriate gateway landscaping at this principal entry to the site and to Section 30. (DG A.6.1, A.6.1.b).

Trees will line 184th Avenue and the private access streets to the west. 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 L.2.0. 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).

Entry to the site from the intersection of SE 1st Street and NE 184th Avenue will be marked by a monument sign and gateway landscaping. Proceeding north along 184th Avenue, visitors will see a sequence of open spaces between and beyond buildings forming a defining edge to the street. The multi-use recreational trail on the west side of 184th Avenue, and symmetrical sidewalks on the east side of 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. A dedicated, heritage monument marker will be located at the NW corner of the 3rd Street roundabout. (DG B.5.2) (DA § 6(e)).



FIGURE 2.H - OPEN SPACE AND PLAZAS

LEGEND

SITE ENTRY LANDSCAPE

PLAZA

OPEN SPACE

BUILDING CONNECTIONS TO OPEN SPACE

2.6
GATEWAY STREETS

The HP property is situated between two gateway entrances to Section 30 – the intersection of SE 1st Street and 184th Avenue, and NE 9th Street and 184th Avenue. Arrival at Section 30 from the south and west will be via SE 1st Street through a roundabout connection to NE 184th Avenue, sloping down to the HP property and connecting to the employment mixed-use community that will occupy the balance of the 553 acres comprising Section 30. Both entries will be signature gateways identified by HP monument signs. The City may incorporate area-wide identification as a public art piece within the 1st and 184th roundabout in connection with the work and effort of the City's Culture, Art and Heritage Commission, and subject to available City funding. (DG A.3.1.a-c).

The extension of 184th to be constructed as part of Phase 1 will curve slightly as it descends from 1st Street, and arrivals will emerge from gateway landscaping into a tree-lined street with a 12-foot wide recreational multi-use trail. Landscaping at the corner of 1st Street and 184th will incorporate predominantly native and drought resistant plant materials. The Phase 1 extension will end at the 3rd Street and 184th Avenue roundabout location with a short northern extension for fire and life safety vehicles. Through the trees on the west side of 184th Avenue, pedestrians and other visitors will see urban scaled buildings, and view a dedicated monument marker describing the heritage of the site on the NW corner of the roundabout at 184th Avenue and 3rd Street. (DG A.2.2) (SP UD-10).

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. Here too, the formality of the straight, tree-lined street will be evident, its west 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.

Directional signage and lighting along 184th Avenue will be coordinated to the needs of those on foot or bicycle as well as drivers, and in coordination with C-Tran to meet public transit requirements. (DA Ex. 6, p. 5).

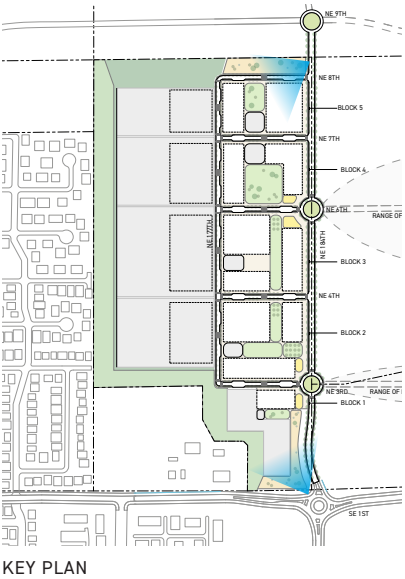


FIGURE 2.I - CONCEPTUAL VIEW OF SOUTHERN GATEWAY LOOKING NORTH FROM SE 1ST STREET

Southern gateway with roundabout on SE 1ST Street marking the principal entrance to the HP property via 184TH Avenue. Gateway landscape and a monument sign will announce the entrance to the HP property.



FIGURE 2.J - CONCEPTUAL VIEW OF NORTHERN GATEWAY LOOKING SOUTH FROM NE 184TH AVENUE

Northern gateway with stormwater facility and a potential for topographic landscaping.

2.7
SERVICE ELEMENTS IN THE CONTEXT OF SECTION 30 AND SURROUNDING ZONES

Service traffic and parking access will be via private streets west of 184th Avenue. The service elements on HP property will be connected through roundabouts at 3rd and 6th Streets, and at three intermediate right-in/right-out junctions; two located between the 6th and 9th Street roundabouts and one between the 3rd Street and 6th Street roundabouts.

The roundabouts will be designed to accommodate large freight vehicles and will include pedestrian crossings. Service areas are located on the west, north and south side of building groups to screen them from 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 six 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 separate service enclosures from the sidewalks. 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 private street on the west side of the buildings.

(DG A.7.2.a-c, A.7.3, A.7.4, A.7.5) (SP UD-15).

The Master Plan recognizes residential and agricultural land-uses adjacent to the project and seeks to minimize impact on these uses. Specifically, care will be taken to consider the impact of the Master Plan on the views to Mt. Hood from homes adjacent to the quarry slope on the west side of the property. (DG A.6.1.a).

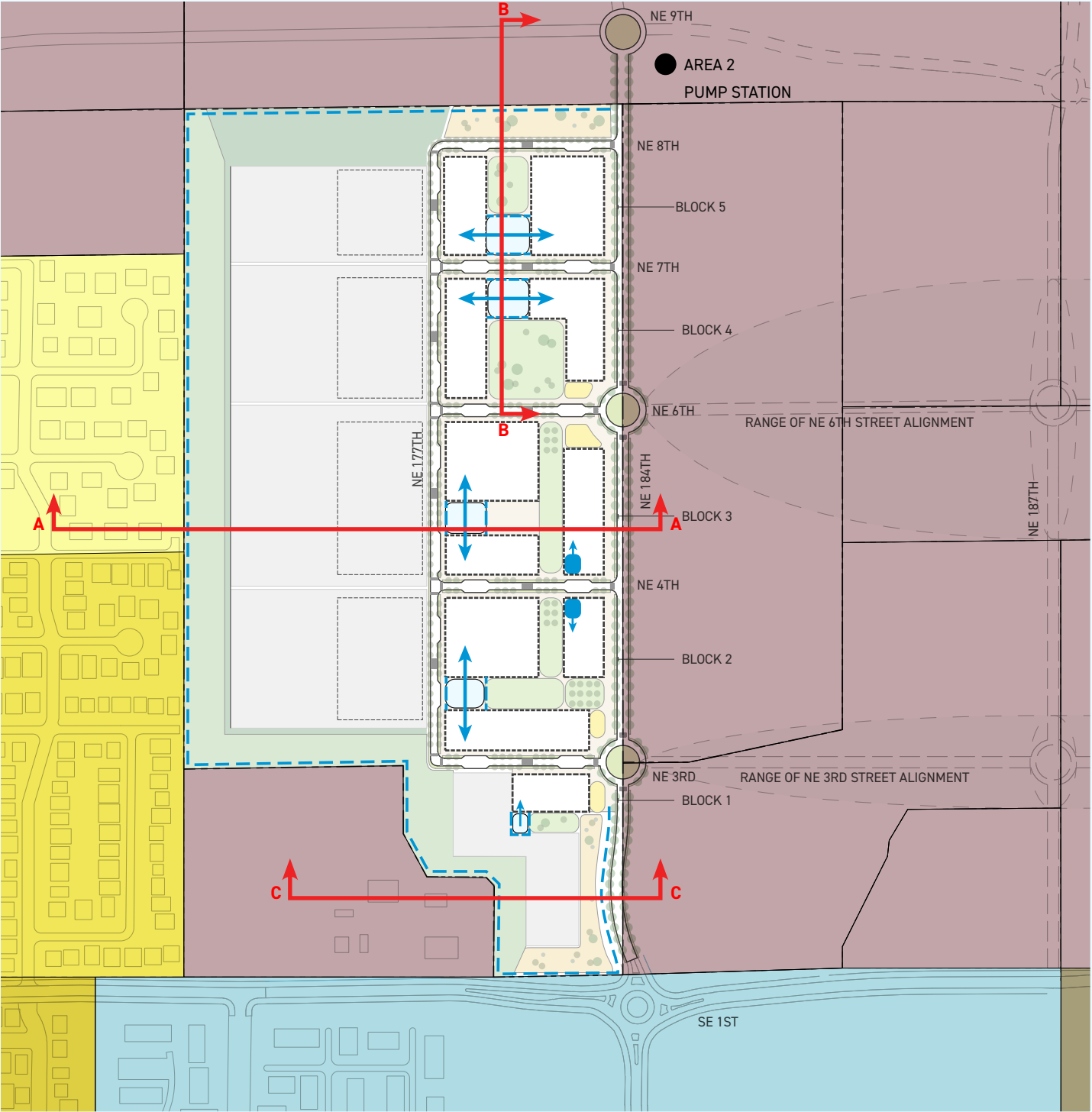
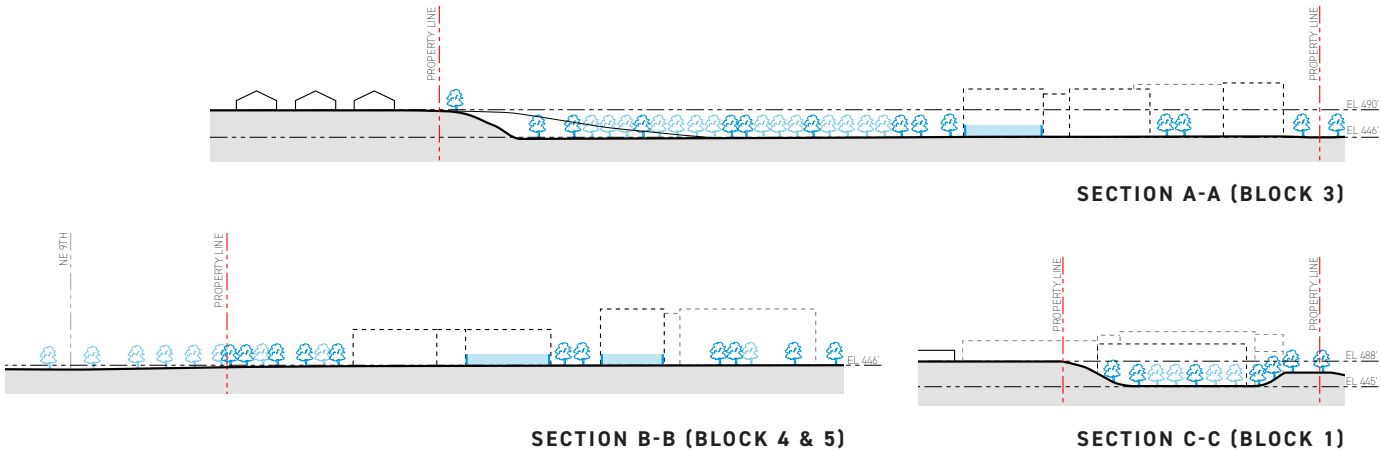


FIGURE 2.K - SERVICE ELEMENTS AND SURROUNDING ZONES

Service yards will be accessed from private roadways and will be screened, as will service meters and other utility equipment.

LEGEND	
SERVICE ACCESS	EMPLOYMENT CENTER MIXED-USE (ECX)
SERVICE YARDS	SINGLE FAMILY RESIDENTIAL (R1-10)
INTERNAL SERVICE	SINGLE FAMILY RESIDENTIAL (R1-6)
SCREENING	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 184th Avenue will encourage walking and bicycling rather than automobile use for local trips. Bicycle lockers and associated facilities will be located within each group of HP buildings. (DG B.3, B.5.1.c-d).

Initially, 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 SE 3rd Street provides access to the private street network on the HP property and 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. 184th is located on HP and CTC Section 30, LLC properties. The northern portion of 184th, the 184th/9th St roundabout, and 9th Street from 184th to 172nd resides on Grayrock property. CTC Section 30, LLC and Grayrock agree to the roadway alignments and will coordinate grading plans to accommodate the streets and utilities. (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 172nd Avenue from 9th Street to 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 1st Street and 184th Avenue will accommodate a variety of truck sizes. (SP TR-23) (DA Ex. 6, p. 4).

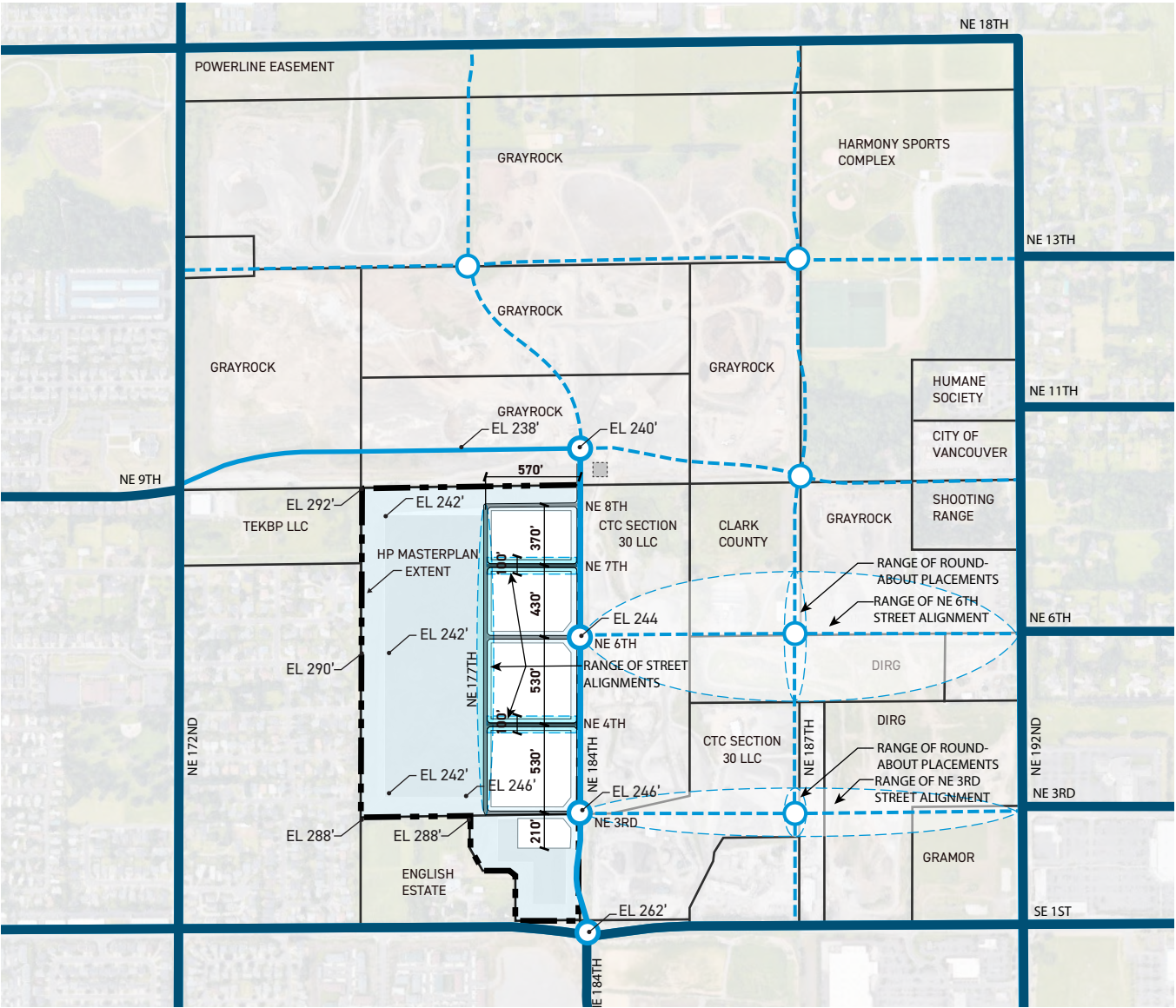


FIGURE 3.A - STREET PATTERN AND LAYOUT

The illustration shows anticipated street layout and hierarchy of roadways. Note potential variation in roadway alignment indicated by filled regions above. In addition, there is a range of alignments anticipated for NE 4TH Street, NE 7TH Street, and NE 177TH Avenue.

LEGEND

- EXISTING STREETS
- PROPOSED STREETS
- PROPOSED PRIVATE STREETS
- POTENTIAL FUTURE STREETS
- POTENTIAL PRIVATE STREET AREAS
- PROPERTY LINES

SITE CIRCULATION

In anticipation of future Section 30 development east of 184th Avenue, roundabouts will be constructed at alignments approved for NE 3rd and 6th Streets. These roundabouts will lead to private access streets between HP's Phase 1 and Phase 2+ development and to parking and other facilities serving the buildings. The distances between the north-south streets varies between 370 feet and 530 feet, with intermediate pedestrian access between buildings, forming an irregular grid for convenient access by pedestrians and bicycle. 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 Phase 1 does not currently intend 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, 184th Avenue will accommodate one vehicular travel lane in each direction, as well as a recreational multi-use trail on the west side of the street, and symmetrical sidewalks on the 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 184th Avenue between 1st Street and 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 184th Avenue extends north to SE 9th Street beyond Phase 1. (DG B.2.1, B.2.3.a, B.2.3.b-c) (SP TR-11-13, 17) (DA Ex. 6, p. 3) (VMC 20.690.040(H)).

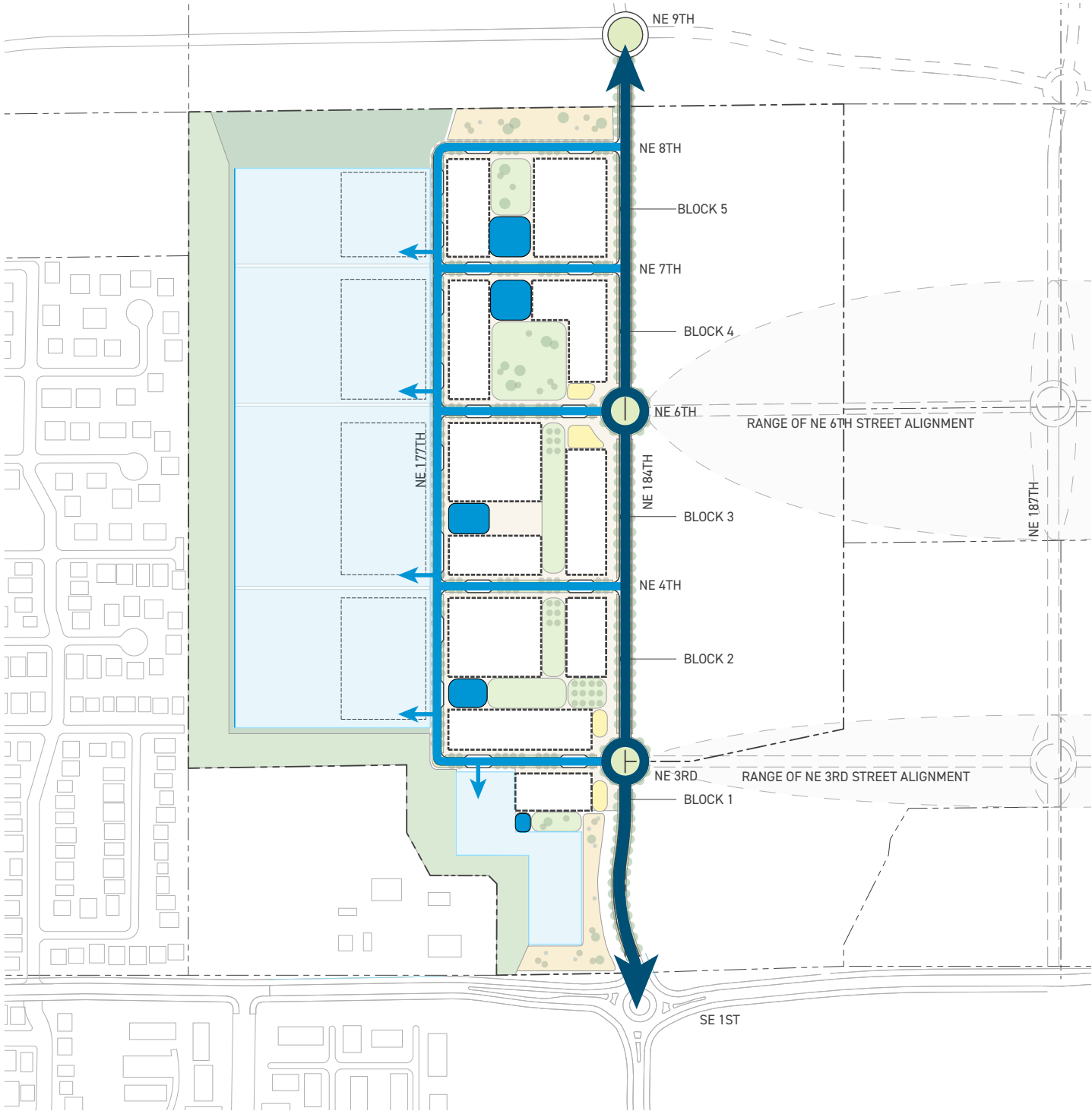


FIGURE 3.B -VEHICULAR NETWORK

Illustration of vehicle routes and road hierarchy as well as parking and service yard locations.

LEGEND

PRIMARY STREET

PRIVATE STREET

PARKING ACCESS

SERVICE YARDS

SURFACE PARKING

POTENTIAL BUILDING

SITE CIRCULATION CONTINUED

As the principal south entry to the site, 184th Avenue will slope down approximately 20 feet between a new roundabout intersection on SE 1st Street and NE 3rd Street. Gradients will conform with ADA standards, as well as meet other relevant requirements. The embankments will be graded, amended, and planted to create a gateway landscape at this principal entrance to the site.

NE 9th Street will be constructed to connect 172nd Avenue to 184th Avenue at an elevation close to that of the HP property. This design will result in no significant grade change on 184th Avenue between HP's Phase 2+ development and the roundabout intersection with NE 9th Street to be constructed with Phase 2.

Through the Development Agreement, a traffic study was completed to determine average daily trips and pm peak hour trips generated by an initial 700,000 gross square feet of development. The traffic study estimated that the initial development will create 723 p.m. peak hour trips. Any development exceeding 700,000 gross square feet of building will be subject to the City's Section 30 Traffic Study. (DA § 4(g)).

The City's Section 30 Traffic Study will address the dispersal of trips to and from future housing and community centers to the east and north of HP property as development within Section 30 moves forward. The overall street pattern and layout proposed here, and conceptually laid out for the remainder of Section 30 in the Subarea Plan will accommodate this shift. (SP TR-3).

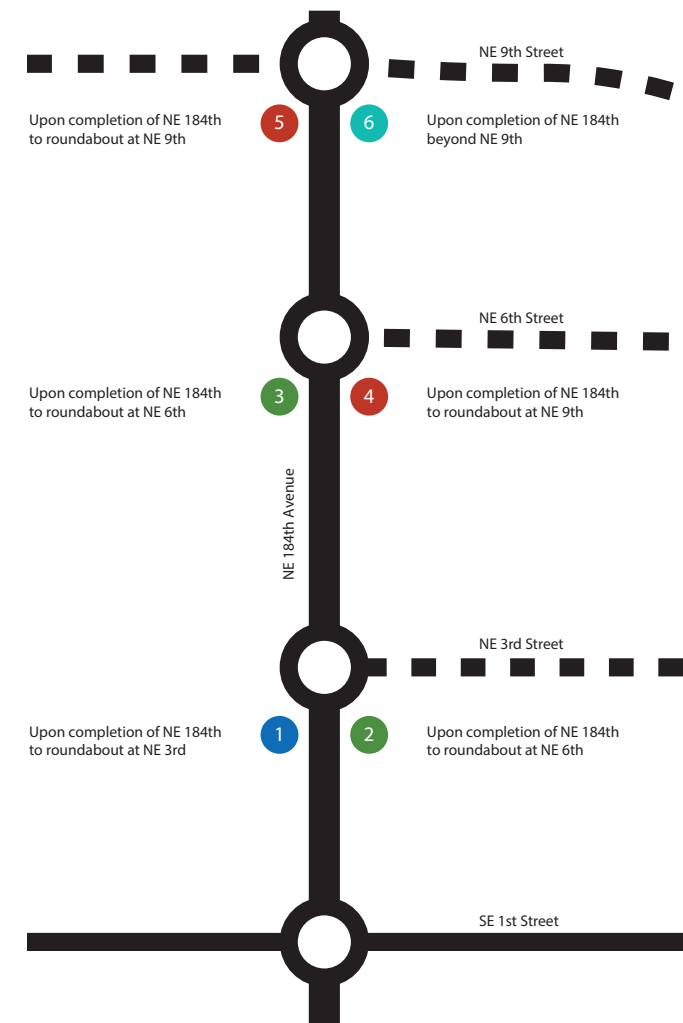


FIGURE 3.C - CONCEPTUAL BUS STOP PHASING

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.

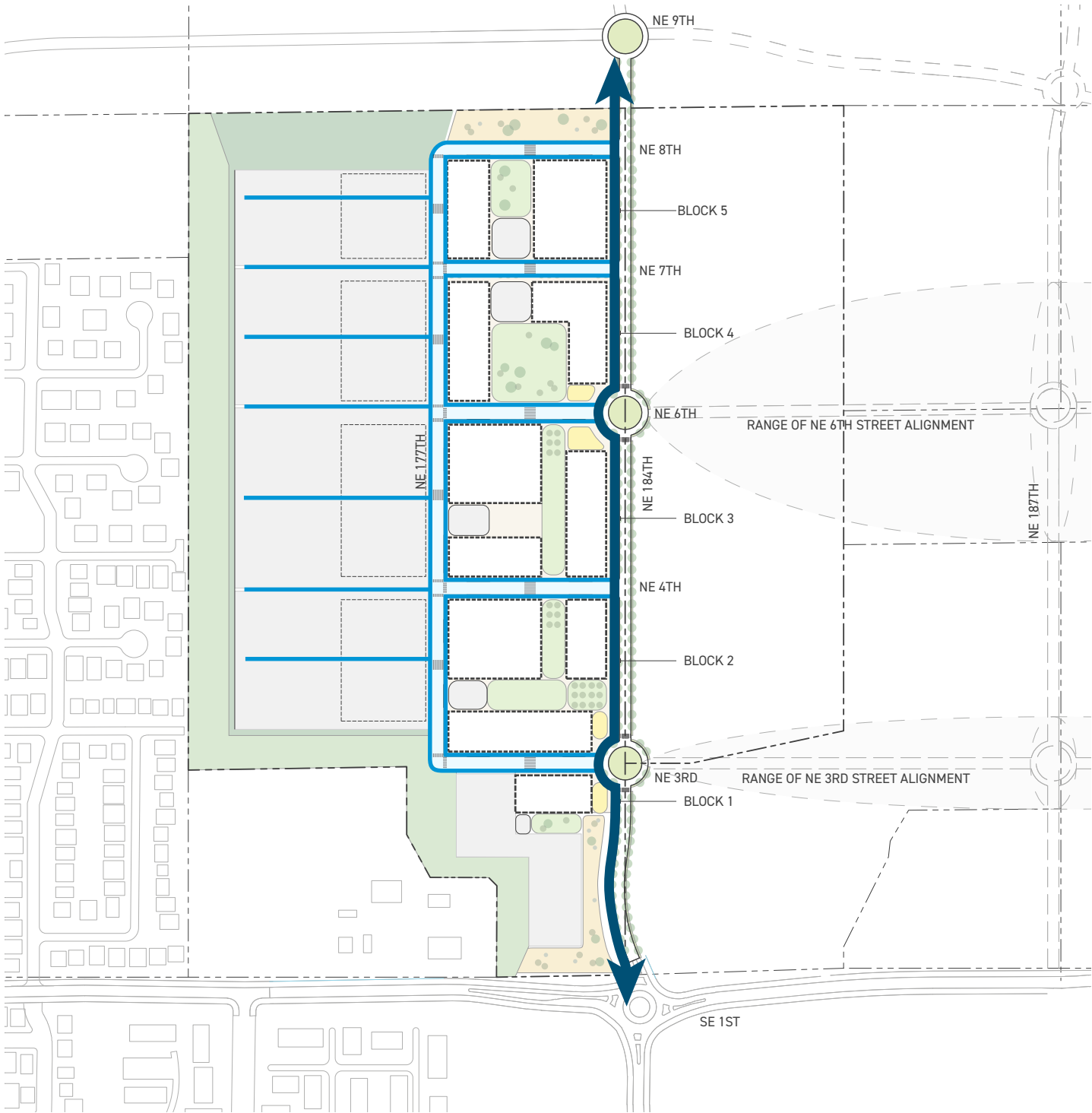


FIGURE 3.D - PEDESTRIAN AND BIKE NETWORK

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.

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 side of 184th Avenue for pedestrian, bicycles and other non-vehicular traffic, and 12 foot wide sidewalk on the east side of 184th Avenue. The center line of the 184th right-of-way as it extends north beyond Phase 1 is aligned with the eastern property line of HP and the western property line of CTC Section 30, LLC. Both parties have agreed to evenly split the alignment between their respective properties. (SP PU-6) (DG B.4.2).

Vehicular turns onto 184th Avenue from the HP property will be right-in, right-out only, as well at the roundabouts located at the intersections of 3rd Street and 6th Street. While the roundabout designs for 3rd and 6th Streets are currently planned to be compatible with the roundabout at the intersection of 1st Street and 184th Avenue, consistent with the Development Agreement, HP has the option to provide a different configuration based on measured traffic flow subject to City review and approval. (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.

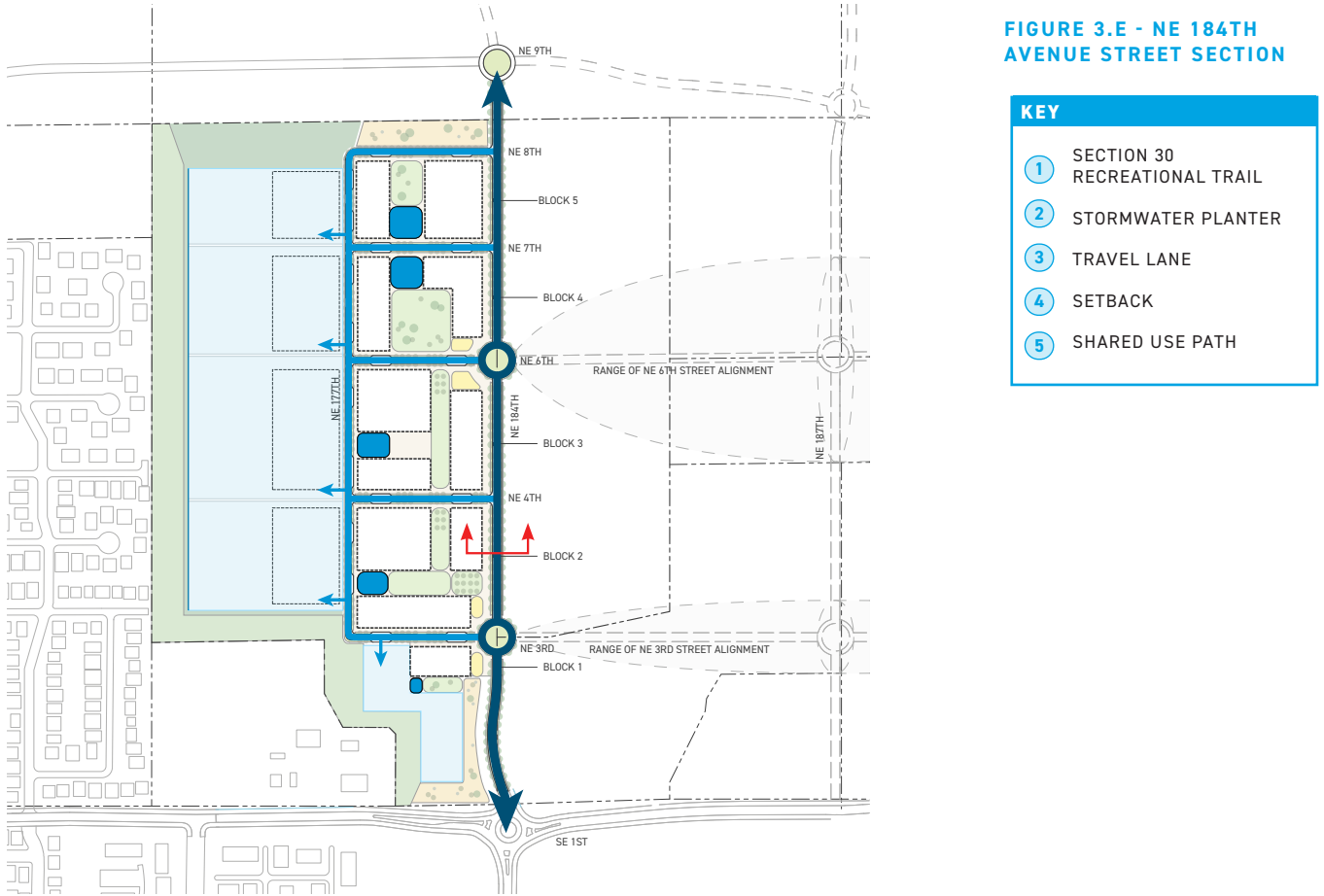
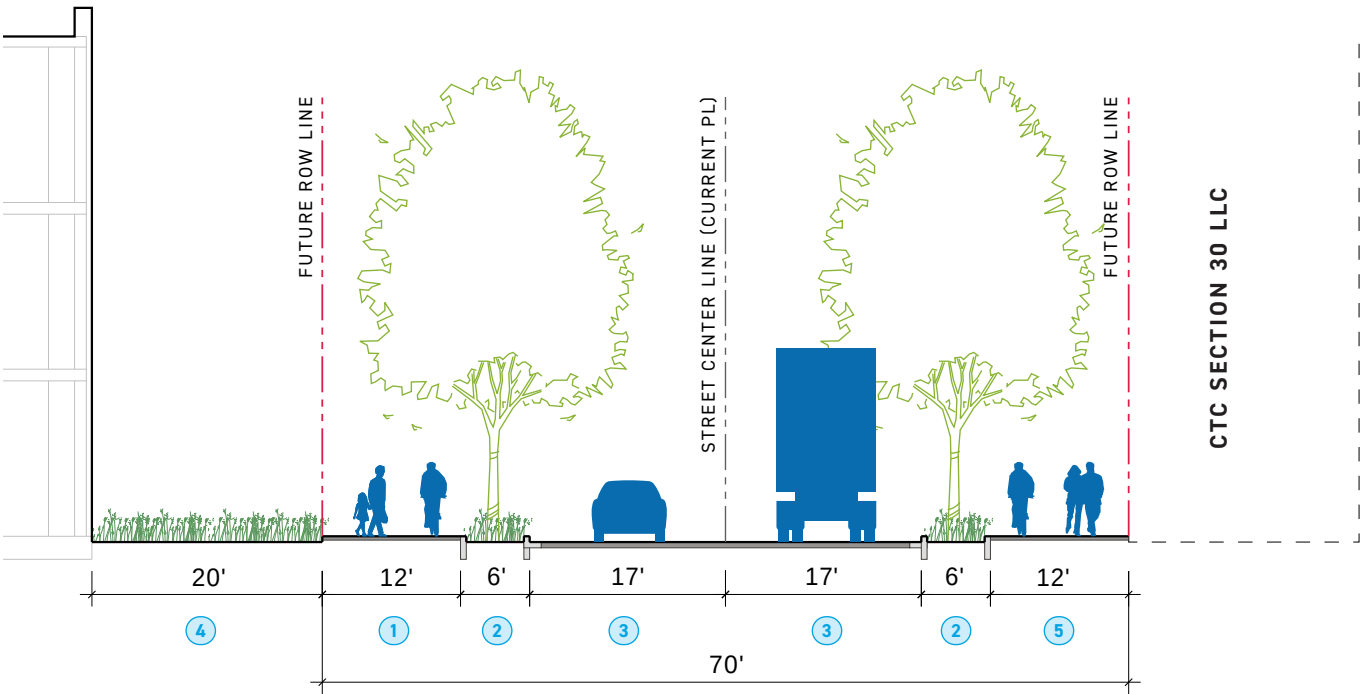


FIGURE 3.E - NE 184TH AVENUE STREET SECTION

PRIVATE STREETS

Five private streets across the HP property, designed to local standards, will connect 184th Avenue to parking and service areas to the west of the buildings. Low speeds on these private streets will allow bicyclists to share the road to access private bicycle parking and locker 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 5 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 five private east-west streets will connect to a private north-south street that may run parallel to 184th Avenue, or may curve to the east or west as may be required to accommodate building or parking

locations. This 22-foot wide roadway will accommodate two-way traffic and will be bordered by 14 foot wide setbacks from curb lines that include sidewalks, landscape, stormwater planters and street trees. This street will provide access to service areas in each of the five blocks of development, as well as provide internal bicycle access to buildings along the west side of the developed area. Access points on the west side of this private road will provide access to surface parking lots that extend to the toe of the west boundary bank. On-street parking will not be located along NE 184th, and is also not planned for the east-west streets extending to the west.

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 10-foot wide east-west pathways bordered by shade trees and six foot wide rain-gardens 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).

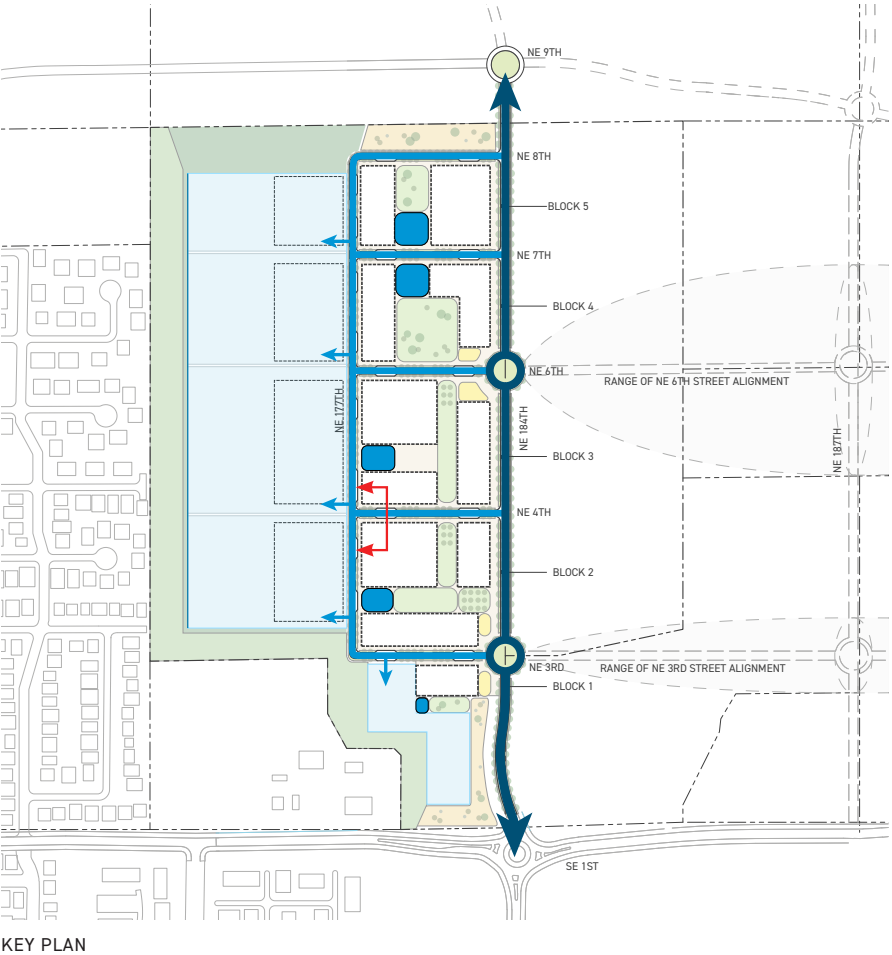
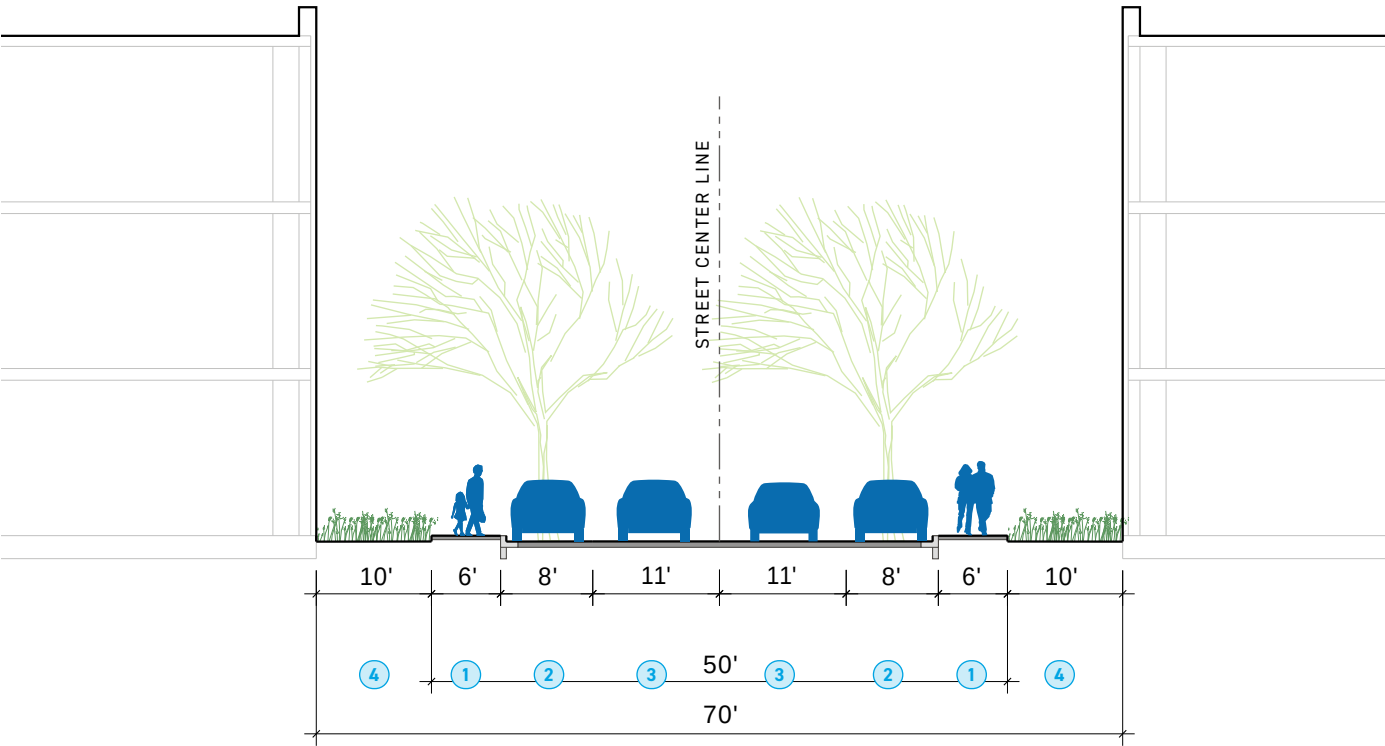


FIGURE 3.F - PRIVATE STREET (W-E) STREET SECTION

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

PRIVATE STREET ACCESS

Consistent with the Development Agreement, HP will continue to have the option to improve streets in a different configuration based on measured traffic flow subject to City review and approval. In addition, HP may seek approval to incorporate same-side ingress/egress for HP’s research and development buildings at the northern most boundaries of the HP property for truck deliveries and low density (by head count) facility parking.

HP’s proposed street design also accommodates large truck turns for service and delivery trucks. The roundabouts on 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).

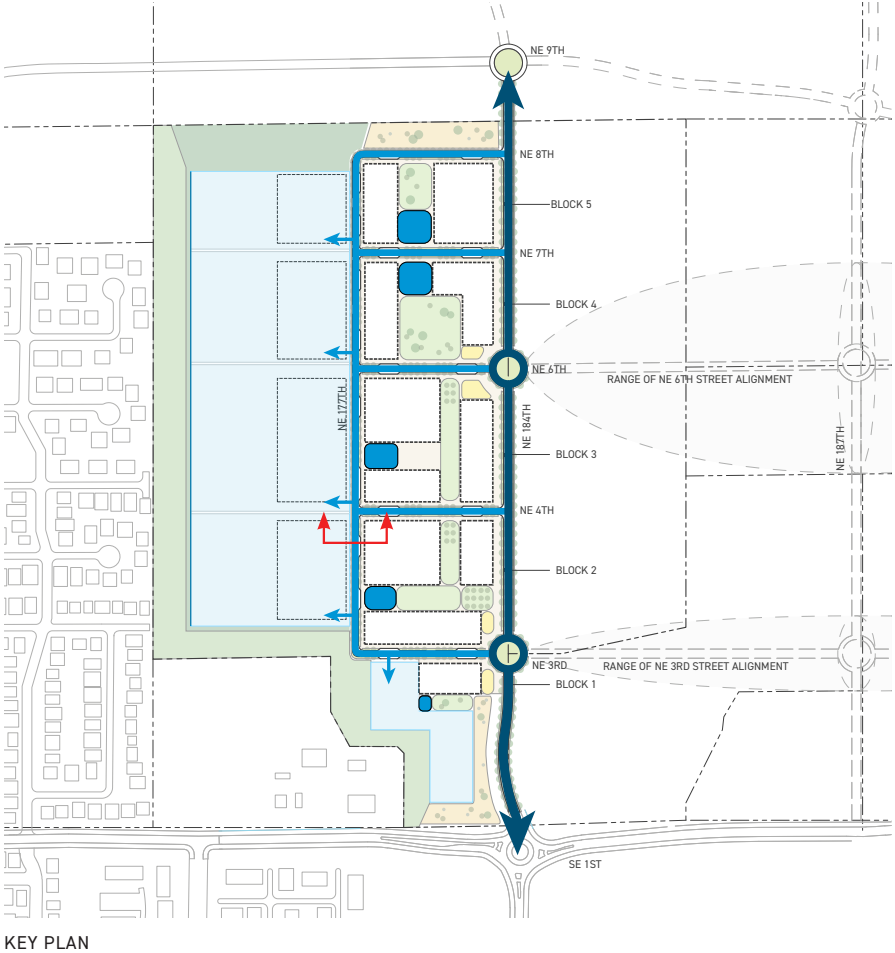
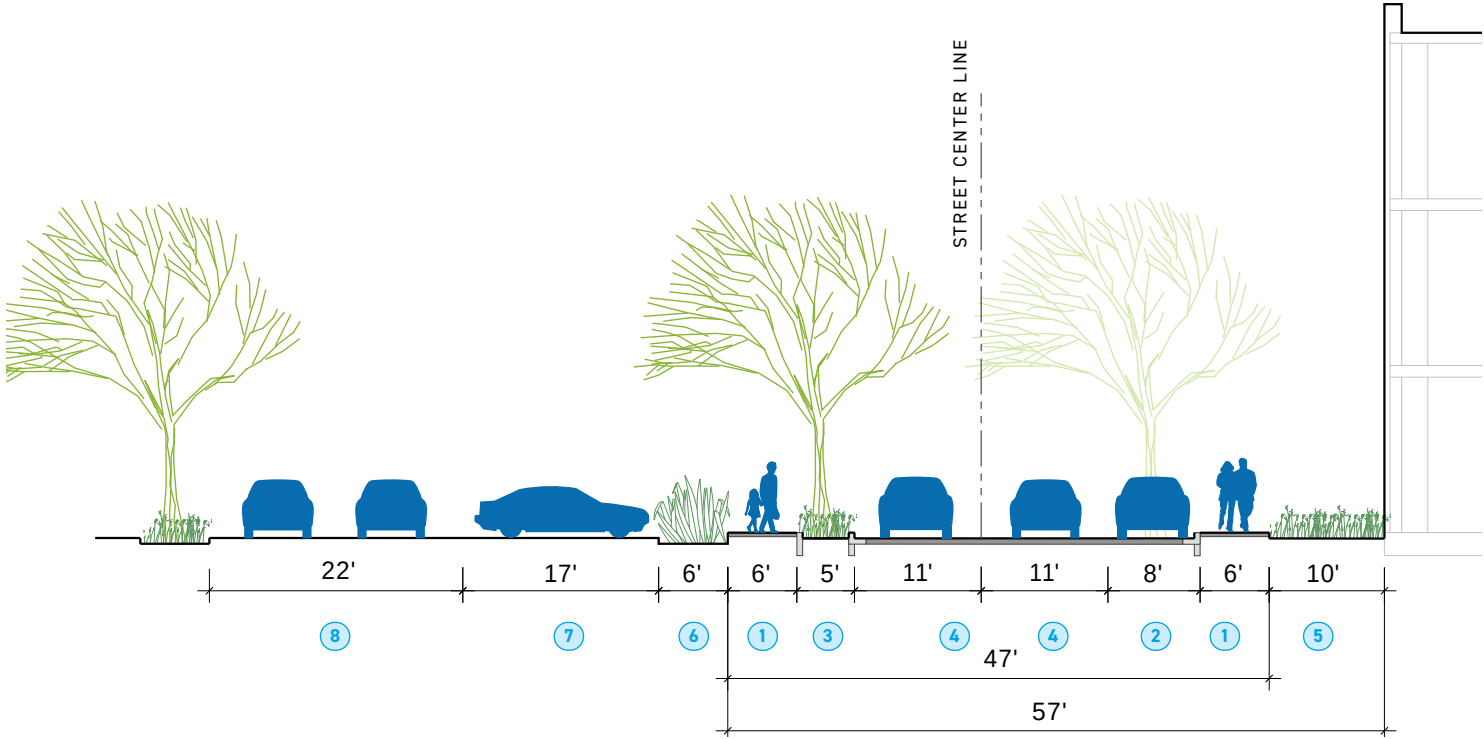


FIGURE 3.6 - PRIVATE STREET (N-S) STREET SECTION

KEY	
1	SIDEWALK
2	STORMWATER PLANTER / DROP OFF
3	STORMWATER PLANTER
4	TRAVEL LANE
5	SETBACK
6	PARKING SCREENING
7	PARKING STALL
8	PARKING DRIVE AISLE

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. 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 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 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) (VMC 20.690.040.E).

Consistent with the Development Agreement, parking spaces shall be provided for in the following ratios:

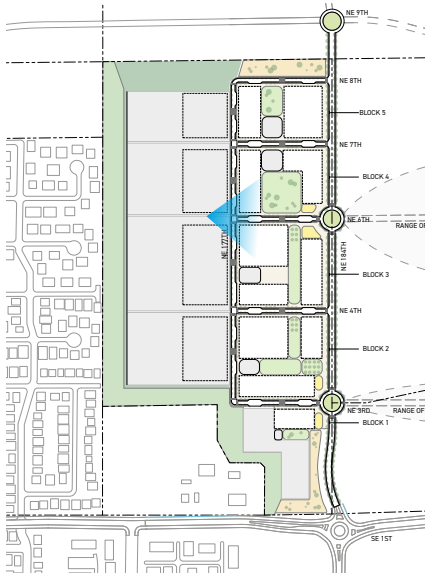
- Office uses: 2.5 to 5 spaces per 1000 square feet.
- Research and Development: 1.25 to 3 spaces per 1000 square feet.
- Light industrial uses: 1.25 to 3 spaces per 1000 square feet.
- Occupant-supported retail: 1 space per 250 square feet, restaurant, and accessory uses.

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 NE 6TH STREET LOOKING EAST FROM PARKING AREA

Parking spaces will be interspersed with north-south 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 rain-gardens designed to manage stormwater runoff through bio-filters prior to discharge into groundwater infiltration areas. (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

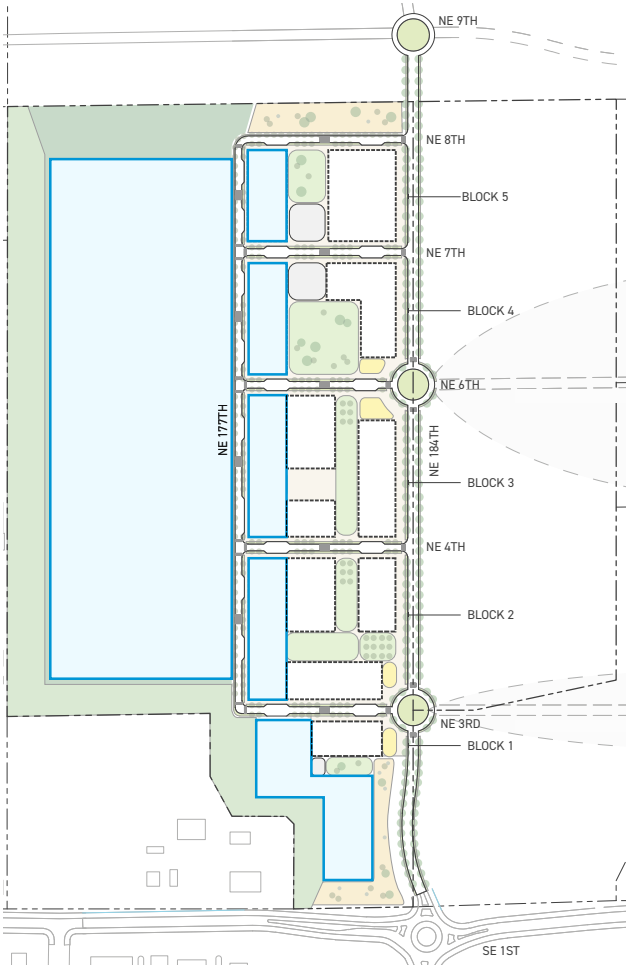
PARKING DIAGRAMS

The adjoining diagrams illustrate how the Master Plan can accommodate several types of parking on the western 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.

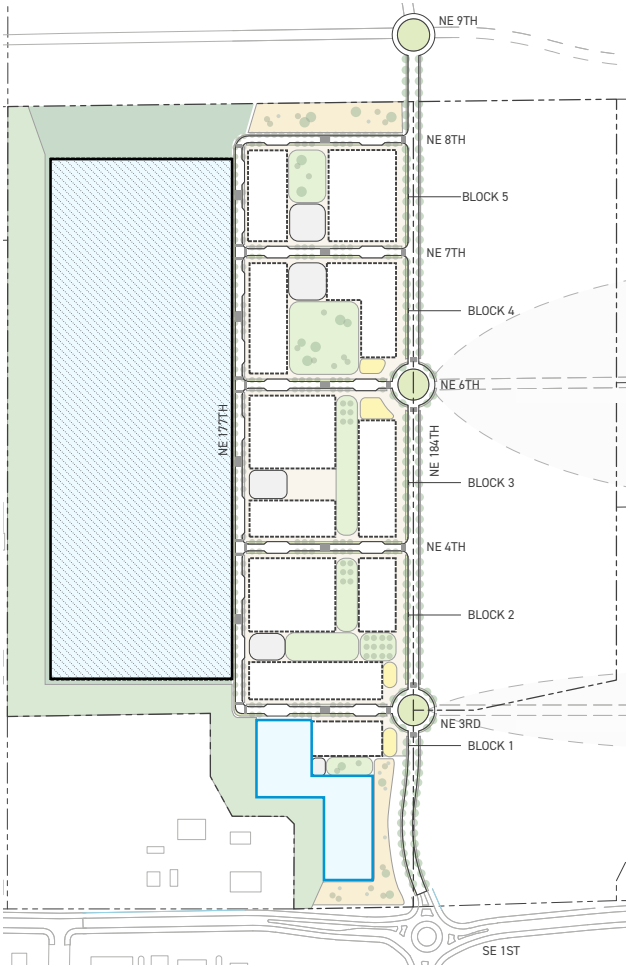
The Option A diagram depicts the lowest density parking type with all surface parking on the western half of the site and local surface parking lots within the individual blocks. The all surface parking solution could be used with an ultimate build-out on the lower end of the density projected for the 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.

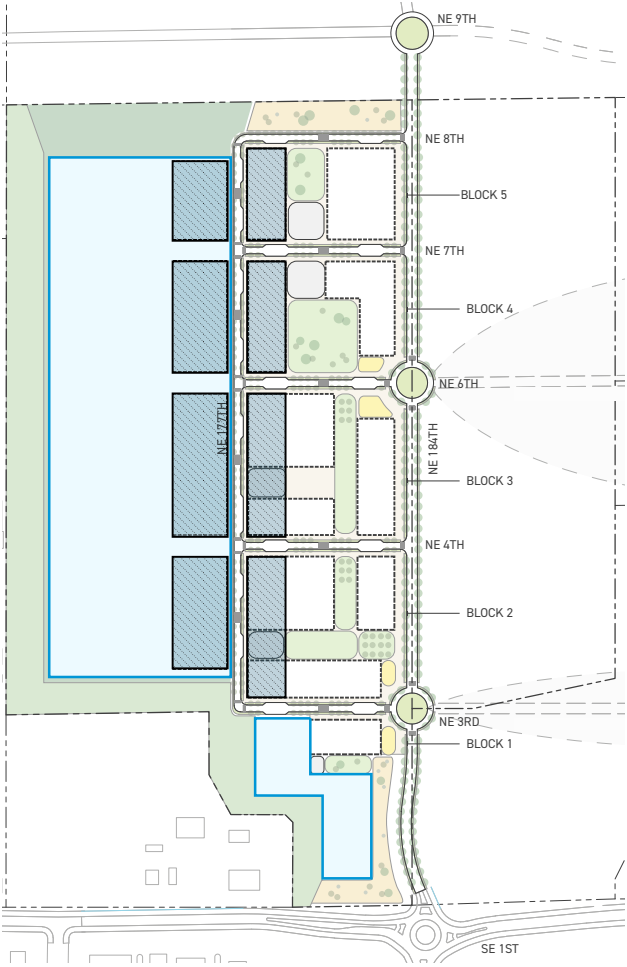
The Option C diagram shows potential locations for multi-story structured parking. Structured parking could be used in conjunction with surface parking. (DG B.6.1.b).



OPTION A
POTENTIAL SURFACE PARKING LOCATION



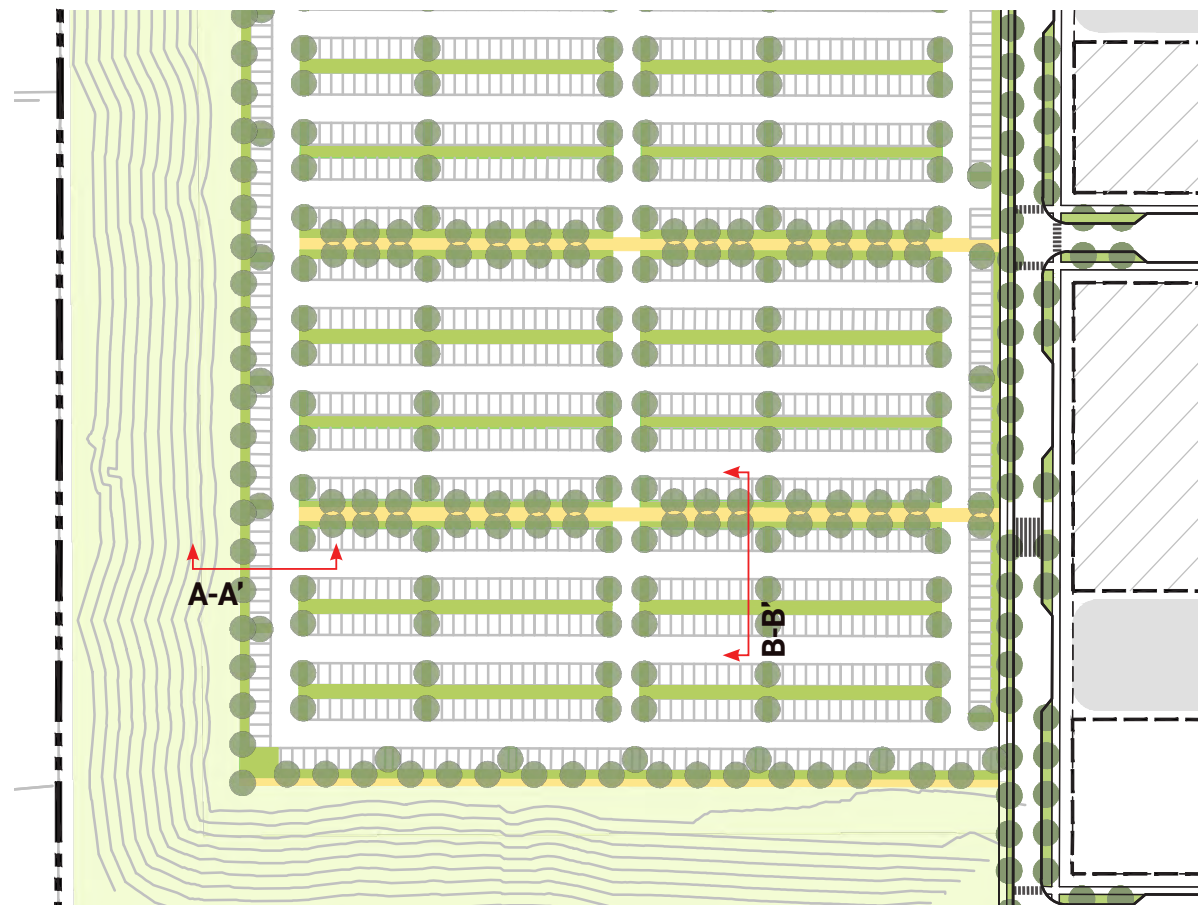
OPTION B
POTENTIAL DECK LOCATION



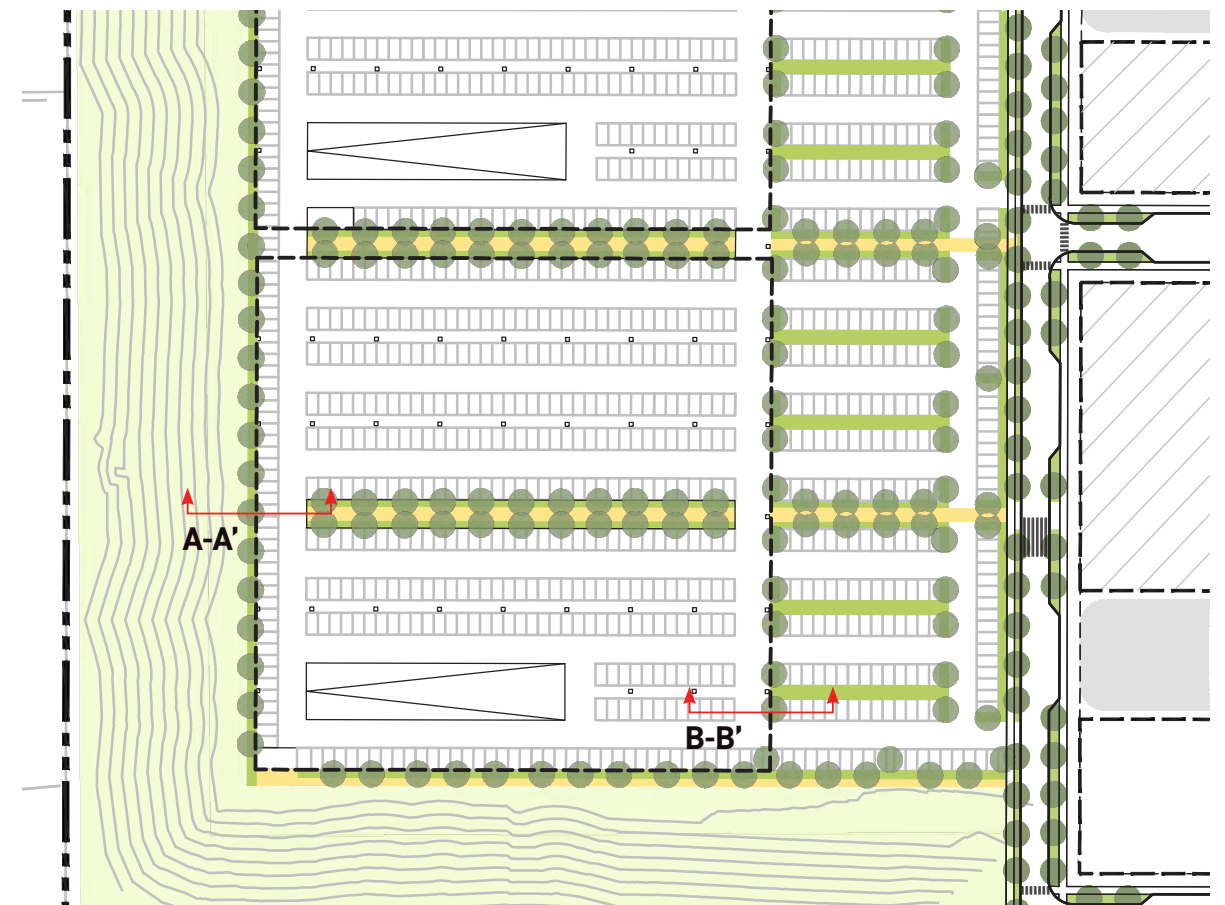
OPTION C
POTENTIAL LOCATIONS FOR STRUCTURED PARKING

FIGURE 3.1 - POTENTIAL PARKING OPTIONS

LEGEND	
	SURFACE PARKING
	DECK PARKING
	STRUCTURED PARKING



TYPICAL SURFACE PARKING PLAN



TYPICAL DECK PARKING PLAN

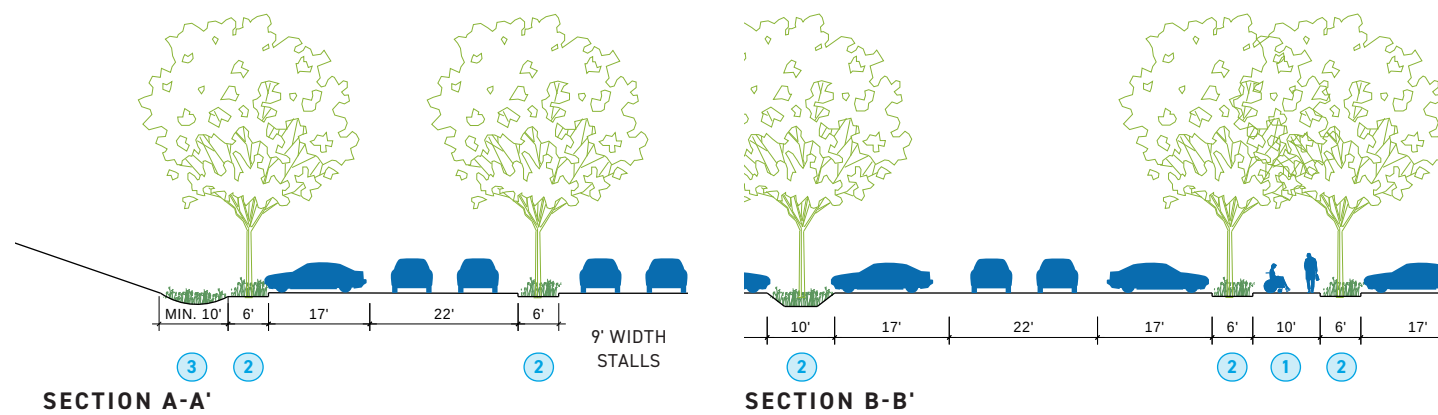


FIGURE 3.J - TYPICAL SURFACE PARKING

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.

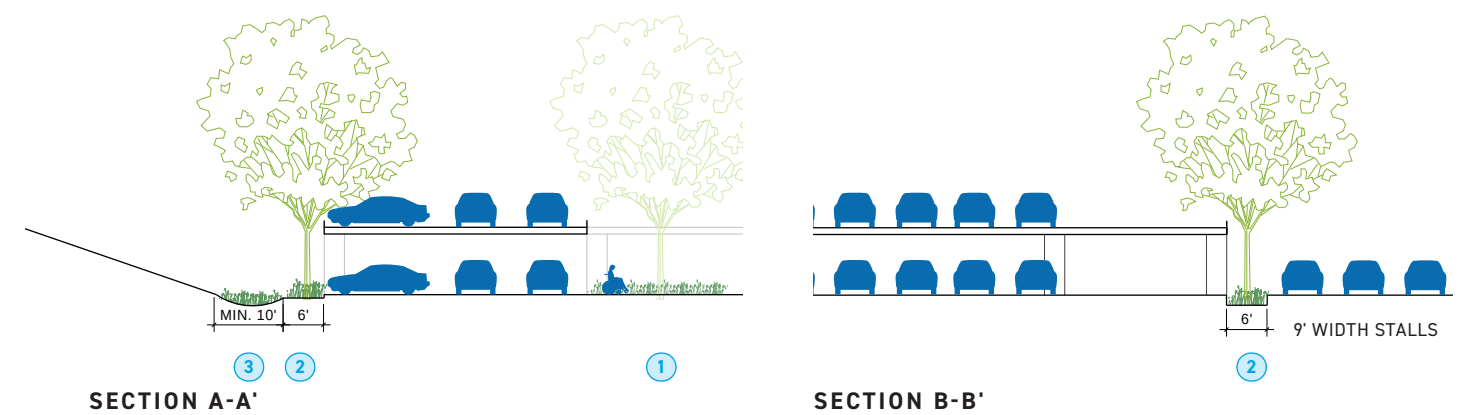


FIGURE 3.K - TYPICAL DECK PARKING

3.4

TRAFFIC STUDY RESULTS

In preparation for the Development Agreement, HP prepared a traffic study to analyze traffic impacts associated with the construction of 700,000 GSF of building area (see Appendix B) . Consistent with the Development Agreement, HP has vested 723 p.m. peak hour trips. The traffic study identifies certain offsite improvements that will be considered as NE 9th Street is extended to 172nd Street. HP will be required to address these improvements in its site plan submittals as development moves north from Phase 1 through the 700,000 GSF contemplated in the traffic study. (DA Ex. 7).

In cooperation with the City of Vancouver and other Section 30 property owners, HP plans to participate in the City's Section 30 Traffic Study, that is anticipated to define required off-site improvements and methodology for proportionate cost sharing. Consistent with the Development Agreement, the City Traffic Study is going to 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 this Master Plan. (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 contemplated in this Master Plan.

1. Allow commute trips to avoid peak transportation system demand
 - 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)
 - 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:
 - secure, covered bike parking in strategic locations on-campus
 - self-service bike tune-up/repair areas
 - sponsor monthly (or bi-monthly) bike mechanic to provide free tune-up services to cyclists
 - employee lockers for storage of change clothing and personal items to provide more convenience to bicycle and walking commuters
 - 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:
 - address commuting options as part of the employee orientation program

- document information on the company/ employer intranet about commute options
 - disseminate C-Tran schedule and service information to employees
 - 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:
 - incorporate convenient C-Tran service stops with amenities at/near the HP property
 - provide pre-tax transit passes and/ or other financial incentives
 - subsidize C-Tran passes at 50 percent
 - 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 1st Street is upgraded and 184th Avenue is extended north from 1st Street to 9th Street. This section of the HP 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 Phase 1 and in future phases. (SP PU-1) (DA § 6(e)).



4.1 STORM WATER 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 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. 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. HP's property has adequate infiltration capacity to handle onsite stormwater. 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 if HP 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 seven feet between Phase 1 and NE 9th Street. This slope will direct stormwater through filtering landscape materials towards the infiltration zone on the south side of 9th Street. Raingardens and other passive landscaped areas will be used to collect and filter stormwater on the HP property. Filtered stormwater will be conveyed to infiltration zones between parking lots and the toe of the earthen banks located at the south and west of the HP property, and to the designated infiltration field near NE 9th Street. All filtration landscape will be accessible for periodic maintenance. (SP PU-17, 21) (DG A.2.1.a, B.2.3.a, C.1.1.a, C.1.1.b).

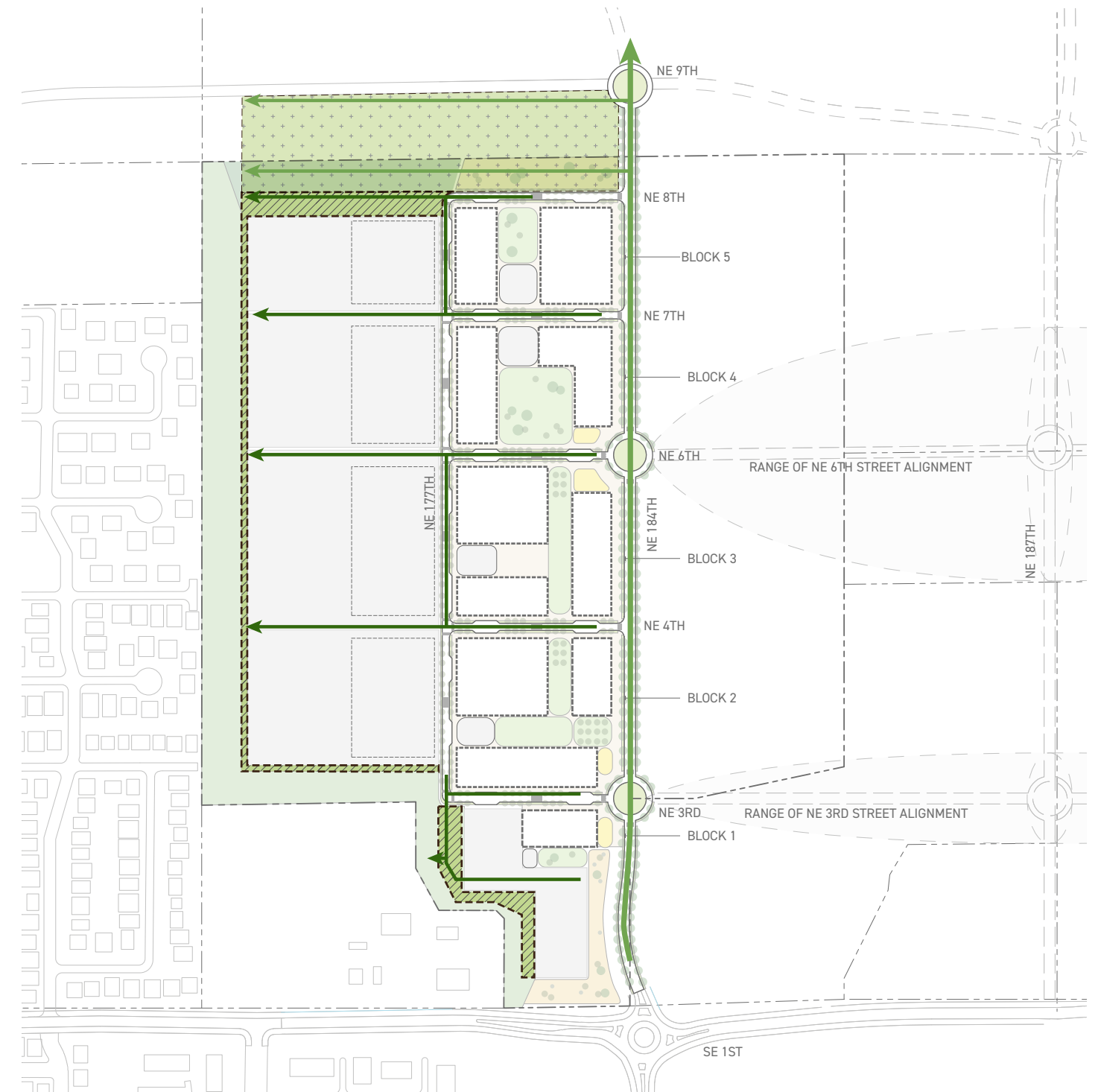


FIGURE 4.A - STORMWATER MANAGEMENT

LEGEND	
	PUBLIC TREATED STORMWATER CONVEYANCE
	PRIVATE TREATED STORMWATER CONVEYANCE
	STORMWATER TREATMENT AREA
	INFILTRATION FACILITY FOR PUBLIC IMPROVEMENTS

4.2
REGIONAL SANITARY SEWER FACILITIES

Consistent with the Development Agreement, a short-term sewer system is proposed to serve Phase 1. This system will allow HP to connect to a lift or pump station outside Section 30. Ultimately, HP’s Phase 1 development will be required to connect to the Area 2 Pump Station within Section 30, in the potential location depicted on the FSUP. While this short-term solution is permitted, HP will install all required sanitary sewer infrastructure in the 184th z right-of-way extension constructed as part of Phase 1 that will be necessary to ultimately connect to the Area 2 Pump Station. This infrastructure will include 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 gravity lines in SE 1st Street. (SP PU-7, PU-8, PU-10) (DA Ex. 6, p. 6).

HP may construct the Area 2 Pump Station as part of Phase I, or temporarily connect to a sanitary sewer pump station outside of Section 30 to service Phase 1 provided, however that HP agrees that the Area 2 Pump Station shall be constructed within three 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 HP demonstrates good faith progress towards eventual construction of the station. Upon completion of the Area 2 Pump Station HP will connect Phase 1 to the sanitary sewer pump station. (DA § 8(c)).

Consistent with the Development Agreement, HP

has reserved 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 HP’s development; 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 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. (DA § 4(d)(v)).

In addition, the size of the Area 2 Pump Station is contemplated with input from other major property owners within Section 30 to meet most, if not all, sanitary sewer pump station demand for Section 30. The Area 2 Pump Station will be dedicated to the City and the City will provide sanitary sewer service. Estimated capacity for the Area 2 Pump Station will be in the order of 400,000 GPD. (SP PU-3) (DA § 6(e)).

At this time HP does not have industrial wastewater planned as part of Phase 1. The City shall review any proposed industrial wastewater improvements through the Master Plan modification process. (DA Ex. 6, p. 6) (SP PU-9).

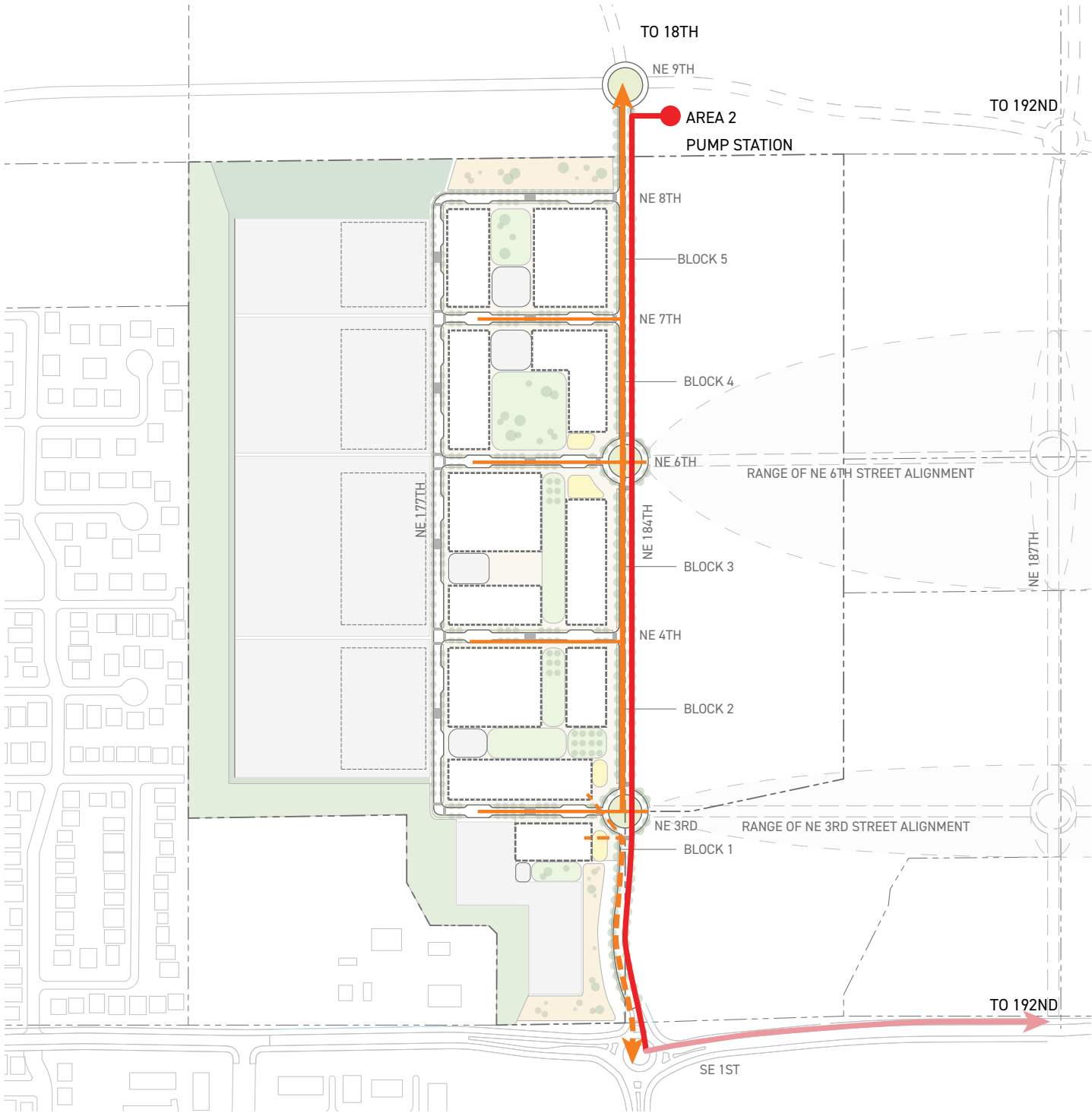


FIGURE 4.B - SEWER FACILITIES

LEGEND

- FORCEMAIN SEWER
- CITY PLAN FORCEMAIN SEWER
- GRAVITY SEWER
- TEMPORARY PHASE 1 GRAVITY SEWER

4.3
WATER, ELECTRICITY, DATA,
TELECOMMUNICATIONS ROUTING AND CONNECTIONS

WATER

The municipal water system will be extended into the site with appropriately sized mains as development progresses. Each building will have a water meter and fire hydrants sufficient to meet emergency needs. Any unique water service needs will be addressed separately as they are identified. 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. (SP PU-4, PU-15) (DA § 4(d)(iv)).

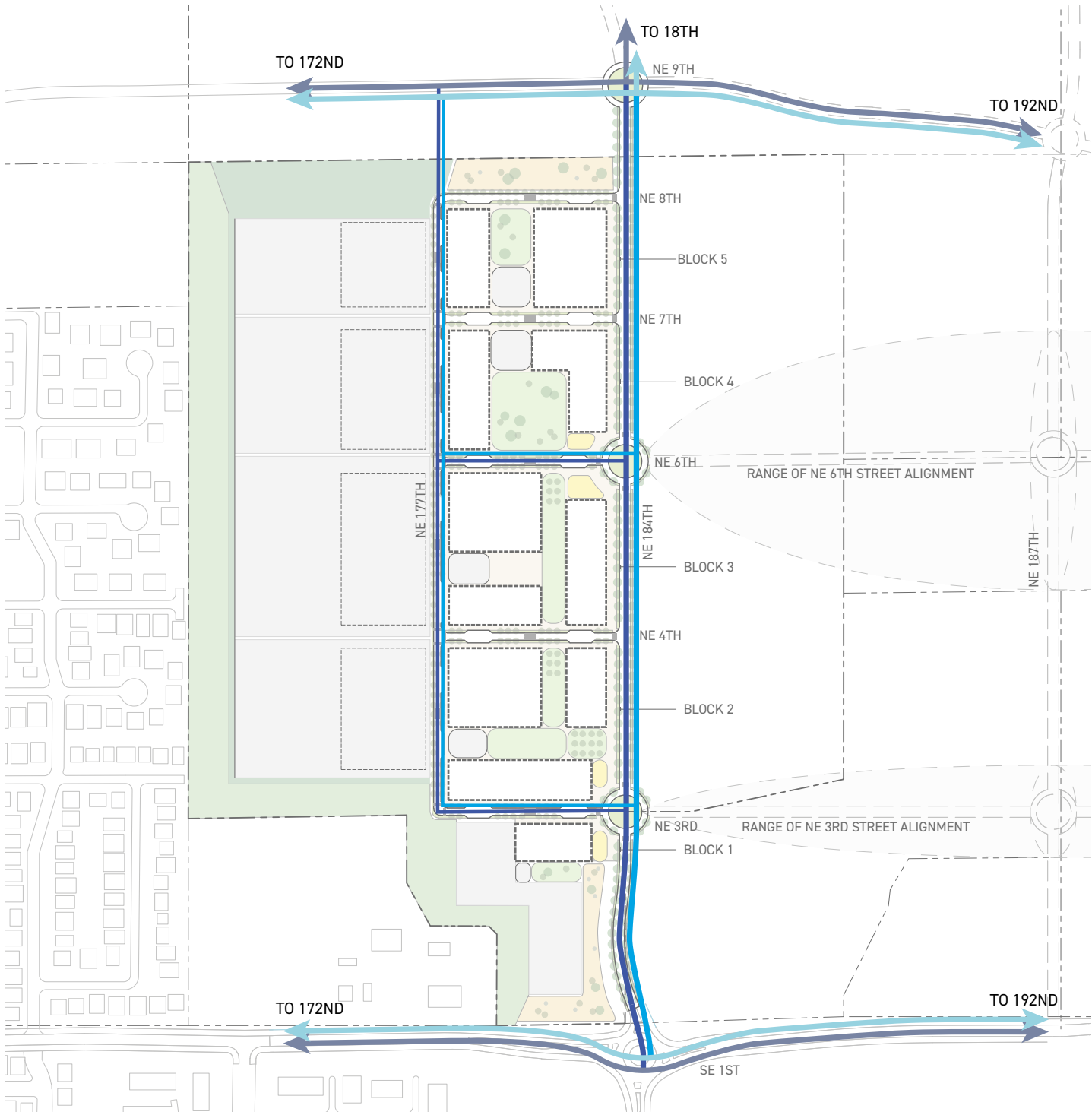
HP will make commercially reasonable efforts to design the development for sustainable water conservation, thereby pursuing the sustainable water use aspiration of the Subarea Plan. HP may choose to employ green roofs, and to decide at its sole discretion to use public water, rainwater collection, reclaimed greywater, or water from existing wells for non-potable purposes (although no wells are located on HP's property). (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 Phase 1 if there is no looping to maximize. However, HP will be required to provide system looping and design for sequential development subsequent to Phase 1. (SP PU-12-13) (DA Ex. 6, p. 7).

Domestic water and fire water mains are assumed to be sized at 12". The City shall review HP's proposed water mains for Phase I during the site plan review to determine that new water mains will be installed to meet the need for future expansion of development on the HP property and 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 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 looped 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) (DA Ex. 6, p. 5).



05

05/

FULL SITE UTILIZATION PLAN AND PHASING

5.1

FULL SITE UTILIZATION PLAN

The function of the FSUP is to provide an overall impression of proposed development, and to show how the development plan can flexibly respond to changing circumstances over the life of the Master Plan. The FSUP is designed to incorporate both the Full Site Utilization Plan and Sheet L1.1, included in Appendix E and reproduced in smaller scale here, as well as the phasing plan described in Section 5.2 below.

The FSUP indicates both the potential building and integral open space contemplated for Phase 1, as well as a plan for full build-out of 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. Zones where such changes might occur are shown on the plan.

Building footprints on the FSUP and accompanying phasing diagram show a possible configuration of buildings, parking and open space in each of five blocks of development. (VMC 20.690.060).

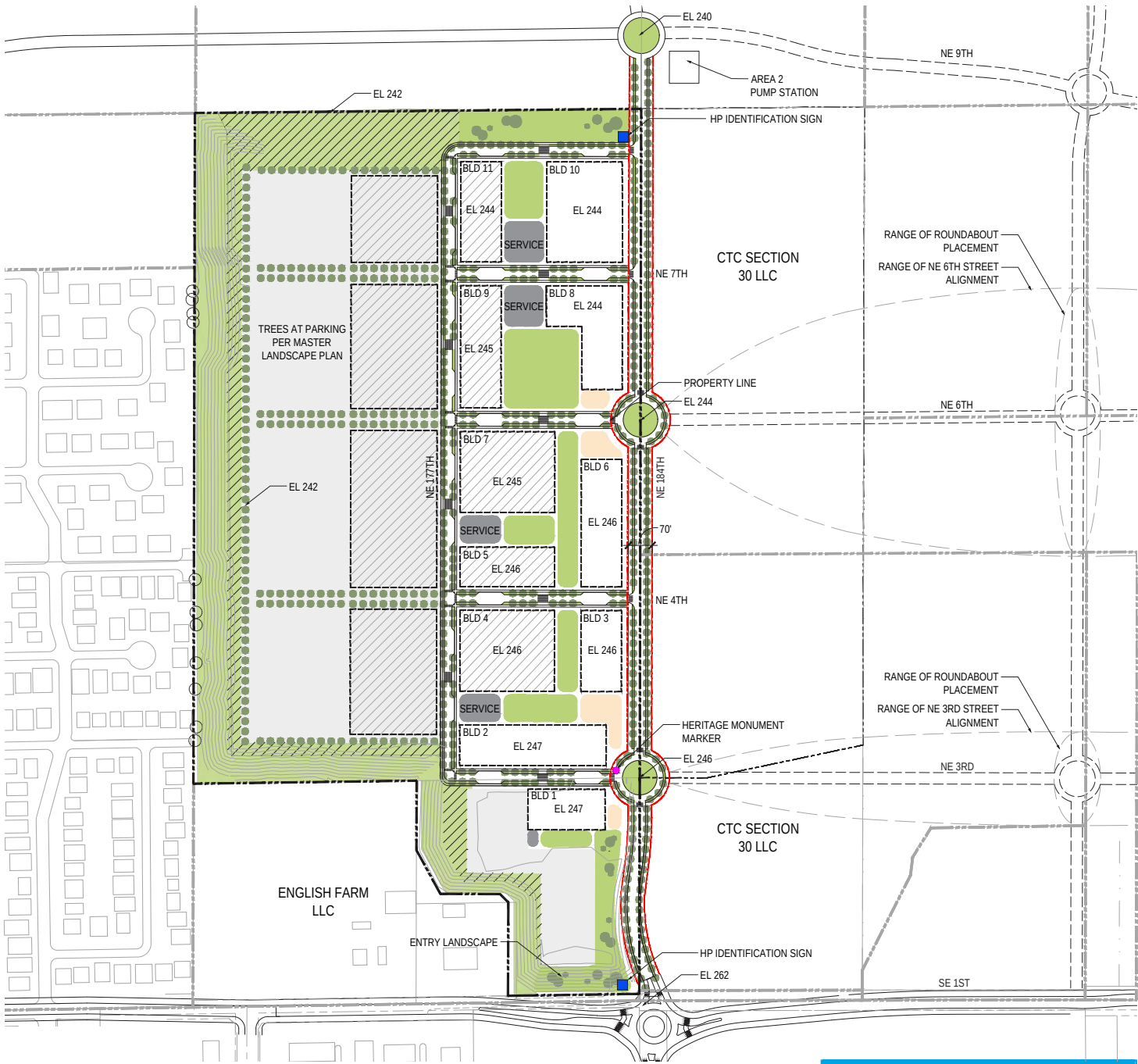


FIGURE 5.A - FULL SITE UTILIZATION PLAN

The Full Site Utilization Plan shows building footprints and the open spaces between them conceptually. If any buildings need to be sited west of the service road, they will be confined to the area indicated on the west half of the parking area. The size and configuration of each building will be determined before each phase and will be submitted to the City for building permits. Until then, the building footprints shown illustrate the mix of potential buildings.

LEGEND

HP 68 ACRES PROPERTY LINE

FUTURE ROW LINE

POTENTIAL BUILDING

POTENTIAL BUILDING OR PARKING

PARKING AREA

SERVICE YARD

OPEN SPACE

STORMWATER TREATMENT PLAZA

EXISTING TREE

PROPOSED FUTURE TREE

HP IDENTIFICATION SIGN

HERITAGE MONUMENT MARKER (AT 3RD ST AND NE 184TH AVE)

5.2
PHASES OF DEVELOPMENT

Buildings and associated improvements have been planned for construction in multiple phases and five blocks. These are shown conceptually in the accompanying graphics. 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. These phasing diagrams show the approximate disposition of the 1.5 million GSF that may be built. HP may change phases, provided the development is fully 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 conceptual phasing plan shown here indicates the general principles of block dimensions and distribution of anticipated developed space. (VMC 20.690.060).

Phase 1 will comprise the initial 330,000 GSF of development as described in the Development Agreement.

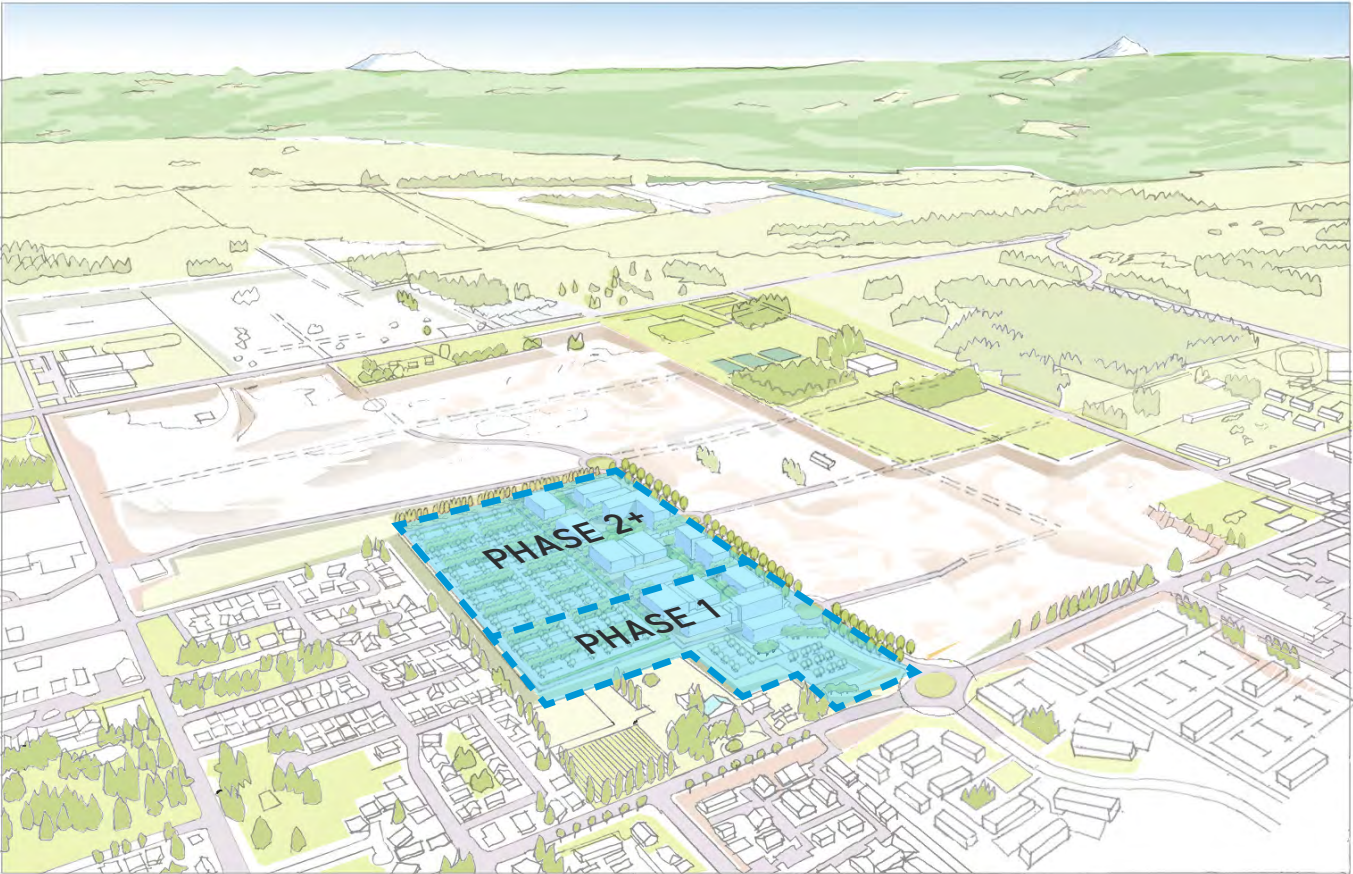


FIGURE 5.B - PHASES OF DEVELOPMENT
Phase 1 will be located on the southern portion of the site adjacent to the intersection of SE 1ST and 184TH. Subsequent phases of development will occur in the northern portions of the site.

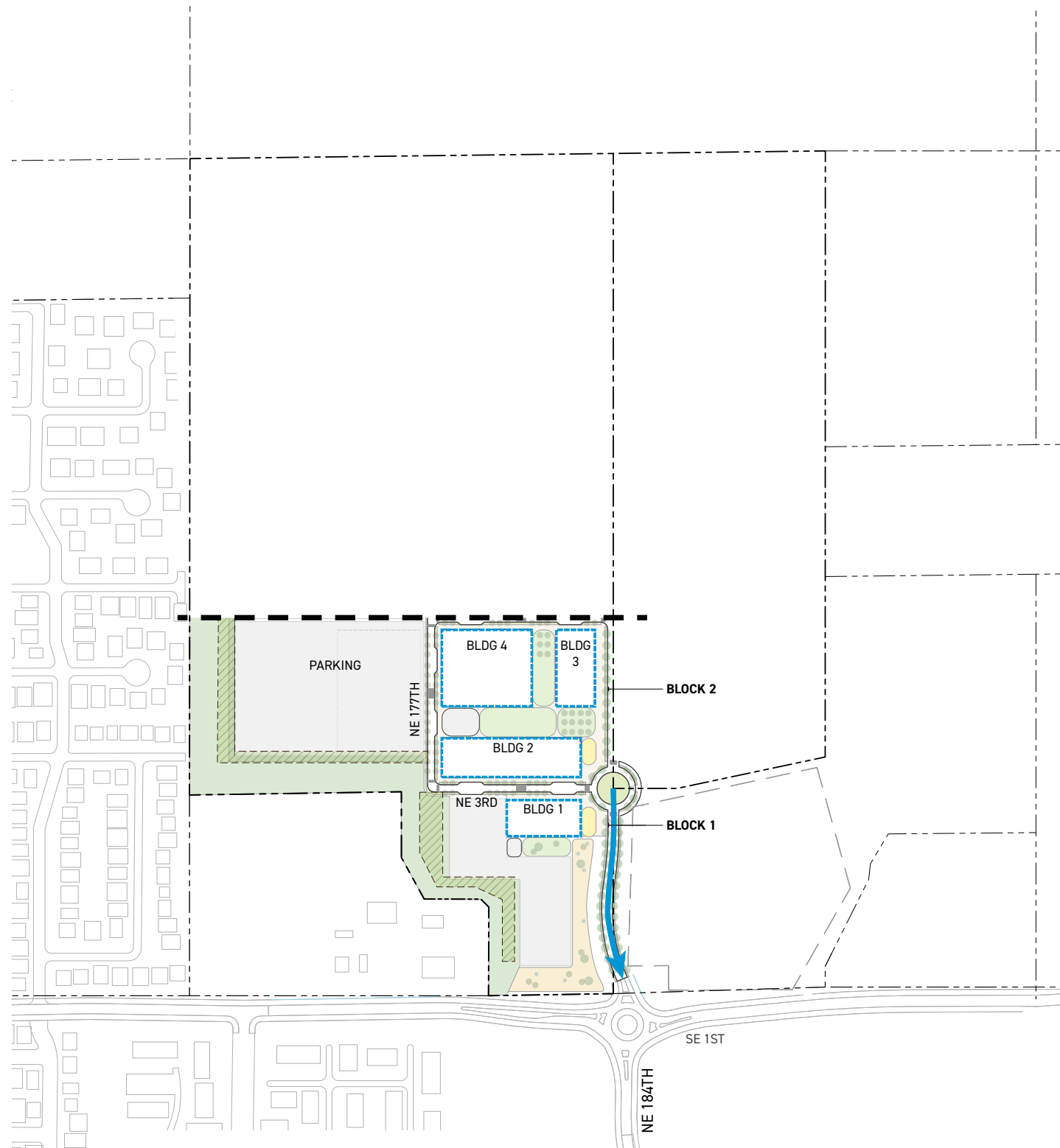


FIGURE 5.C - PHASE 1

In Phase 1, all utilities and services, as well as vehicle access are provided from the short extension of 184TH extending north from the intersection of 1ST Street.



FIGURE 5.D - PHASE 2+

Development exceeding the 330,000 GSF in Phase 1 will require construction of infrastructure including roadways and utilities north to NE 9TH Street.

LEGEND	
 	PROPOSED BUILDINGS
	UTILITY PATH

06

06/

LANDSCAPE PLANNING

6.1

LANDSCAPING

The intended character and identity of Section 30 portrayed in the 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. Raingardens, swales, 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' 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 E1.1, E2.2).

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. Rain-gardens and recharge zones for cleaned stormwater will generally be inaccessible except for periodic maintenance.

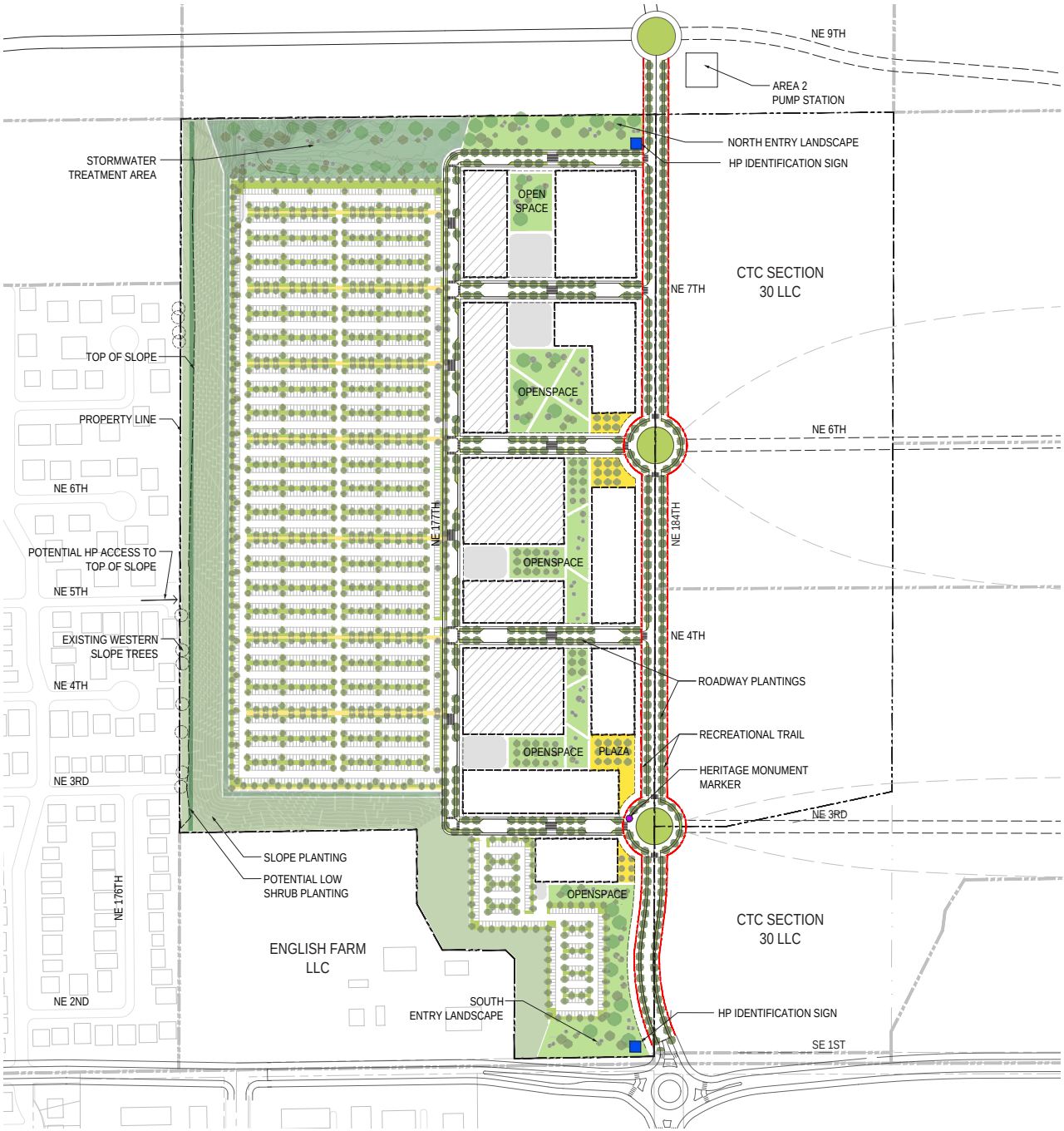


FIGURE 6.A - MASTER LANDSCAPE PLAN

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	
	HP 68 ACRES PROPERTY LINE
	FUTURE ROW LINE
	OPEN SPACE
	PLAZA
	EXISTING TREE
	PROPOSED FUTURE TREE
	HP IDENTIFICATION SIGN
	HERITAGE MONUMENT MARKER (AT 3RD ST AND NE 184TH AVE)

TREES

The west side of the property has an existing stand of evergreen trees and a steep embankment. Some of these existing evergreen trees were permitted for removal because of their poor health. The replacement trees will be planted in the gateway entrance areas to the site and within the HP property. If there are areas along the top of slope to plant these types of trees that are not blocking any residence's views to the east, or raise concerns related to high wind events, those locations will be taken into consideration. To meet the screening requirements on the western boundary of the HP property, it is proposed to use a continuous evergreen hedge along the eastern edge of the area with a fence along the western boundary. Preserving views to the east for the existing residences is one Subarea Plan goal, while tree canopy along HP's western boundary is a separate goal. In order to resolve the competing goals, HP proposes this evergreen hedge screening layer. Ample trees are planted across the site as identified in the Master Landscape Plan to achieve

the City's canopy goals. The western 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-7).

Each entry landscape will be a mix of large and medium canopy trees. Some areas will be dedicated to replacement trees for the mitigation of the trees removed along the western top edge of the 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. 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).



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.

TREES

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

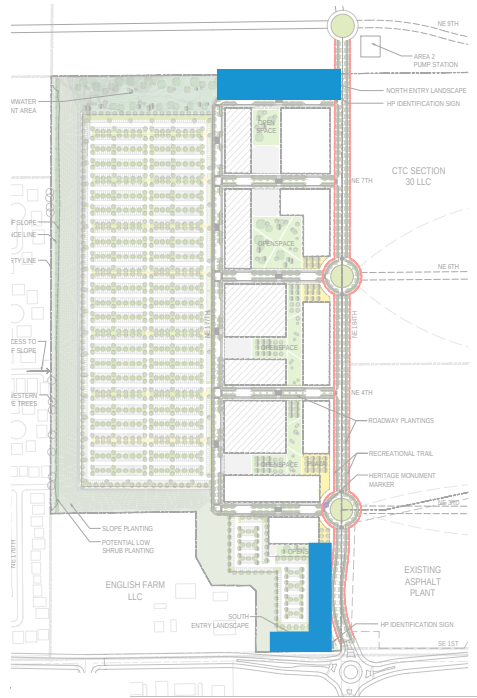


FIGURE 6.C - NORTH AND SOUTH ENTRY

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 showing larger land forms that illustrate the opportunity to combine the functional requirements of landscape with a unique and identifiable design.

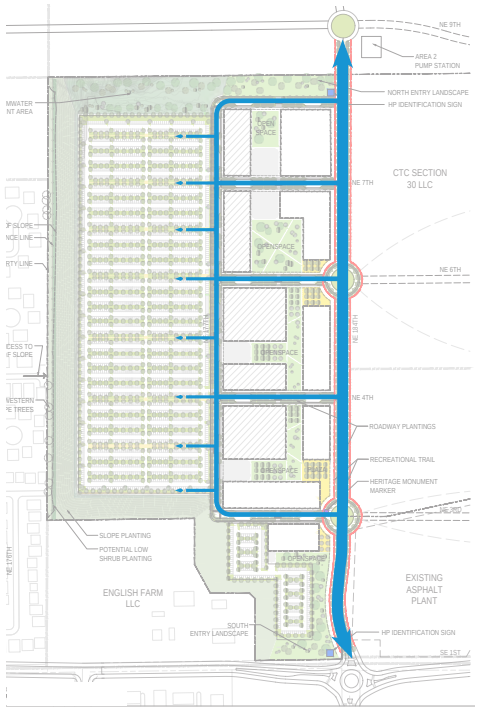


FIGURE 6.D - STREETS

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



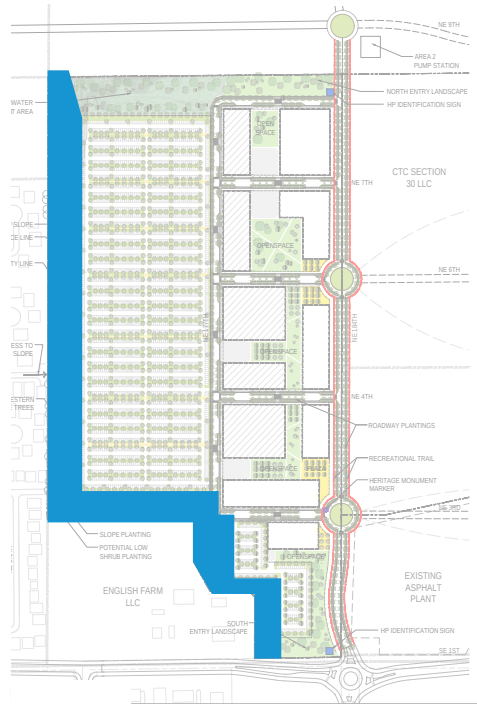


FIGURE 6.E - SOUTHERN AND WESTERN SLOPE

Hillsides along the south and west 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, potentially along NE 5TH Street. 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.

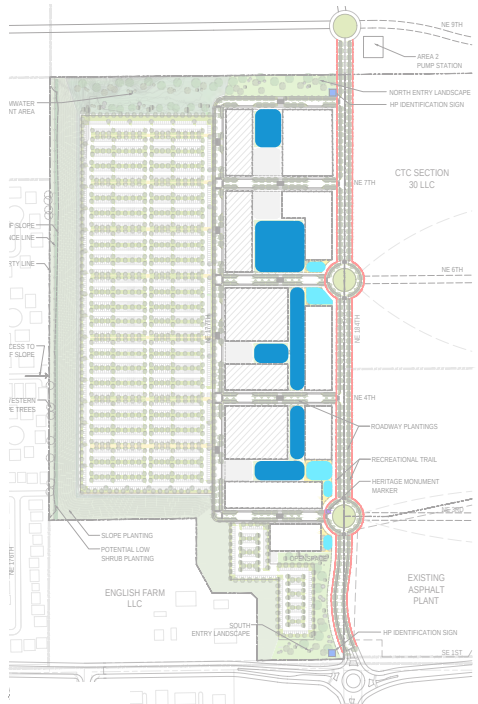


FIGURE 6.F - INTERNAL OPEN SPACE CONCEPTS

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 at the intersections of NE 184th Avenue with SE 1st Street and NE 9th Street will be designed with gateway plantings at each of these principal points of entry. 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 Phase 1 commences.

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.

An exception is the dedicated, heritage monument marker describing the history of the site proposed for a location near the northwest corner of the 3rd Street roundabout on 184th which may not be governed by master plan criteria. The heritage monument marker will be an improved area not to exceed eighty square feet and will include landscaping, one or two benches and an interpretative sign describing the history of the property that will be dedicated to the City. (DA § 6(e), Ex. 4, p. 5).



HP IDENTIFICATION SIGN



DIRECTIONAL SIGN



BUILDING IDENTIFICATION SIGN



HERITAGE MONUMENT MARKER

FIGURE 6.G - SIGNAGE

Monument signs will announce the HP property at the main points of entry from SE 1ST Street and NE 9TH Street. 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 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 west 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 west of the site by the 40' to 50' elevation difference and by the trees and other plantings that separate them. (SP TR-22) (DA Ex.6, p. 4).

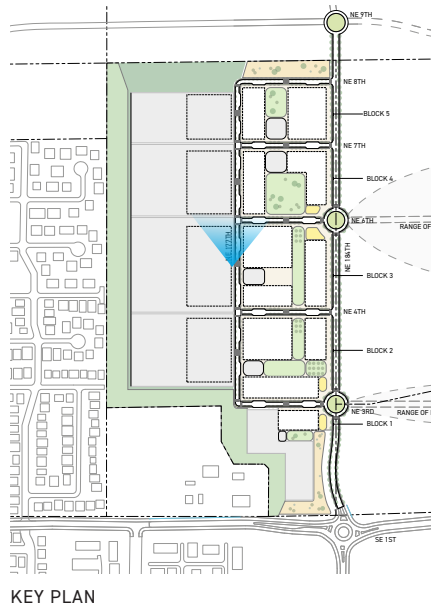
Service yards will all be located on the west side of the buildings and will be architecturally screened. In some cases, screening may include landscape materials such as pergolas. Utility meters and other equipment will similarly be screened. Any blank walls visible from public streets will be screened 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 3 LOOKING NORTH FROM NE 177TH AVENUE

Hedges, walls and fences will be designed integral to the buildings and landscape to which they relate. For users of 184TH, parking west of the buildings will be partially screened by street trees and trees within the lots. Service areas will not be visible from 184TH Avenue.



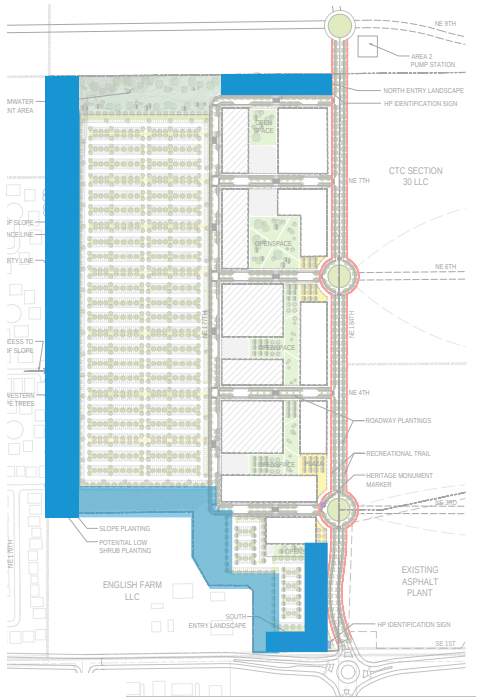


FIGURE 6.I - SLOPE AND ENTRY SCREENING

Examples of potential landscape treatment, including a small evergreen hedge proposed along the western boundary, and gateway landscaping are provided here.

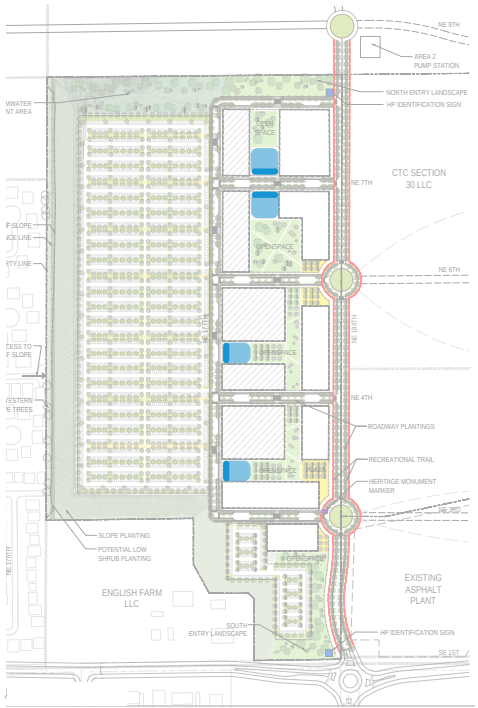
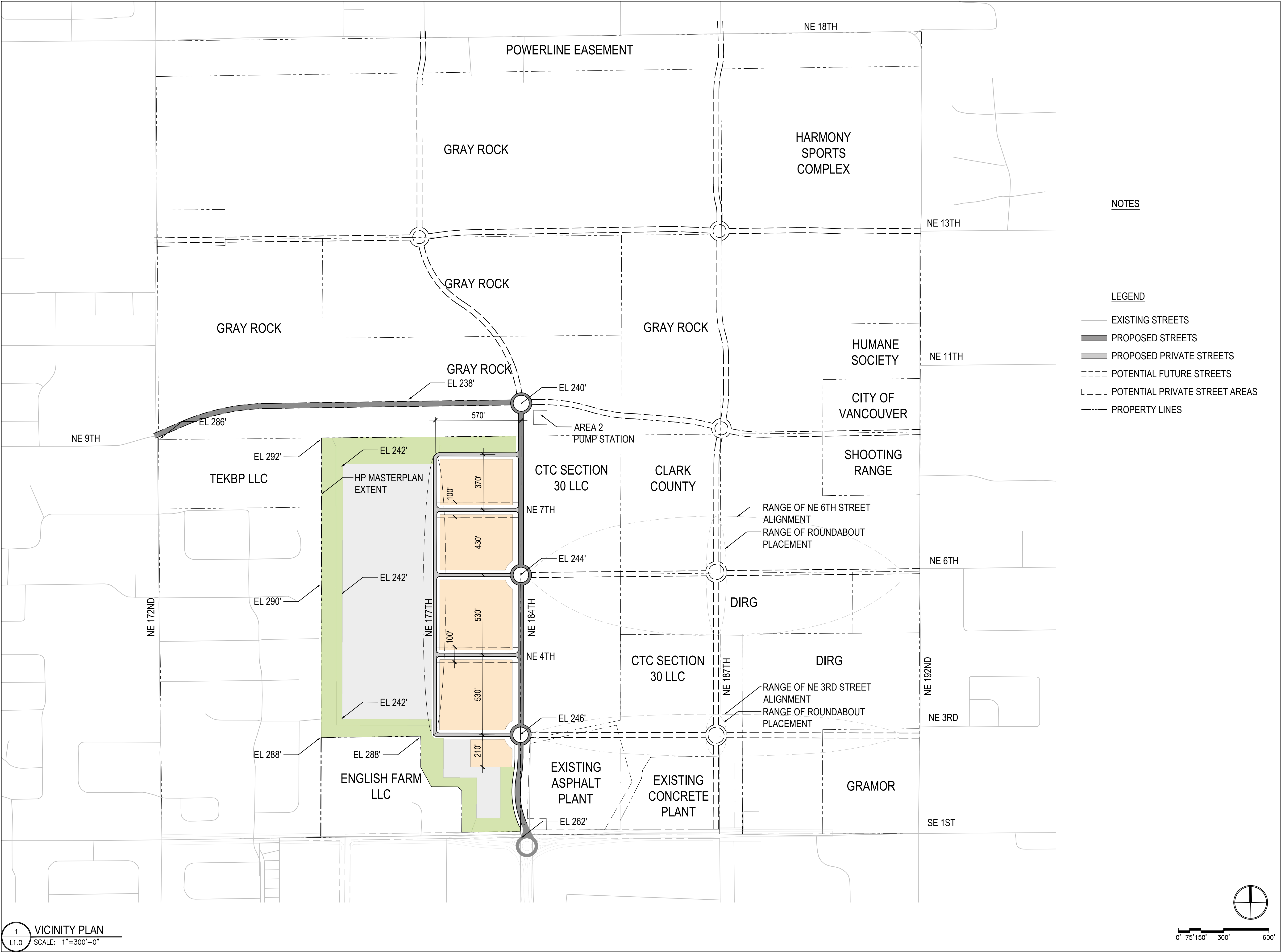


FIGURE 6.J - SERVICE YARD SCREENING

The service yard areas throughout the site will be screened with complementary materials that are consistent with the building enclosure. City standards and Section 30 design guidelines will be followed and 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.





Revisions

HP INC.

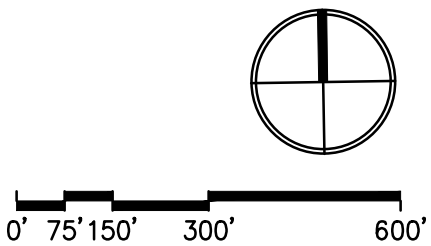
Vancouver, Washington

Drawing Title
VICINITY PLAN

Date: NOV 2020
Job No: P 24518
Drawn By:
Checked By:
Drawing No.

L1.0

APPLICATION



HP INC.

Vancouver, Washington

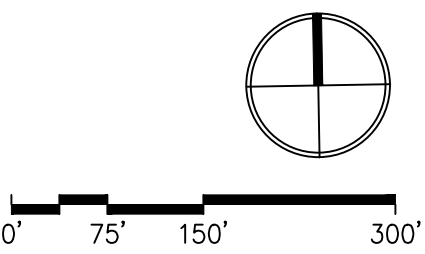
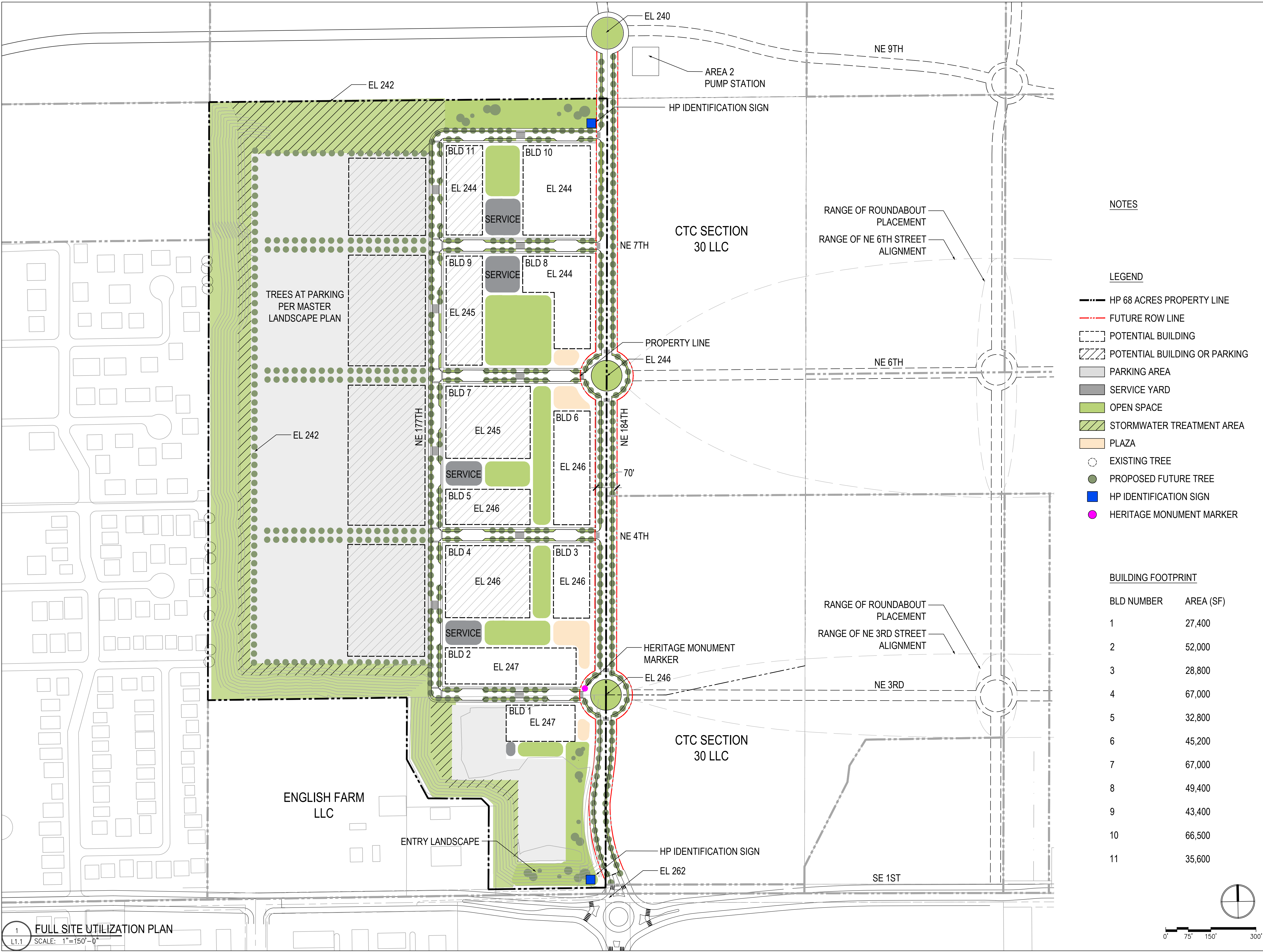
Drawing Title

FULL SITE
UTILIZATION PLAN

Date: NOV 2020
Job No: P 24518
Drawn By:
Checked By:
Drawing No.

L1.1

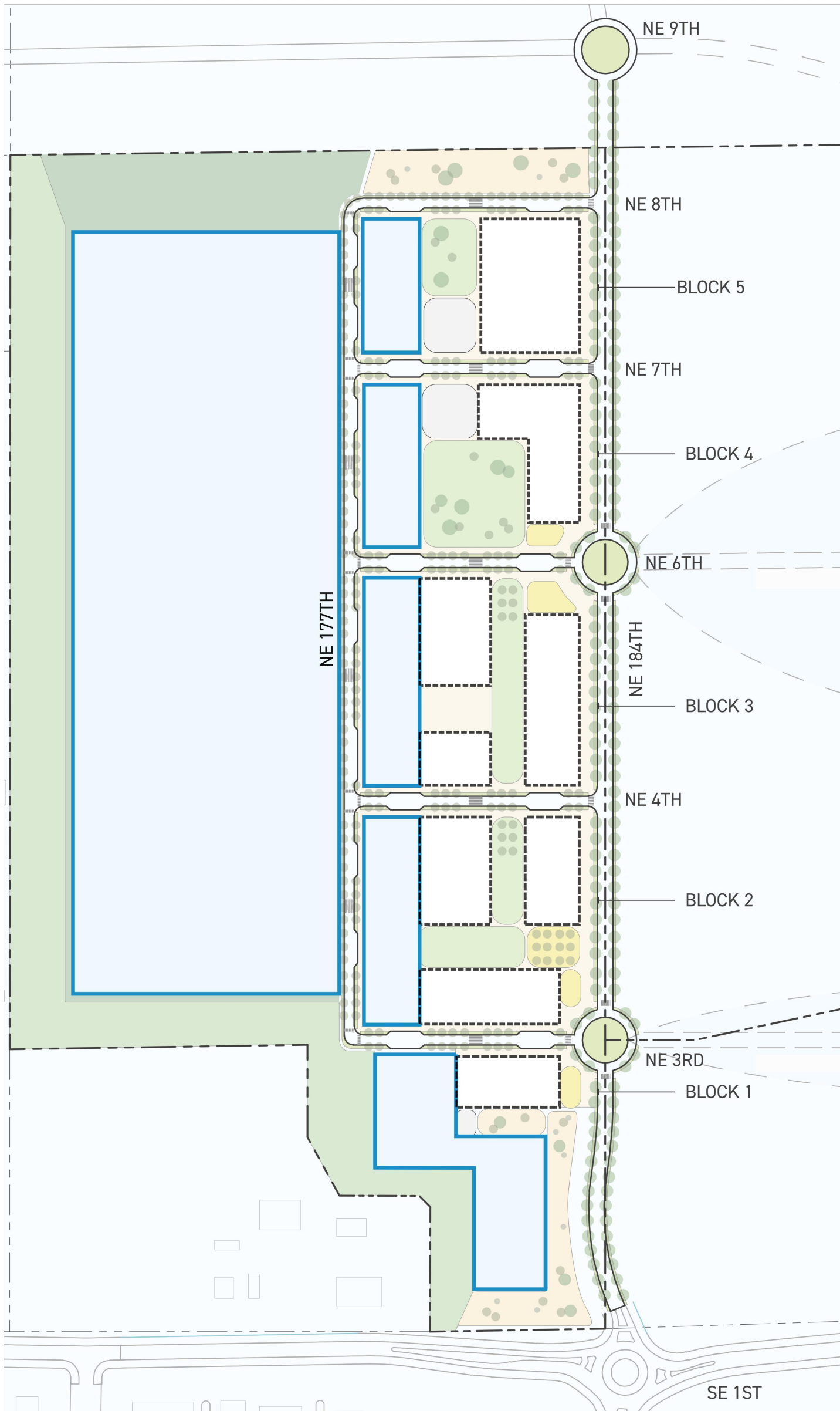
APPLICATION



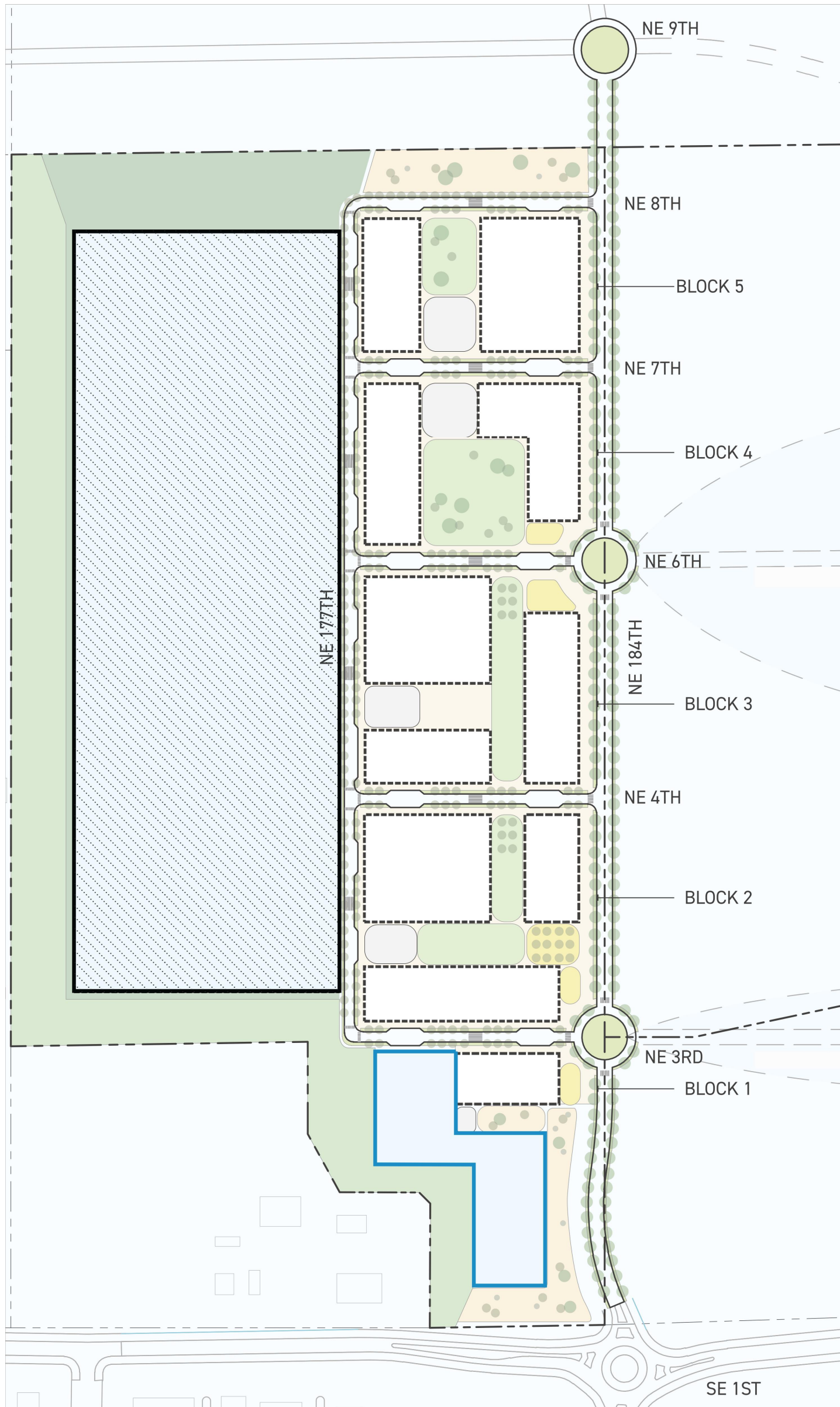
NOTES

LEGEND

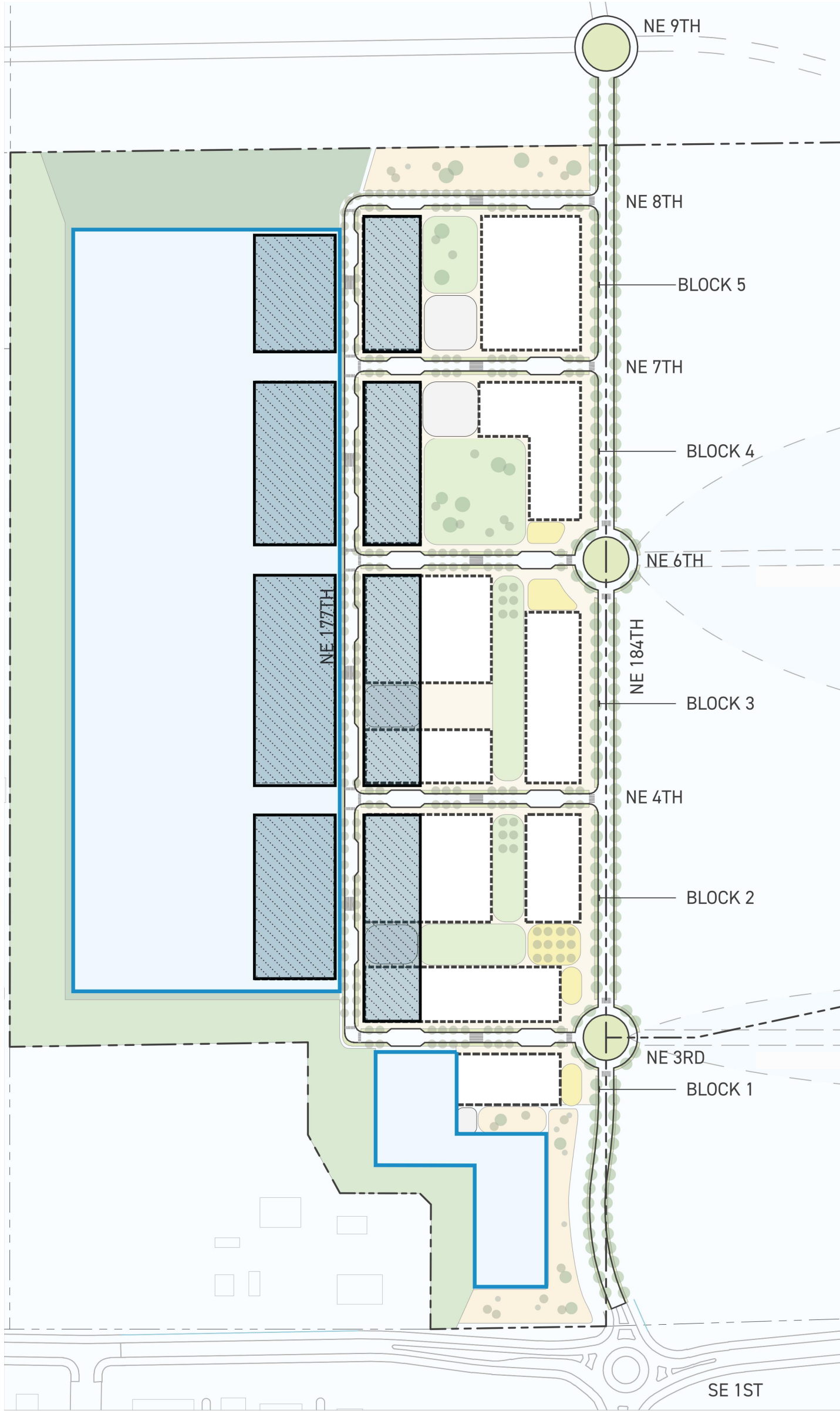
- SURFACE PARKING
- DECK PARKING
- STRUCTURED PARKING



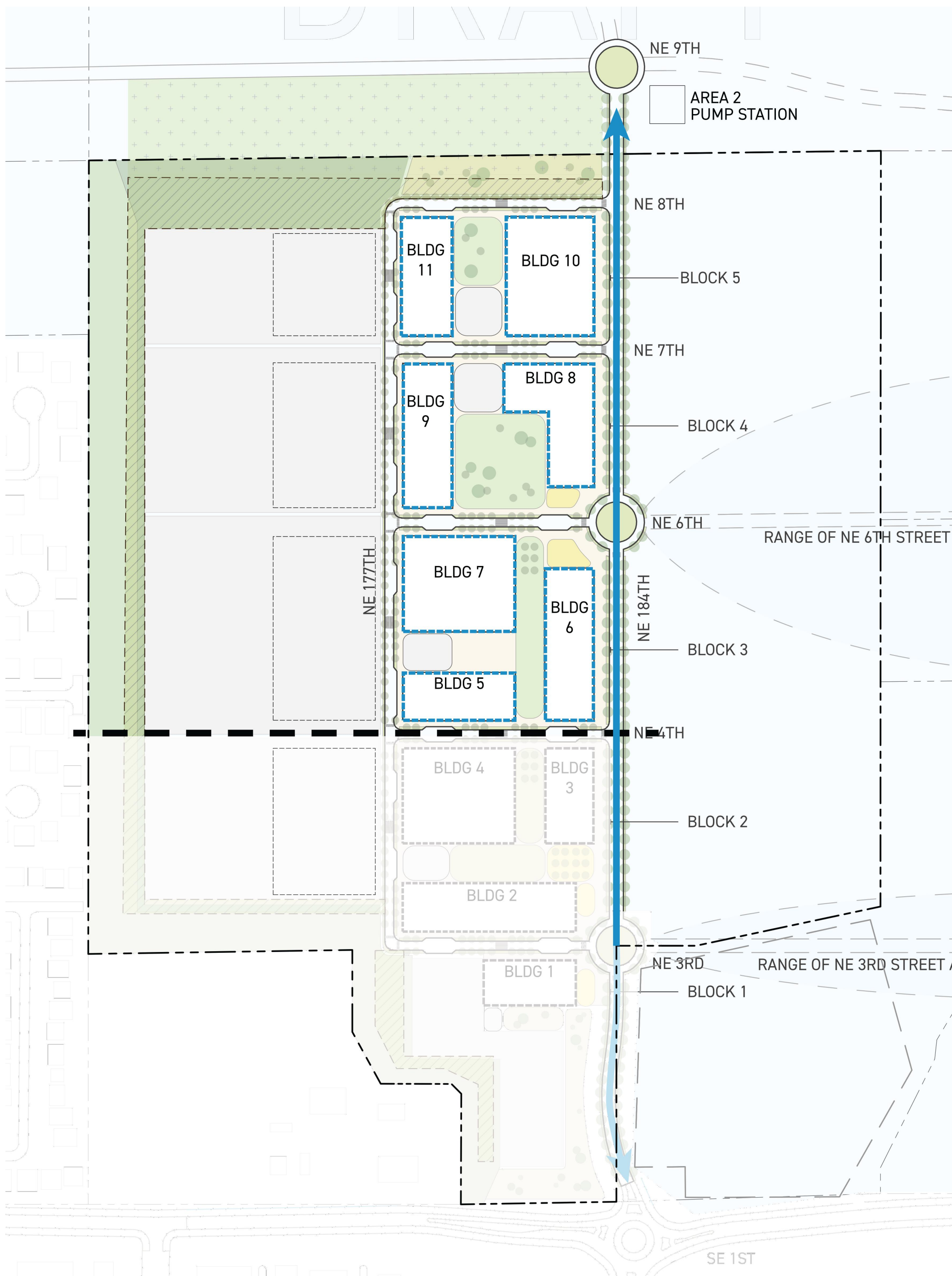
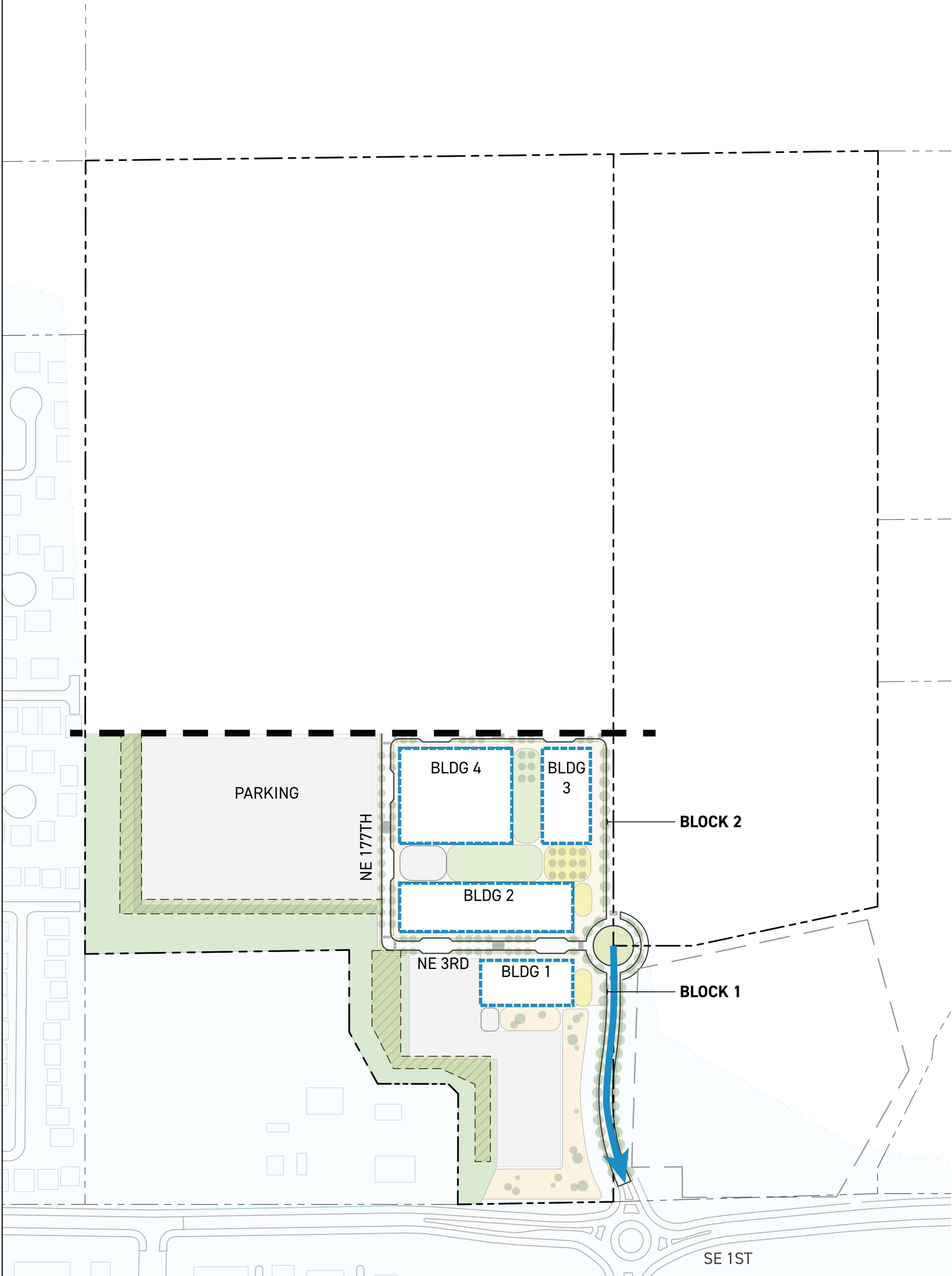
OPTION A
POTENTIAL SURFACE PARKING LOCATION



OPTION B
POTENTIAL DECK LOCATION



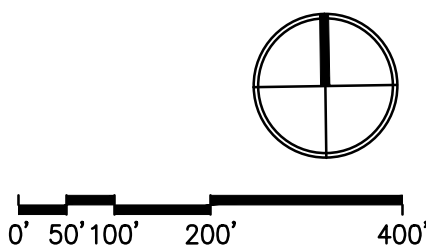
OPTION C
POTENTIAL LOCATIONS FOR STRUCTURED PARKING

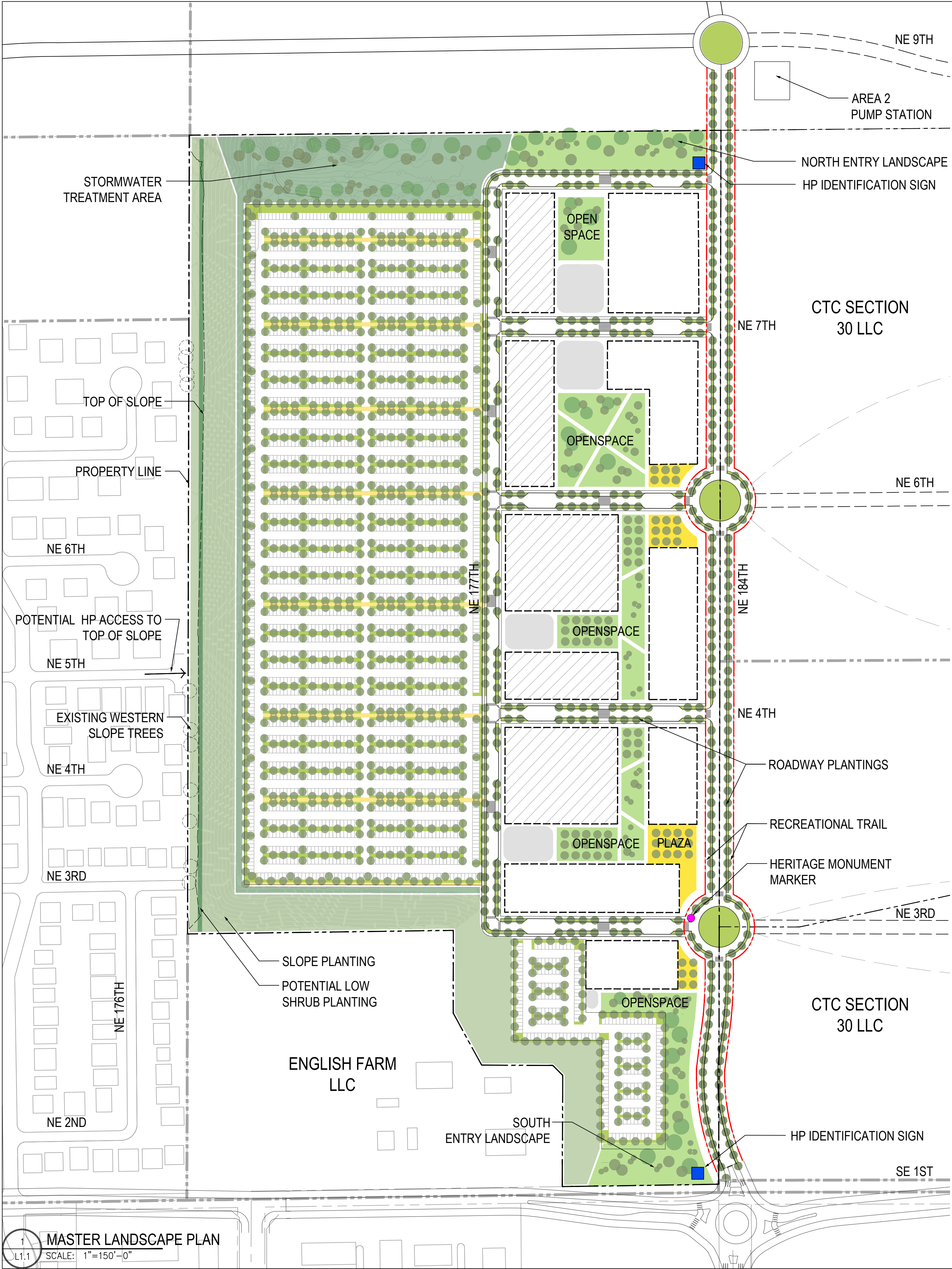


NOTES

LEGEND

- PROPOSED BUILDING
- UTILITY PATH





LEGEND

TREES

EXISTING TREES

LARGE CANOPY TREES

MEDIUM CANOPY TREES

MEDIUM CANOPY TREES

MEDIUM CANOPY TREES

ALL CANOPY TYPE TREES

SCIENTIFIC NAME

WESTERN SLOPE
Pseudotsuga menziesii

SOUTH AND NORTH ENTRIES

Cupressus nootkatensis
Pseudotsuga menziesii
Quercus garryana
Sequoiadendron giganteum

Acer x freemani 'Jeffersred'
Betula nigra 'Cully'
Cupressus nootkatensis
Quercus palustris
Ulmus 'Pioneer'

184TH AND SIDE STREETS

Carpinus betula 'Fastigata'
Nyssa sylvatica 'Haymanred'
Tilia americana x *eucholora* 'Redmond'
Zelkova serrata 'Village Green'

PARKING LOT TREES

Carpinus betula 'Fastigata'
Celtis occidentalis
Gleditsia triacanthos 'Shademaster'
Ulmus 'Frontier'

OPEN SPACE AND PLAZA TREES

Acer griseum
Cornus kousa x *nutalli* 'KN 30-8'
Cupressus nootkatensis
Maackia amurensis
Parrotia persica
Pseudotsuga menziesii

COMMON NAME

Douglas Fir

Alaskan Yellow Cedar
Douglas Fir
Oregon White Oak
Giant Sequoia

Autumn Blaze Maple
Heritage River Birch
Alaskan Yellow Cedar
Pin Oak
Pioneer Elm

European Hornbeam
Red Range Tupelo
Redmond Linden
Village Green Zelkova

European Hornbeam
Hackberry
Shademaster Honey Locust
Frontier Elm

Paperbark Maple
Venus Dogwood
Alaskan Yellow Cedar
Amur Maackia
Persian Parrotia
Douglas Fir

HEIGHT

120 ft.
100 ft.
65 ft.
160 ft.

50 ft.
40 ft.
120 ft.
55 ft.
55 ft.

35 ft.
35 ft.
35 ft.
40 ft.

35 ft.
45 ft.
45 ft.
40 ft.

25 ft.
25 ft.
120 ft.
30 ft.
30 ft.
100 ft.

WIDTH

20 ft.
20 ft.
50 ft.
30 ft.

40 ft.
30 ft.
20 ft.
40 ft.
40 ft.

25 ft.
20 ft.
25 ft.
38 ft.

25 ft.
35 ft.
35 ft.
30 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.



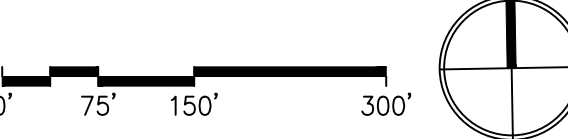
WEST SLOPE LANDSCAPE

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.





P.O. Box 1995 • Vancouver, WA 98668-1995

www.cityofvancouver.us

December 18, 2020

**Notice of Application, Remote Public Hearing, and
Optional SEPA Determination of Nonsignificance
HP Master Plan
PRJ-165336/LUP-79900**

Request: Master Plan for up to 1,500,000 square feet with a mix of office, research and development and other uses consistent with the development agreement over 68 acres. In addition, the proposal includes parking, landscaping and other associated onsite improvements.

Application was submitted November 9, 2020 and deemed fully complete December 4, 2020.

Location: Parcels 176376000, 176416000, 176417000, 176424000, 176380000, 176387000 and 176374000 in the SW 1/4 of Section 30, Township 2 North, Range 3 East of the Willamette Meridian, which were consolidated into one Tax Parcel 176374000 by Declaration of Boundary Line Adjustment, recorded under AFN 5809934, records of Clark County, WA.

Contact/Applicant: JLL, Soo Anderson, 1120 NW Couch Street, Suite 500, Portland, Oregon, 97209

Property Owner: HP Inc., Attention Todd Smith, 3390 E Harmony Road, Fort Collins, Colorado, 80528

Remote Public Hearing Scheduled Land Use Hearing conducted by the Vancouver Planning Commission **Tuesday, March 9, 2021, 6 p.m.**

To avoid the spread of COVID-19, and to meet the Governor's orders, City of Vancouver will hold a virtual hearing. Interested parties can participate in the virtual hearing by emailing the project manager at mark.person@cityofvancouver.us. **Due to remote work conditions, e-mail is strongly preferred.**

Under the authority of VMC 20.790.230, 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 of Vancouver 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. The proposal may include mitigation measures under

applicable codes, and the review process may incorporate or require mitigation measures regardless of whether an environmental impact statement is prepared.

Comments on the project received electronically before 4 p.m., Jan. 18, 2021, will be incorporated into the staff report; comments received electronically after that date will be presented at the hearing.

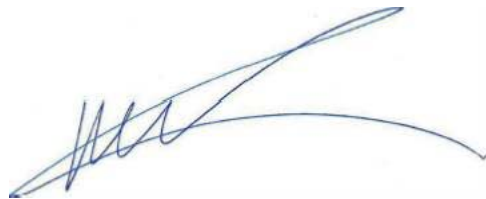
Procedural appeals to the SEPA determination shall be filed in writing within 14 calendar days following the last day of the comment period.

Substantive SEPA appeals shall be filed in writing within 14 calendar days of the issuance of 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.

Vancouver Planning Commission will make a recommendation to the Vancouver City Council who will make the final decision. The Vancouver City Council meeting will be noticed once a hearing date has been set.

A copy of the final determination may be obtained upon e-mail request. Please include any one of the project numbers listed.

Case Manager: Mark Person, AICP, Senior Planner
E-mail: mark.person@cityofvancouver.us

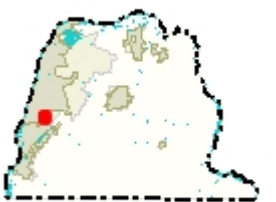
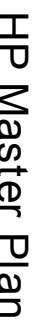


Dec. 18, 2020

Name

Date

Coverage of this hearing is being cablecast live on Clark/Vancouver Television Channel 23, Comcast Cable Television System.



- Notes:

**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>303-547-2600</u>
Mailing Address: <u>3390 E. Harmony Rd, Fort Collins, CO 80528</u> (No., City, State, ZIP)	
Applicant: <u>JLL, Soo Anderson</u> (Print or Type Name)	Telephone: <u>503-546-3664</u>
Mailing Address: <u>1120 NW Couch St, Ste. 500, Portland, OR 97209</u> (No., City, State, ZIP)	
Relationship to Owner: <u>Agent</u>	
Tax Assessor Serial Number(s): <u>176374000, 176387000, 176380000, 176424000, 176376000, 176417000, 176416000</u>	
Legal description: Lot(s) <u>11,27,17 & 23,64,13,57,56</u> Block(s) _____ Plat name <u>a231303</u> (If a Metes and Bounds description, check here ☐ , and attach narrative to this application.)	
Site Address (if any): <u>Parcel 176374000 address: 18208 SE 1st ST, Vancouver, WA 98684 (all other parcels: no situs addresses available)</u>	

☐ 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 Master Plan (Master Plan or Plan)
2. Name of applicant: [\[help\]](#)
JLL, Soo Anderson
3. Address and phone number of applicant and contact person: [\[help\]](#)
Soo Anderson
JLL
1120 NW Couch St, Ste. 500,
Portland, OR 97209
503.546-3664
4. Date checklist prepared: [\[help\]](#)
10/05/2020
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 Master Plan process began in February 2020 and is expected to be ready for City completeness review in October 2020. City comments are expected to be integrated by November 2020. Master Plan workshops with the City are expected to begin in January 2021. A public hearing before the Planning Commission is anticipated in February 2021 and City Council hearing in March 2021. 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 the proposed HP Inc. ("HP") development described in this Plan is expected to occur in multiple phases over the next 15+ years (Dec. 2019 – Dec. 2034), with the possibility to extend beyond that date. HP has not designated a start date for construction of Phase 1.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [\[help\]](#)
 - More detailed development plans and permitting will be completed prior to any project construction. It is anticipated that all potential environmental impacts are addressed in the HP Master Plan; however, additional SEPA documentation and revisions will be prepared prior to construction to cover unexpected impacts, project changes, and/or delays.
 - The Development Agreement states that HP has the opportunity to annex and develop additional Section 30 properties in the future but there are no plans for any additional development at this time. This Master Plan is only for development on the 68 acres, as depicted.
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [\[help\]](#)
 - 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.

- October 7, 2020. City of Vancouver Approval of HP Inc. Rough Grading Plan. Application Number SDP-282671. (Available upon request).
- September 11, 2020. Final Notice of Determination of Non-significance (DNS). HP Inc. Rough Grading. PRJ-165336/LUP-79200. SEPA # 202004511 – City of Vancouver. Mitigated DNS for rough grading and stockpiling material on approximately 34.76 acres.
- July 24, 2020, Notice of Determination of Non-significance (DNS). HP Inc. Rough Grading SEPA Checklist. PRJ-165336/SDP-282671. SEPA # 202003820 – City of Vancouver. DNS for rough grading and stockpiling material on approximately 806,732 S.F (18.5 acres).
- May 1, 2020 Modification of Reclaimed Grades letter to DNR, relating to modification to the reclamation plan for the SE 1st Street Facility, DNR surface mine Permit #70-0112822.
- 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.
- 2019 Phase 1 Environmental Site Assessment for the project area, prepared by TRC for HP Inc. TRC Project No: 365356 (Available upon request).
- 2018 Phase 1 Environmental Site Assessment for the project area, prepared by GeoDesigns Inc. for PacTrust LLC.
- 2018 Geotechnical survey of the project area for PacTrust by GeoDesigns Inc. (Available upon request)
- Termination of Surface Mine Reclamation Permit No. 70-012557 (Sec 30, Twn 2N, Rge 3 E WM) . Permit for the former English Pit surface mine, prepared by DNR, dated October 30, 2012.
- Subsurface Environmental Investigation; English Pit Reclamation/Closure; 18208 SE First Street; Vancouver, Washington, prepared by GeoDesigns, dated April 2, 2009.
- City of Vancouver DNS CPZ2009-00010/SEP2009-00025, Section 30 Urban Employment Center Plan (updating the existing 2004 plan) and associated comprehensive plan and zoning changes, dated June 12, 2009.

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. [\[help\]](#)
None
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 Master Plan review and approval process. The HP Master Plan covers the development of 68 acres in the City's Section 30 Urban Employment Center Plan District. The complete project will extend from SE 1st ST just west of NE 184th AVE, north to NE 9th ST.

The Plan is designed to meet the intent of the City's Section 30 Urban Employment Center Subarea Plan and Design Guidelines; and the Development Standards vested in the HP and City of Vancouver, WA December 16, 2019 Development Agreement (the Development Agreement provides for Type II review of Phase 1 prior to adoption of the HP Master Plan at HP's option). The Plan includes:

- Up to 1,500,000 gross square feet (GSF) of office, research and development, and light industrial use space; as well as the potential for occupant-supported small-scale retail, restaurant, accessory space. Pedestrian paths will connect buildings, plazas, parking lots and roads. Landscaping will be integrated with stormwater management and will include shade trees and rain gardens. The Master Plan anticipates the project being developed in 2+ 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 Master Plan (Master Plan Sec. 5.1):
 - Phase 1 will be located on approximately 30 acres at the south end of the project area, the area north of SE 1st ST to the approximate location of NE 4th ST, west of NE 184th AVE and east and north of the English Estate Winery (17806 SE 1st St, Vancouver, WA 98684). Phase 1 will consist of a mix of buildings totaling approximately 330,000 GSF, parking lots, on site utilities, stormwater infiltration sites and other stormwater management facilities, and landscaping. Phase 1 also includes one north-south private road (NE 177th AVE) and one east-west running private road (NE 3rd ST) connecting NE 177th AVE to NE 184th AVE (Master Plan Figure 5.C).
- Phase 2+ will consist of the construction of additional buildings totaling up to 1,170,000 GSF on the remaining acres north of Phase 1. Phase 2+ will include additional parking lots (some potentially as raised or structured parking over existing parking areas), additional landscaping, on site utilities, and stormwater infiltration sites and other stormwater management facilities. Phase 2 also includes the construction of four additional east-west private service roads (NE 4th ST, NE 6th ST, NE 7th ST, and NE 8th ST); the continuation of private service road NE 177th AVE north to NE 8th ST ; the continuation of public street NE 184th AVE to NE 9th ST (Master Plan Figure 5.D).
- Additional infrastructure construction referred to in the Plan, some of which may be performed by HP, may include land dedicated from neighboring properties, and coordination with such neighbors:
 - Extending 184th AVE north between SE 1st ST and NE 9th ST as a full-width, 34-foot curb-to curb collector arterial. Traffic roundabouts will be constructed at the intersections of NE 184th AVE and SE 1st ST, NE 3rd ST, NE 6th ST and NE 9th ST to improve traffic flow.
 - Building a 12-foot wide public recreational trail adjacent to 184th connecting SE 1st ST and 9th ST.
 - Constructing NE 9th ST between 172nd AVE and 184th AVE including a roundabout at the junction of NE 9th ST and NE 184th AVE.
 - Constructing the public Area 2 of Sec 30 sanitary sewer pump station (Area 2 Pump Station).
 - The construction of a public stormwater infiltration and groundwater recharge facility near NE 9th ST

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 Master Plan project area is in the City of Vancouver, WA, in Sec 30, Twn 2 N, Rge 3 E WM, including parcel #s 176374000, 176387000, 176380000, 176424000, 176376000, 176417000, 176416000 (Figure 1). It is located north of SE 1st ST, south of NE 9th ST and west of an active hot mix asphalt production plant operated by Granite Construction Company.

B. ENVIRONMENTAL ELEMENTS [\[help\]](#)

1. Earth

- a. General description of the site [\[help\]](#)
(circle one): Flat, rolling, hilly, steep slopes, mountainous,
other _____

The topography in the project area is irregular due to past aggregate surface mining and site reclamation operations. There are steep slopes along the south, west, and southeast sides of the proposed project area and flat or rolling topography on the old quarry floors (Figure 2). The steep slope along the north end of the project area has since been removed by the property owner to the north (Grayrock Resources LLC) which is not depicted in the figures. The steep slopes on the west, south, and southeast portion of the project area are classified as Steep Slopes and Landside Hazard critical areas under the City of Vancouver's Geologic Hazards Ordinance (steep slopes >25%) (Figure 3).

Due to the steep perimeter slopes, the majority of the project area is approximately 40 to 50 feet below existing residential development west of the project area and approximately 50 feet below the south and southeast ends of the project area. More detailed topographic maps as well as grading plans are included in the HP Inc. Rough Grading Plan.

- 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. [\[help\]](#)

GeoDesigns Inc. completed a geotechnical survey of the project area, including a soil study, in 2018. This survey found the site soils consists of unconsolidated, sandy gravel with cobbles, with deposits containing stratified, fine- to coarse-grained, surrounded to rounded gravel in a coarse, sandy matrix. The U.S. Natural Resources Conservation Service (NRCS) classifies all soils in the project area as Lauren gravelly loam, 0 to 8 percent slopes (LgB). LgB soils are classified as somewhat excessively drained soils, droughty soil, with no hydric soil rating.

The project area is in a reclaimed quarry with highly disturbed soils. There are no agricultural lands of long-term commercial significance in the project area.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [\[help\]](#)
No
- 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. [\[help\]](#)

Due to the project area's irregular topography some amount of excavation, filling, leveling, and compaction will be required prior to project construction. Soils will be graded for stormwater drainage, including creating a slight downhill slope to the north in Phase 2+ project area to help water flow towards the NE 9th ST stormwater collection facility and ground water recharge area. The south and west boundaries of the former quarry will be graded at a 2:1 earthen slope and landscaped for stabilization and appearance. It is expected that cutting and filling grades can be balanced across the site. Some fill materials will be from sources within the project area. Some crushed rock fill will come from outside the project area with the source to be determined later.

The City has issued SEPA DNS findings for two rough grading plans previously submitted by HP (Aug. 27, 2020 SEPA # 202004511 and July 24, 2020 SEPA # 202003820). These plans include redistributing approximately 132,350 cubic yards (cy) of cut and 1,100 cy of fill on approximately 34.76 acres and approximately 39,100 cy of cut and approximately 38,150 cy of fill material on approximately 18.5 acres respectively. New grading plans will be developed and required permits and permissions acquired prior to any additional cutting, filling, and grading not covered in these existing Rough Grading Plans.

- 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 and wind.
- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [\[help\]](#)

Approximately 71% of the 68-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: [\[help\]](#)

Erosion will be minimized during project grading, and construction by following site specific Best Management Practices (BMPs) outlined in the project's Erosion/Sedimentation Control Plan and SWPPP. 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, placing a hydro-barrier at the base of the proposed safety fence, and top of slope drainage collection and conveyance pipes. In addition, buildings, parking lots, and access roads will be built on graded, leveled, and compacted soils which should prevent future erosion.

2. 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.

Air emissions during site operation and maintenance post construction will mostly consist of air pollution and greenhouse gasses released from vehicles commuting to and from the site. Additional sources of air emissions could result from building, parking lot and landscaping maintenance. Plans for building 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>) website, the project is not in an air quality non-compliance or maintenance area (Figure 4 NEPAassist).

The Granite Construction Company operates a hot mix asphalt production plant on the property just east of the project area (18208-A SE 1st ST, Vancouver, WA 98684). Air emissions and asphalt odor from this facility do reach the project area and may impact the proposal.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)

Construction air emissions will be minimized by following BMPs outlined in the project's SWPPP.

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.

Fugitive dust generated during and after project construction will be minimized following the project's Erosion Control and SWPPP BMP's. These will include watering or stabilizing disturbed soils, covering stockpiles, and using erosion control fencing when needed. 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 installing electric vehicle (EV) charging stations in parking lots and encouraging the use of EV vehicles. The use of roundabouts will encourage consistent vehicle speeds along 184th AVE and will also help reduce vehicle emissions.

3. 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 surface waters on or in the immediate vicinity of the project site (Figure 5).

- 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. [\[help\]](#)

The project will not require any work over, in, or within 200 feet of any surface water body.

- 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. [\[help\]](#)
Not Applicable

- 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 HP project area as Zone X, Area of Minimal Flood Hazard (Figure 6).

- 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 project will not involve any discharges of waste materials to 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 project will be connected to the City's public water system. CTC Section 30, LLC has the water rights to a well located just east of the project area. Owner may apply 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; 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 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 from rain will be the main source of runoff in the project area. The project is in a sump/depression surrounded by steep slopes on the south, west, and southeast sides of the 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. 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).

During their 2018 geotechnical survey of the project area, GeoDesign conducted two stormwater infiltration tests of native soil near the perimeter of the site. Test results found observed infiltration rates of 200 and 900 inches per hour, respectively. Based on the test results and the geologists' experience, the native soil, located predominately around the perimeter of the project area, has high infiltration rates and can accept large volumes of stormwater. On-site stormwater infiltration was found to be viable as long as the infiltration areas are in native soils.

Stormwater management is fully integrated with project design. Finished grades north of the Phase 1 project area will convey stormwater through filtering landscape materials towards the infiltration zone in native soils on the south side of NE 9th ST. Raingardens, stormwater planters, and other passive landscaped areas will be used to collect and filter stormwater. Filtered stormwater will be conveyed to infiltration zones in native soils between parking lots and the toe of the earthen banks located at the south and west boundaries of the project area, and the designated infiltration field near NE 9th ST (Master Plan Figure 4.A). All filtration landscaping will be accessible for periodic maintenance.

Consistent with the Development Agreement, 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.

- 2) Could waste materials enter ground or surface waters? If so, generally describe. [\[help\]](#)

No

- 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 proposal 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:

Surface, ground, runoff, and drainage pattern impacts will be managed by following the BMPs in the project's SWPPP, site grading, and the use of passive landscaped areas, such as raingardens, to collect and filter stormwater before stormwater is conveyed to infiltration areas located mostly along the site's perimeter.

The project will be designed to meet City of Vancouver Surface Water General Requirements, Western Washington Phase II Municipal Stormwater Permit requirements, and consistent with all stormwater related provisions in the Development Agreement. Because the proposed project will create more than 5,000 square feet of hard surfaces the project will be designed to meet Minimum Requirements #1 -#9 of the 2014 Stormwater Management Manual for Western Washington (SMMWW) (<https://fortress.wa.gov/ecy/madcap/wq/2014SWMMWWinteractive/2014%20SWMMWW.htm>).

4. 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? [\[help\]](#)

Approximately 97% of the project area is part of the existing quarry excavation with the remainder consisting of narrow, flat strips of land near the original ground surface at the west and south boundaries of the project area. The majority of the project area lies at the base of a 50 to 60 foot deep quarry excavation that is in many places devoid of vegetation due to recent machine disturbance, and in others bears sparse growth of various grasses and opportunistic forbs (e.g. field mint [*Mentha arvensis*], mullein [*Verbascum sp.*], thistle [*Cirsium sp.*] and scotch broom [*Cytisus scoparius*]).

Areas of minimal disturbance along the western and southern property boundaries have vegetation consisting of Himalayan blackberry (*Rubus armeniacus*), various grasses, wild rose (*Rosa sp.*), St. John's Wort (*Hypericum perforatum*), and the occasional bigleaf maple (*Acer macrophyllum*) and Douglas fir (*Pseudotsuga menziesii*).

Most of the project area will be cleared of vegetation. Efforts will be made to preserve existing native vegetation where feasible.

- c. List threatened and endangered species known to be on or near the site. [\[help\]](#)

The USFWS IPaC website (<https://ecos.fws.gov/ipac/>) information for the HP Master Plan project area lists two potential endangered plant species occurring in the area, water howellia (*Howellia aquatilis*) and golden paintbrush (*Castilleja levisecta*). Neither species has designated critical habitat. Water howellii is a threatened aquatic plant species that is most often found in shallow water and on the edges of deep ponds surrounded by deciduous trees. There is no aquatic habitat in the project area so it is highly unlikely water howellia will be found in the project area.

Golden paintbrush is a threatened terrestrial plant species associated with glacial prairies and requires a low-saturated vegetation community dominated by native grass and forb species. As the HP project area is within the boundary of a reclaimed surface mine any potential golden paintbrush habitat or populations would have been removed during past surface mine operations. It is highly unlikely golden paintbrush will be found in the project area.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [\[help\]](#)

The intended character and identity of Section 30 will be respected in the project area's landscape design. All non-paved areas not occupied by buildings will be treated with planted landscaping or hardscape. Landscape design will favor drought-tolerant native plant materials and will create an environment that encourages walking. The earthen banks along the south and west edges will be planted with adaptive native grass seed mix and wild flowers; road entry landscapes will be 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 west side of the property has an existing stand of evergreen trees and a steep embankment. Some of these existing trees are in poor health and have been permitted for removal. Replacement trees will be planted in the site's road entry areas and within developed areas. If there are areas along the top of slope to plant these types of trees that are not blocking any residence's views to the east, or raise concerns related to high wind events, those locations will be taken into consideration. Each open space and plaza will incorporate an array of tree types that are consistent with the scale of the outdoor space.

- e. List all noxious weeds and invasive species known to be on or near the site.

Scotch broom (*Cytisus scoparius*), listed as a Clark County Class B noxious weed was observed in the project area.

5. 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:

According to information available on the WDFW's Priority Habitat and Species (PHS) on the Web (<https://geo.wa.gov/datasets/acf3fd9ee13948f9959f7acf18fde669>), the project area falls within a masked data polygon covering sensitive priority habitat areas containing caves or cave rich areas, which could support bat populations. WDFW PHS was contacted to get more information but have not yet responded.

The 2018 geotechnical study did not identify any caves on the property. With the area's surface mining history, it is highly unlikely caves will be found in the project area during construction. If any caves are found during project, construction in the area will be stopped to avoid damaging the cave and WDFW biologists will be consulted.

- b. List any threatened and endangered species known to be on or near the site. [\[help\]](#)

The USFWS IPaC website (<https://ecos.fws.gov/ipac/>) information for the HP Master Plan project area lists five ESA listed species potentially occurring in the project area: streaked horned lark (*Eremophila alpestris strigata*), a federally threatened and Washington State endangered species; yellow-billed cuckoo (*Coccyzus americanus*), a federally threatened and Washington State endangered species; Oregon spotted frog (*Rana pretiosa*), federally threatened and Washington State endangered species; Bull trout (*Salvelinus confluentus*), a federally threatened species; and gray wolf (*Canis lupus*), a federally endangered (in the western 2/3rds of Washington State) and Washington State endangered species.

All of these species are highly unlikely to occur in the project area. Oregon spotted frogs and bull trout require aquatic habitats which do not occur on or near the project area. 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. Gray wolf populations are currently only known to occur in the eastern two-thirds of Washington State and no populations are currently known to occur in Clark County or in the project area.

Streaked horned larks are found in Clark County, WA and are known to nest on dredge-material islands along the Lower Columbia River. The species is known to nest and overwinter in large, open landscapes with low, sparse, vegetation and a high percentage cover of bare ground with a preference to areas of roughly 300 acres or larger. They will use large open human constructed landscapes such as airports, farmlands, and industrial areas, if they provide enough suitable nesting habitat. In the Lower Columbia River area, nesting streaked horned larks use flat to gently sloping open landscapes typically close to the river. While streaked horned lark populations found near the Lower Columbia River will use smaller habitat patches than populations found in the Puget Lowlands or the Willamette Valley, any patches they use smaller than 40 acres are only found directly adjacent to open water. (All information from Anderson and Pearson, 2015, Streaked Horned Lark Habitat Characteristics, available at https://cascadiaprairieoak.org/wp-content/uploads/2015/04/Streaked-horned-lark-habitat-characteristics_April-2015.pdf).

While the project area does include flat and/or gently sloping areas with sparse low vegetation and bare ground within the project area, the site is 68 acres and is not near open water and does not provide suitable nesting habitat for the streaked horned lark. The subject property provides marginal habitat that streaked horned larks could potentially use outside of nesting season, but because of the small size of the site, streaked horned larks are not likely to regularly occur at the project site. The project area does not meet streaked horned lark nesting habitat requirements and is very unlikely to contain populations of streaked horned larks.

- c. Is the site part of a migration route? If so, explain. [\[help\]](#)

The project area is within the Pacific Flyway for migratory birds. 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 Master Plan's landscaping design includes planting native vegetation and a mix of habitat types which may be beneficial to wildlife.

- e. List any invasive animal species known to be on or near the site.

There are no known invasive animal species on or near the project area.

6. 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 will 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 the Washington State Energy Code (https://www.sbccc.wa.gov/sites/default/files/2020-04/2018%20WSEC_C%202nd%20print.pdf).

- 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 and will not interfere with the generation of solar energy at 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: [\[help\]](#)

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.

7. 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. [\[help\]](#)

Construction accidents could result in minor exposure to chemical hazards and spills. These will be addressed in the project's spill response and safety plans. There are no known environmental health hazards associated with the Master Plan.

- 1) Describe any known or possible contamination at the site from present or past uses.

None. A review of information available on the EPA's NEPAAssist and Envirofacts (<https://enviro.epa.gov/>) websites did not identify any EPA regulated facilities within the project area. The 2019TRC Phase 1 Environmental Site Assessment (ESA) of the project area did not identify evidence of Recognized Environmental Conditions (RECs), Historical Recognized Environmental Condition (HRECs), or Controlled Recognized Environmental Condition (CRECs) in connection with the project site. .

- 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.

According to the information available on the Clark County Maps Online website, there are no gas transmission pipelines in or near the project area. Based on the 2019 TRC ESA Phase 1 study and information available on the EPA's NEPAAssist and Envirofacts websites, there are no known hazardous chemicals, underground storage tanks, or other hazardous conditions on or near the project area. From a review of the WA DOE Cleanup and Tank Search website (<https://apps.ecology.wa.gov/cleanupsearch/>) and the TRC 2019 ESA Phase 1 report one site located approximately 1,300 feet northeast of the project area (Lakeside Industries) previously had 3 underground storage tanks all of which have since been removed.

There is a hot mix asphalt production plant (Granite Construction Company) located just east of the project area and a cement manufacturing plant (Glacier Northwest Vancouver Ready-Mix Plant/CalPortland Vancouver Ready-Mix Plant) just east of the asphalt plant. HP is unaware of any hazardous materials used at either facility.

If any hazardous materials are found during project construction, measures outlined in the HP Project's Site Safety and Security Procedures guidelines will be followed in accordance with all applicable governmental requirements.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

There are no plans to store, use, or produce toxic or hazardous chemicals included in the proposed Master Plan at this time. Once building use plans are finalized revisions will be made to the SEPA Checklist if it is later determined that the project will include storing, using, or producing hazardous chemicals.

- 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 designed 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 English Pit Shooting Range, and by 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. [\[help\]](#)

Short term noise impacts include noise from construction equipment and activities during daytime hours. Long term noise sources will include trucks transporting goods to and from the facility. General traffic noise from employee automobiles may increase after construction.

- 3) Proposed measures to reduce or control noise impacts, if any: [\[help\]](#)

In accordance with the City's public disturbance code, loud construction noise will be restricted to 7:00 a.m. through 8:00 p.m. when it is within 300 feet of residential areas (VMC 7.05.010). Post construction, vegetation plantings and screening will help minimize noise in and around the project area.

8. 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 site is an undeveloped, reclaimed surface mine within the City of Vancouver's Section 30 Employment Center Plan District. The site is currently vacant or is currently being graded for development. Adjacent property usage includes:

- Residential housing development west of the project area.
- An aggregate surface mine reclamation site is located north of the project area.
- A hot mix asphalt production facility and aggregate surface mining operations are located east of the project area.
- The English Estate Winery is located next to the southwest corner of the project area.
- Residential housing and new housing construction are located south of the project area and SE 1st ST.

- 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 is the only agricultural area near the project area. A fence may be installed along the western and southern property boundaries and screening vegetation will be planted to screen parking and buildings to help reduce visual and noise impacts on the winery.

- 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). The site is within the City of Vancouver's Section 30 Employment Center Plan District and Surface Mining zoning overlays.

- f. What is the current comprehensive plan designation of the site? [\[help\]](#)

The site 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, west, and southeast sides of the project area (Figure 3).
- 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.

- 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 during this project.

- 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 project is being designed to meet the vision and policies for the site's development which are outlined in the City of Vancouver's 2009 Section 30 Urban Employment Center Subarea Plan (<https://www.cityofvancouver.us/ced/page/section-30-subarea-plan>). The properties surrounding the project site are zoned Employment Center Mixed-Use (ECX), Light Industrial (IL), Single Family Residential (R1-6), and Single Family Residential (R1-10).

- 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 project area is in a depression and will not impact the adjacent winery. See also response to question 1(b) in this subsection above, incorporated herein by this reference.

9. 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 on the project site.

- c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)

Not Applicable.

10. 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, 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. Plans have not been finalized but masonry, metal panels, and glass are likely to be the principal exterior materials.

- b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)

Planned development is 40 to 50 feet below the adjoining properties with low lying vegetation planned on slopes to screen but not block views.

- 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.

11. 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 windows of the upper stories mid-morning and mid-afternoon. Lighting along pathways, roads, and parking lot 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? [\[help\]](#)

No

- 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.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)

The Harmony Sports Complex is located approximately a half mile northeast of the north end of the project area and Vandervort Neighborhood Park is located less than a half mile west of the southwest corner of the 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 project includes the development of a multi-use public recreational trail that will run along NE 184th AVE between SE 1st ST and NE 9th ST.

13. 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 property is located to the southwest of and outside the proposed project area, it is known as the English Farm. This is a 12-acre property including a 2-story structure built in 1917 (ID 559026) that has been recommended as eligible for the NRHP. This property will not be directly or indirectly impacted by the proposed project.

- 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. [\[help\]](#)

Secretary of the Interior qualified archaeologists from WHPacific, Inc., an NV5 company, conducted a desktop survey and archaeological predetermination survey with subsurface sampling in the HP Master Plan project area. 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 recordation of English Farm located southwest of the HP property. The English Farm, known today as the English Estate Winery, 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:

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.

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.

- 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. [\[help\]](#)

Secretary of the Interior qualified archaeologists from WHPacific, Inc., an NV5 company, conducted a desktop survey and archaeological predetermination survey with subsurface sampling. Desktop review included a review of previously recorded historic, prehistoric, and above ground resources as well as traditional cultural properties data layers. This included the pedestrian survey of all intact sediments within the project area. Shovel probes were excavated to sample and assess the integrity of buried materials. Subsequent report has been submitted to the Washington Department of Archaeology and Historic Preservation and Clark County. No below ground resources were identified in the project area. One above ground resource is located outside of the project area will not be directly impacted. The development of this adjacent property will not cause direct or indirect impacts to the two-story building on English Farm or the 12-acre English Farm property.

- 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 two-story building on English Farm property will not directly or indirectly be impacted by development.

14. 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 HP property will be accessed by NE 184th Avenue, from SE 1st Street, and planned roadways in Section 30, which could occur at NE 3rd, NE 6th, and NE 9th Streets (Figure 7).

The most direct highway access is to 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 will be created when 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. 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? [\[help\]](#)

Clark County's public transit (C-Tran) bus route #37 (Mill Plain/Fisher's) travels along SE Mill Plain Blvd approximately 0.4 miles south of the HP Project's main entrance at the intersection of NE 184th Ave and SE 1st Street. The nearest transit stop on this route to the project entrance is at the junction of SE Mill Plain and SE 190th Ave near Clark College, approximately 0.6 miles from the project entrance. The Master Plan contemplates accommodating future bus stops along 184th AVE (Master Plan Section 3.1).

- 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. Approximately 770 parking spaces will be constructed for the full 68-acre multi-phase project area, subject to a parking study to be completed after Phase 1. Parking proposals will be reviewed as part of site plan review.

- 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 Master Plan review and approval process. In order for the HP property to develop road improvements to public roads, SE 1st Street improvements are required. In addition, construction of a new public road, NE 184th Avenue will occur. Improvements will include:

- The City of Vancouver will complete the SE 1st Street improvement project between SE 162nd Avenue and SE 192nd Avenue. This project will add a third lane to SE 1st Street which will serve as a separate center turn lane and will help mitigate increased traffic volumes that result from HP's project construction.
- The construction of NE 184th Avenue as a new full-width, 34-foot curb-to curb collector arterial extending from SE 1st Street in the approximate location of 182nd Ave and 184th Ave to NE 3rd Street as part of Phase 1, and north to NE 9th Street for Subsequent Phases.
- The construction of a roundabout at the new intersection of NE 184th Avenue and SE 1st Street, and two additional roundabouts at the new intersections of NE 184th Avenue and NE 3rd and 6th Streets.
- The construction a 12-foot public recreational trail adjacent to 184th as part of Phase 1. This recreational trail will extend along 184th and connect to 9th Street in Subsequent Phases.

All roads and rights of ways being designed and constructed as part of HP's future development will be compliance with the Master Plan, and as that plan includes compliance with the City code and planning documents, as well as HP's vested and other rights under the Development Agreement.

- 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 Master Plan review and approval process. A preliminary traffic study was completed by Kittelson & Associates to determine the average daily trips, and p.m.

peak hour trips completed for the HP's Project of up to 700,000 GSF of development, consistent with land use designation 714 in the International Traffic Engineer ("ITE") Trip Generation Manual, 10th Edition (2019) (Available upon request). This study, which is for a development area 47% of the full 1.5 million GSF planned, generated:

- 5,565 Daily Trips (Assuming Corporate Headquarters trip rate of 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)

The City of Vancouver is currently undertaking a Section 30 Traffic Study that will account for additional trips up to 1.5 million GSF planned for the HP project.

- 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, SE 1st Street is not heavily used for agricultural or forest product transport.

- h. Proposed measures to reduce or control transportation impacts, if any: [\[help\]](#)

Traffic flow will be improved by widening SE 1st Street into a 3-lane road with a middle turn lane and constructing a traffic circle at the intersection of SE 1st ST and NE 184th AVE. A 12-foot-wide recreational trail and will also be constructed along NE 184th AVE to allow for pedestrian and bike access to the site. Additional traffic mitigation measures will be included in the project's Traffic Analysis and Mitigation Plan and Trip Reduction and Transportation Demand Management Plan, submitted as part of the project's Master Plan.

15. 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 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

16. Utilities

- a. Circle utilities currently available at the site: [\[help\]](#)
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____
No utilities are currently available in the 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 project area currently does not have any public or private utilities on site. All utility connections and build outs will meet the criteria outlined in the Development Agreement, the Section 30 Urban Employment Center Plan, and will comply with City codes. Private utilities including

telecommunications, power and natural gas will be looped from existing nearby service lines and supplemented as necessary to meet the need of each successive phase of development.

Utilities being developed on the site include:

- Water – per the June 25th, 2020 Pre-Application Conference with the City’s Community and Economic Development Department, water service for the project area will be provided by the City and will be designed and constructed in accordance with the City’s Water Design and Construction Requirements. All water lines, services, and hydrant construction will conform with the most current “City of Vancouver General Requirements and Details” for water system design and construction.
 - Getting water to the project area will require connecting a new 12-inch ZDI main to the existing 12-inch DI main in SE 1st ST; extending a new 12-inch ZDI main from the new main in SE 1st ST north in 184th AVE to the NE 9th ST alignment; extending 8-inch ZDI mains to the existing mains in both NE 3rd ST and NE 5th ST, and looping an 8-inch ZDI main through the site as needed to serve all required fire hydrants, domestic services, and fire protection lines.
- Electricity – power service provided by Clark PUD through 172nd St. Substation and 192nd St. Substation, a distribution line will be constructed.
- Natural gas service will be provided by NW Natural with a 4-inch distribution line north from SE 1st ST.
- Sewage – The Development Agreement stipulates that if the Area 2 sewage pump station is not constructed as part of Phase 1, the developer may temporarily connect Phase 1 to a sanitary sewer pump station outside Section 30 under the provision that the Area 2 Pump Station will be constructed within 3 years of the certificate of occupancy for a Phase 1 building. The Area 2 Pump Station will be built on HP property near the intersection of NE 184th AVE and NE 9th ST. Figure 4.B of the Master Plan show both temporary and final (post Area 2 Pump Station) sanitary sewer facilities.

C. 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: November 3, 2020

D. 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 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 Master Plan will involve:

- Impervious surfaces will be added 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.
- Construction will cause temporary increases in air emissions over the lifespan of the project. Post construction, most air emission generated by the project will come from auto emissions.
- The Plan may result in an increase in construction and traffic noise in and around the project area.

Proposed measures to avoid or reduce such increases are:

- Stormwater generated by the project will be filtered and infiltrated into soils onsite and, if needed, will be conveyed to a nearby public stormwater infiltration/groundwater recharge field that will be constructed near NE 9th ST. 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 BMPs outlined in the project's SWPPP. 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.
- 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, and a few trees found along the site's perimeter. The project will likely displace small rodents and birds known to occur on the site. The project area is not near a shoreline and does not contain and is not connected to any surface waters and so should not affect any fish or marine species.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

Efforts will be made to grub out and preserve larger trees whenever feasible. To protect nesting birds protected under the Migratory Bird Treaty Act (MBTA) efforts will be made to not disturb existing vegetation during the local primary bird nesting season (July 15 – July 31) when possible. Any active bird nests discovered during or after construction 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 mainly in a topographic sump, 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 Estate Winery, adjacent to the project area, is a 12-acre property that is a historic resource known as English Farm and includes a historic farmhouse.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Vegetation screening and possibly a fence will help protect the adjacent winery from noise and visual effects of the proposed development.

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 area is not near a shoreline.

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 is not currently served by any utilities but will include connecting into existing water, gas, and power lines. Phase 1 of the project may temporarily tie into existing sewer lines but will later tie into a new Area 2 pump station that will be built in Phase 2 of the project. Public service demands will increase as the area's population increases with the build out of the Section 30 area.

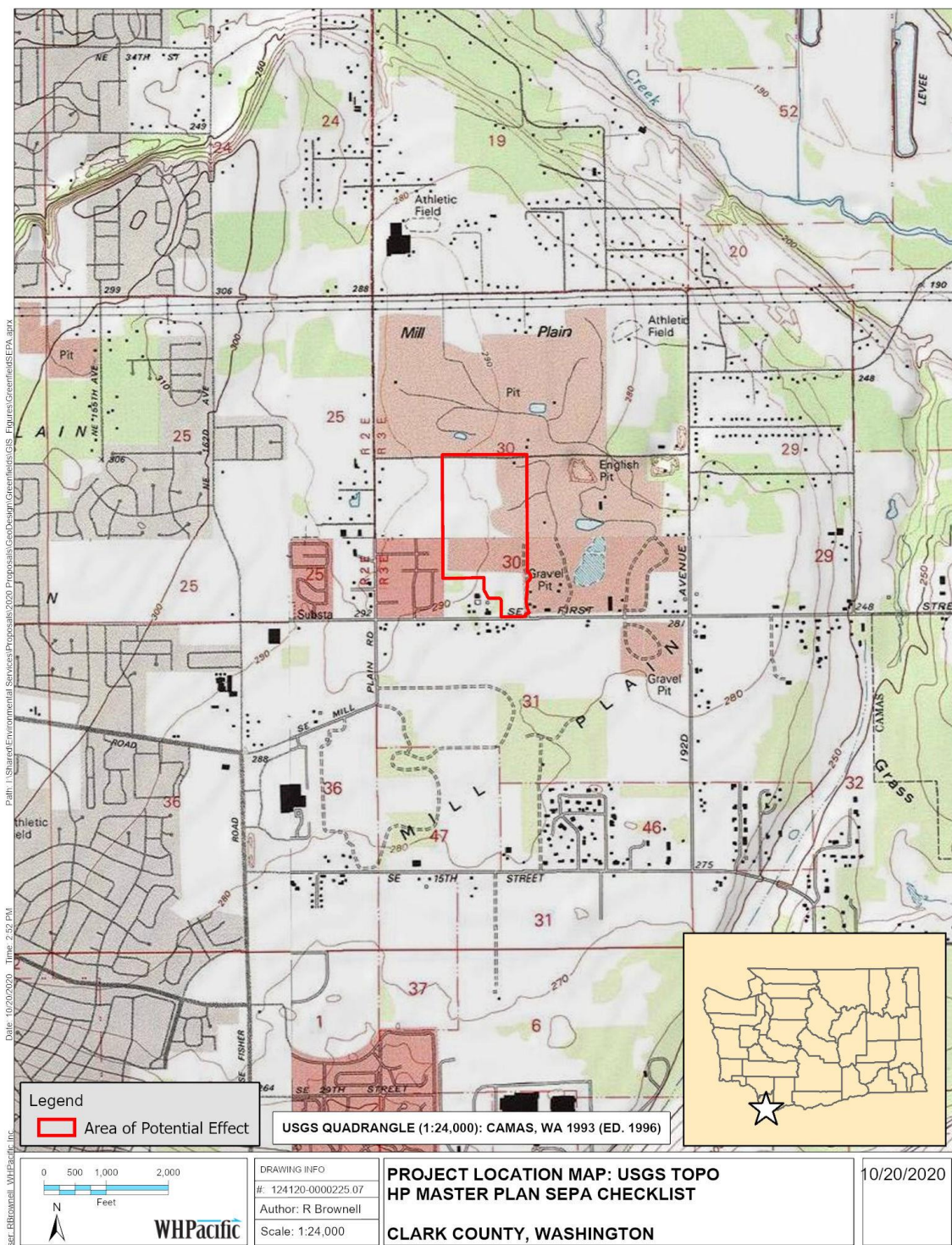
Proposed measures to reduce or respond to such demand(s) are:

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 ST, constructing NE 184th AVE and NE 9th ST, and building roundabouts at the intersection of NE 184th AVE with SE 1st ST and NE 9th ST to improve traffic flow into and out of the project area.

Increased demand on the area's sewer infrastructure will be reduced by the construction of the Area 2 pump station. Water, gas, and power conservation measures, such as planting native drought tolerant landscaping, using LED lighting, and building energy efficient buildings will help reduce overall demand on water and energy resources.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The project is not anticipated to conflict with local, state, and federal laws or requirements protecting the environment.



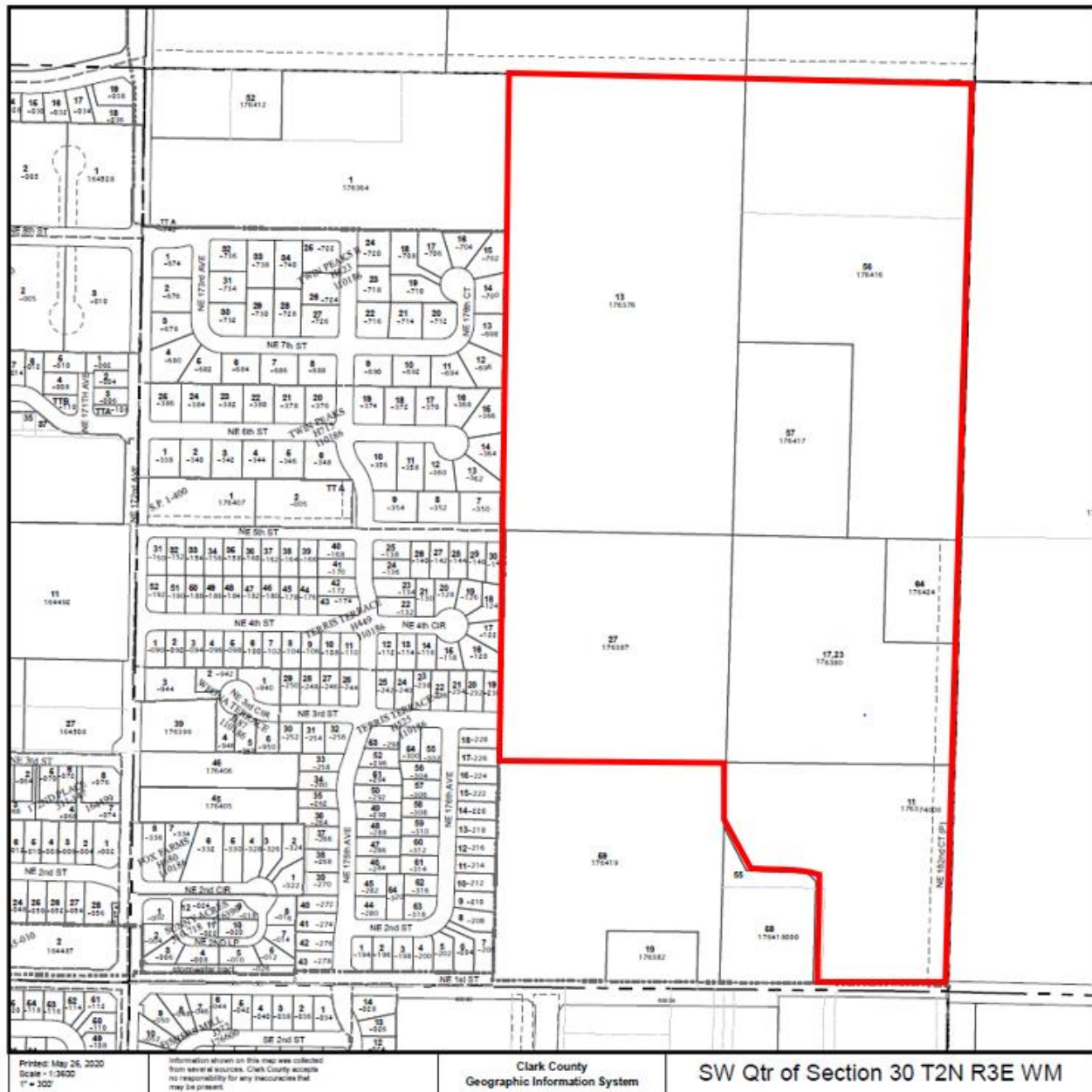


Figure 1: HP Project Master Plan development area (in red), including tax parcel and lot identification numbers. (source: Clark County Maps Online a231303 Plat map <https://gis.clark.wa.gov/ccimages/quarters/tr231/a231303.pdf>)

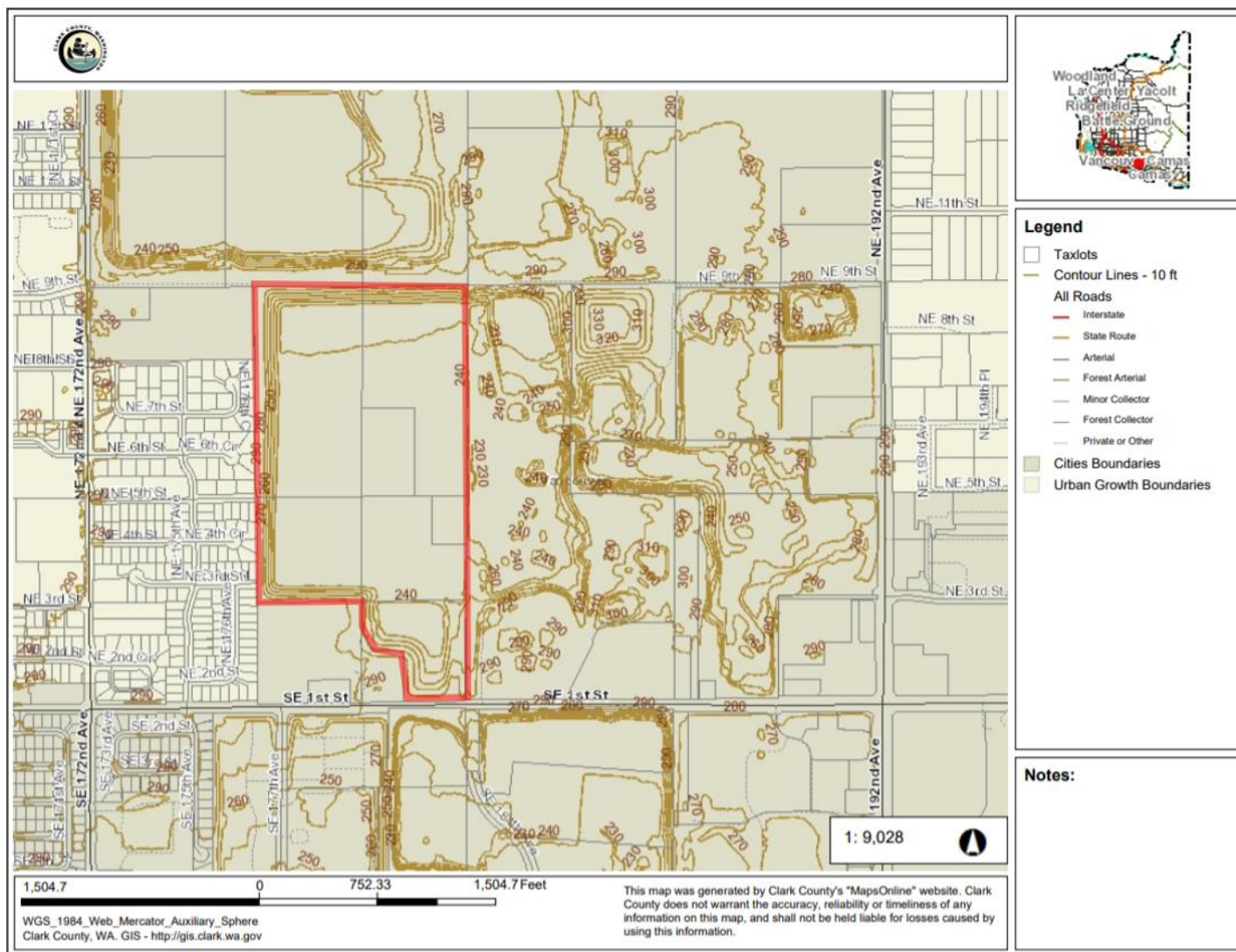


Figure 2: HP Master Plan project area (in red) with 10-foot contour lines and elevations Note the steep slope on the north end of the project area has been graded and removed (Source Clark County Maps Online Environmental map: <https://gis.clark.wa.gov/mapsonline/?site=Environmental&ext=1>).

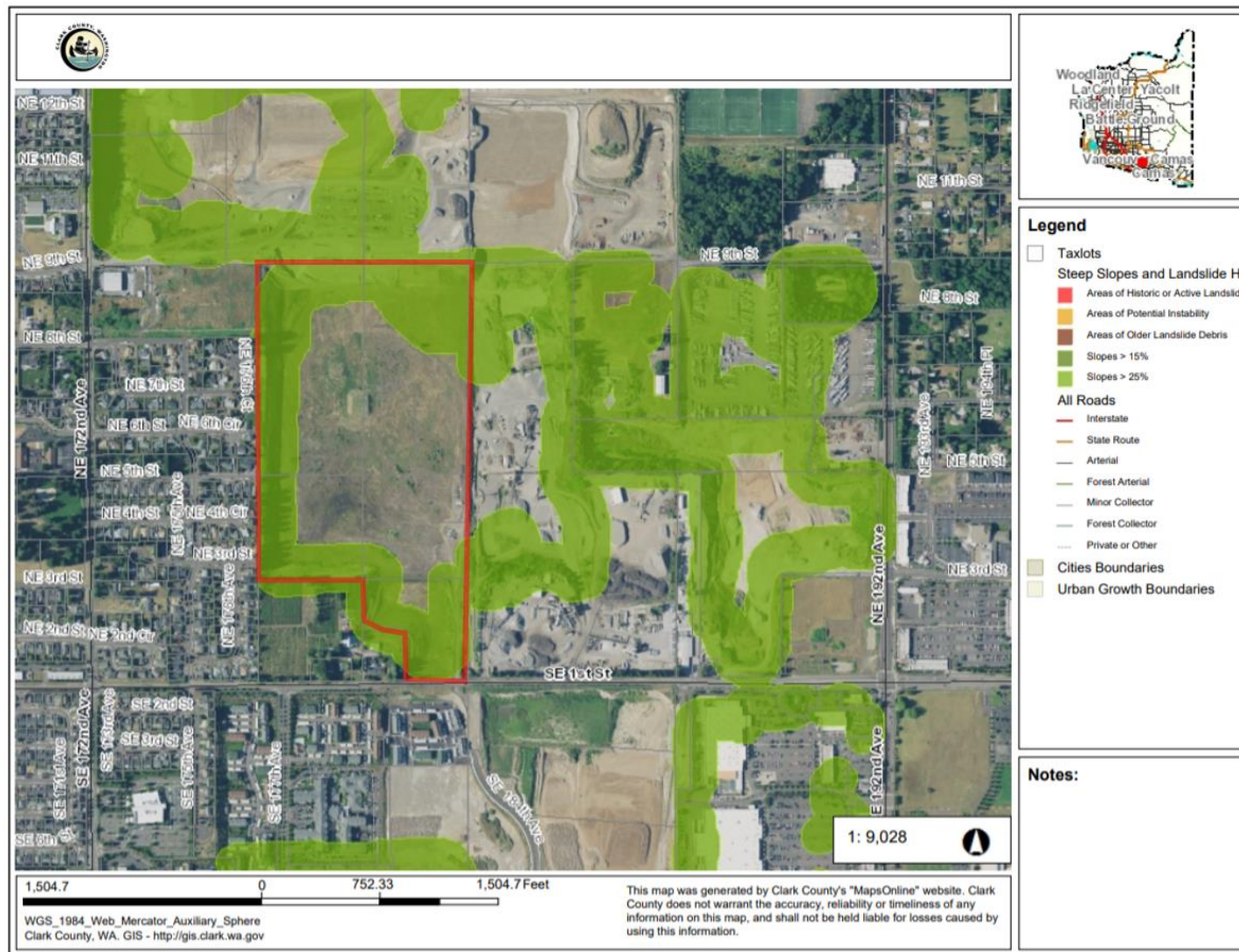


Figure 3: HP Master Plan project area (in red) showing mapped steep slope and landslide hazard critical areas in green (>25% slopes). Please note that the steep slopes on the north end of the project area have since been graded and removed. (Source: Clark County Maps Online <https://gis.clark.wa.gov/mapsonline/?site=Environmental&ext=1>).

NEPAssist Report

Project Location	45.625606,- 122.488527
Within 0.5 miles of an Ozone 8-hr (1997 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of an Ozone 8-hr (2008 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a Lead (2008 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a SO2 1-hr (2010 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a PM2.5 24hr (2006 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a PM2.5 Annual (1997 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a PM2.5 Annual (2012 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a PM10 (1987 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a Federal Land?	no
Within 0.5 miles of an impaired stream?	no
Within 0.5 miles of an impaired waterbody?	no
Within 0.5 miles of a waterbody?	no
Within 0.5 miles of a stream?	no
Within 0.5 miles of an NWI wetland?	Available Online
Within 0.5 miles of a Brownfields site?	no
Within 0.5 miles of a Superfund site?	no
Within 0.5 miles of a Toxic Release Inventory (TRI) site?	yes
Within 0.5 miles of a water discharger (NPDES)?	yes
Within 0.5 miles of a hazardous waste (RCRA) facility?	yes
Within 0.5 miles of an air emission facility?	yes
Within 0.5 miles of a school?	no
Within 0.5 miles of an airport?	no
Within 0.5 miles of a hospital?	no
Within 0.5 miles of a designated sole source aquifer?	yes
Within 0.5 miles of a historic property on the National Register of Historic Places?	no
Within 0.5 miles of a Toxic Substances Control Act (TSCA) site?	no
Within 0.5 miles of a Land Cession Boundary?	yes
Within 0.5 miles of a tribal area (lower 48 states)?	no

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Figure 4: EPA NEPAssist report for the HP Mater Plan project area. (Source: EPA NEPAssist website: <https://www.epa.gov/nepa/nepassist>).

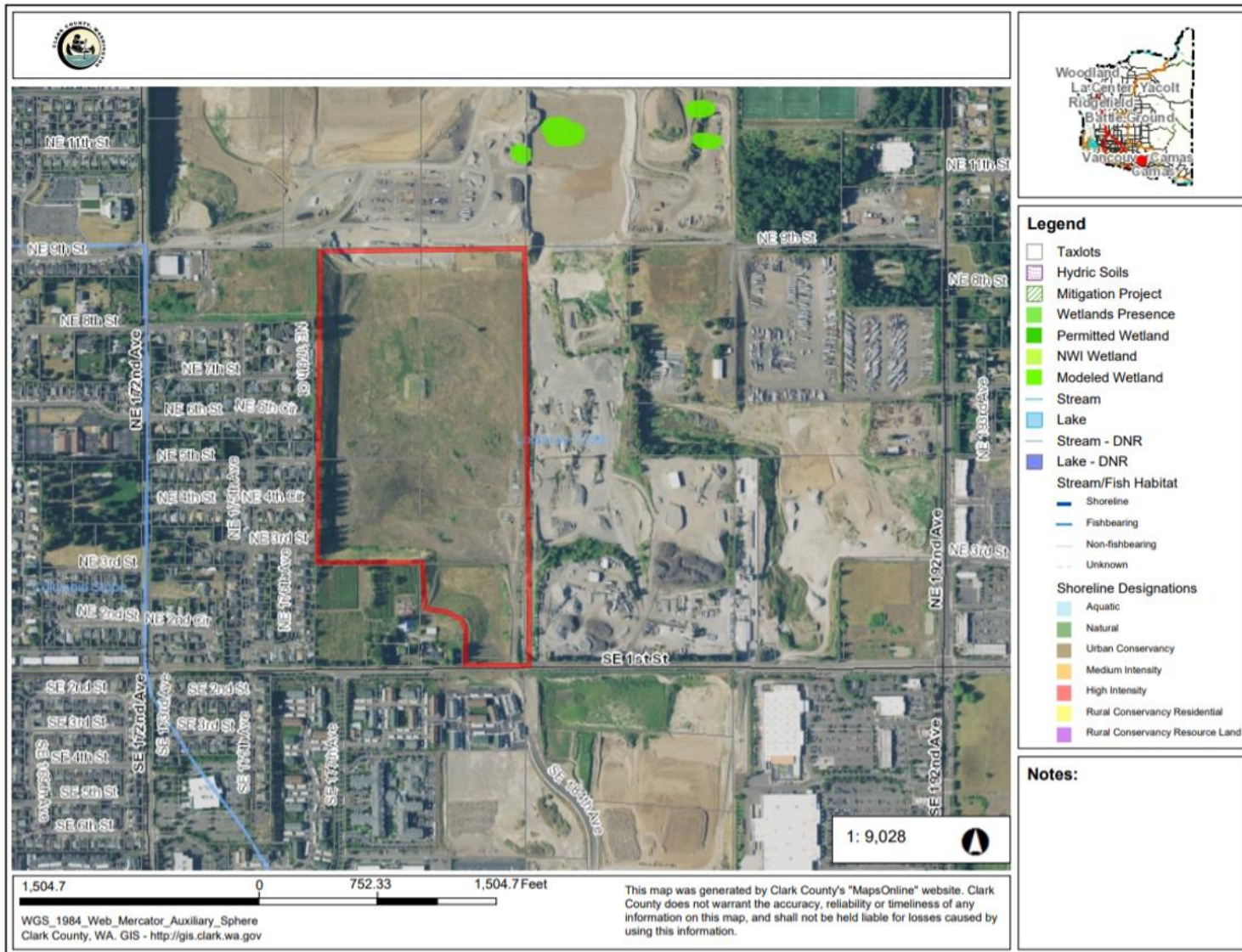


Figure 5: HP Master Plan project area (in red) surface waters, wetlands, watershed, and shoreline designation map. (Source Clark County Maps Online Environmental map: <https://gis.clark.wa.gov/mapsonline/?site=Environmental&ext=1>).

National Flood Hazard Layer FIRMette



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS	Without Base Flood Elevation (BFE) <i>Zone A, V, A99</i>
	With BFE or Depth <i>Zone AE, AO, AH, VE, AR</i>
	Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile <i>Zone X</i>
	Future Conditions 1% Annual Chance Flood Hazard <i>Zone X</i>
	Area with Reduced Flood Risk due to Levee. See Notes, <i>Zone X</i>
	Area with Flood Risk due to Levee <i>Zone D</i>
OTHER AREAS	NO SCREEN Area of Minimal Flood Hazard <i>Zone X</i>
	Effective LOMRs
	Area of Undetermined Flood Hazard <i>Zone D</i>
GENERAL STRUCTURES	Channel, Culvert, or Storm Sewer
	Levee, Dike, or Floodwall
OTHER FEATURES	Cross Sections with 1% Annual Chance Water Surface Elevation
	Coastal Transect
	Base Flood Elevation Line (BFE)
	Limit of Study
	Jurisdiction Boundary
	Coastal Transect Baseline
	Profile Baseline
	Hydrographic Feature
MAP PANELS	Digital Data Available
	No Digital Data Available
	Unmapped

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards.

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 10/6/2020 at 1:46 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Figure 6: HP Master Plan project area FEMA National Flood Hazard FIRMette map. (Source: FEMA Flood Map Service Center website <https://msc.fema.gov/portal/home>).

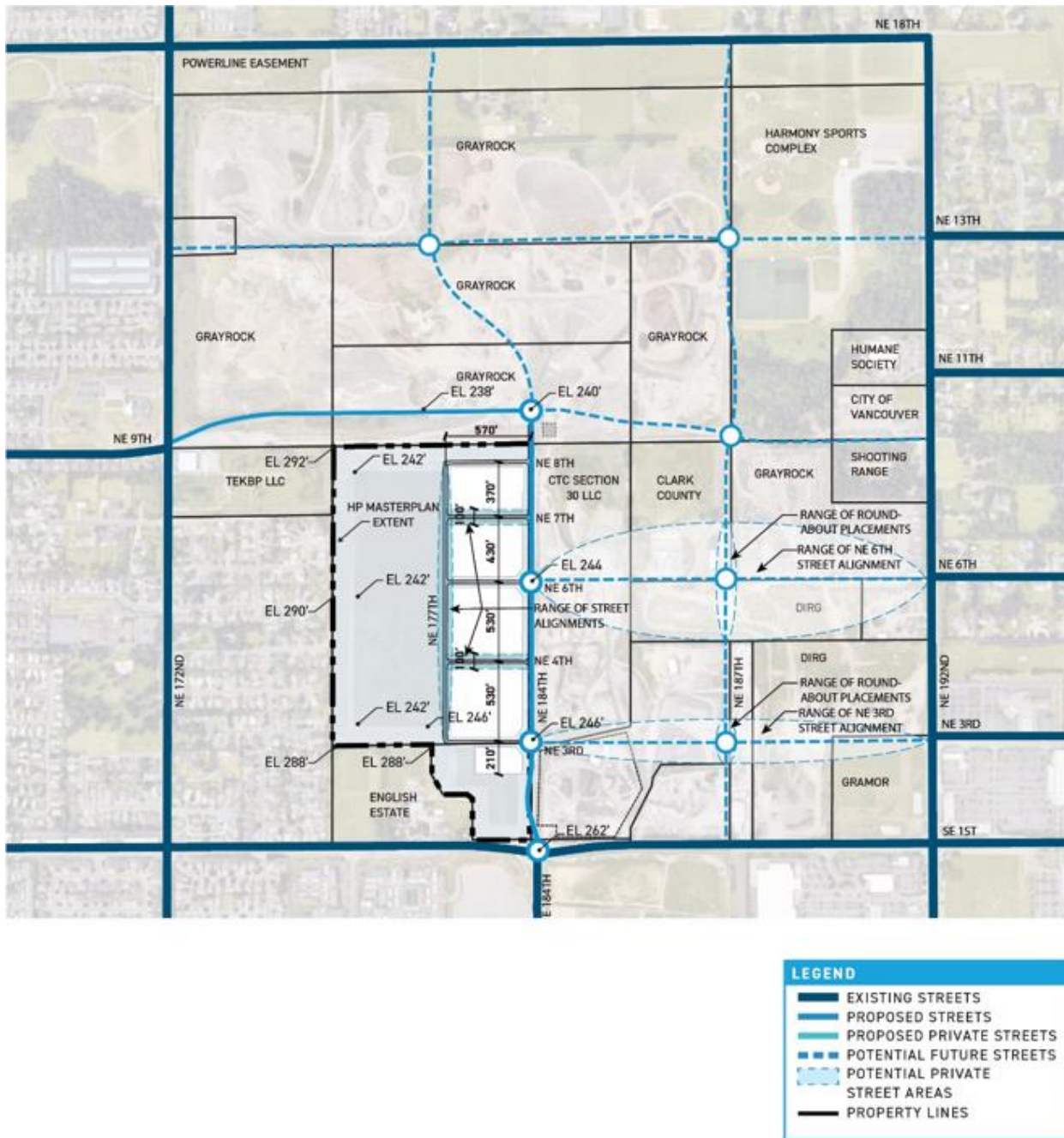


Figure 7: Preliminary roadway development and traffic circulation plan for the full potential buildout of the 68-acre HP Mast Plan (project area boundary within black dashed line).



P.O. Box 1995 • Vancouver, WA 98668-1995

www.cityofvancouver.us

March 3, 2021

**Notice of Remote Public Hearing Change
HP Master Plan
PRJ-165336/LUP-79900**

Request: Master Plan for up to 1,500,000 square feet with a mix of office, research and development and other uses consistent with the development agreement over 68 acres. In addition, the proposal includes parking, landscaping and other associated onsite improvements.

Application was submitted November 9, 2020 and deemed fully complete December 4, 2020.

Location: Parcels 176376000, 176416000, 176417000, 176424000, 176380000, 176387000 and 176374000 in the SW 1/4 of Section 30, Township 2 North, Range 3 East of the Willamette Meridian, which were consolidated into one Tax Parcel 176374000 by Declaration of Boundary Line Adjustment, recorded under AFN 5809934, records of Clark County, WA.

Contact/Applicant: JLL, Soo Anderson, 1120 NW Couch St., Suite 500, Portland, Oregon, 97209

Property Owner: HP Inc., Attn: Todd Smith, 3390 E Harmony Road, Fort Collins, Colorado, 80528

Remote Public Hearing Scheduled Land Use Hearing conducted by the Vancouver Planning Commission **Tuesday, April 13, 2021, 6:30 p.m.**

This hearing was previously scheduled for March 9, 2021

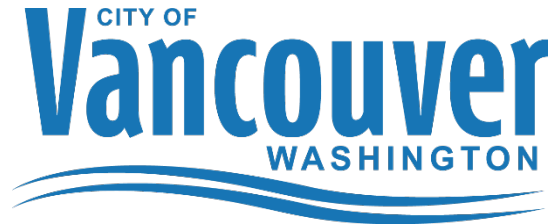
To avoid the spread of COVID-19, and to meet the Governor's orders, City of Vancouver will hold a virtual hearing. Interested parties can participate in the virtual hearing by emailing the project manager at mark.person@cityofvancouver.us. **Due to remote work conditions, e-mail is strongly preferred.**

Vancouver Planning Commission will make a recommendation to the Vancouver City Council who will make the final decision. The Vancouver City Council meeting will be noticed once a hearing date has been set.

Case Manager: Mark Person, AICP, Senior Planner

E-mail: mark.person@cityofvancouver.us

Coverage of this hearing is being cablecast live on Clark/Vancouver Television Channel 23, Comcast Cable Television System.



P.O. Box 1995 • Vancouver, WA 98668-1995
www.cityofvancouver.us

January 25, 2021

**Notice of Final Determination of Nonsignificance (DNS)
HP Master Plan
PRJ-165336/LUP-79900**

The city issued a mitigated determination of nonsignificance for this project Dec. 18, 2020; this determination is retained. The city received comments from the Department of Ecology and adjacent neighbors.

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 for up to 1,500,000 square feet with a mix of office, research and development and other uses consistent with the development agreement over 68 acres. In addition, the proposal includes parking, landscaping, and other associated onsite improvements.

Location: Parcels 176376000, 176416000, 176417000, 176424000, 176380000, 176387000 and 176374000 in the SW 1/4 of Section 30, Township 2 North, Range 3 East of the Willamette Meridian, which were consolidated into one Tax Parcel 176374000 by Declaration of Boundary Line Adjustment, recorded under AFN 5809934, records of Clark County, WA.

Contact/Applicant: JLL, Soo Anderson, 1120 NW Couch Street, Suite 500, Portland, Oregon, 97209

Property Owner: HP Inc., Attention Todd Smith, 3390 E Harmony Road, Fort Collins, Colorado, 80528

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., Feb. 8, 2021.

During the current COVID-19 crisis, the appeal request shall be emailed to epplans@cityofvancouver.us as well as to the case manager's e-mail address below and the appeal fee electronically paid to the City.

Responsible Official: Mark Person, AICP, Senior Planner
Telephone: 360-487-7885
E-mail: mark.person@cityofvancouver.us

A handwritten signature in blue ink, appearing to read "Mark Person", is written over a horizontal line.

Name

January 25, 2021

Date



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

PO Box 47775 • Olympia, Washington 98504-7775 • (360) 407-6300
711 for Washington Relay Service • Persons with a speech disability can call 877-833-6341

January 15, 2021

Mark Person, AICP, Senior Planner
City of Vancouver
Community & Economic Development
PO Box 1995
Vancouver, WA 98668

Dear Mark Person:

Thank you for the opportunity to comment on the optional determination of nonsignificance/notice of application for the HP Master Plan Project (PRJ-165336, LUP-79900) as proposed by JLL for HP Inc. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

SOLID WASTE MANAGEMENT: Derek Rockett (360) 407-6287

All grading and filling of land must utilize only clean fill. All other materials may be considered solid waste and permit approval may be required from the local jurisdictional health department prior to filling. All removed debris resulting from this project must be disposed of at an approved site. Contact the local jurisdictional health department for proper management of these materials.

**WATER QUALITY/WATERSHED RESOURCES UNIT:
Greg Bengé (360) 690-4787**

Erosion control measures must be in place prior to any clearing, grading, or construction. These control measures must be effective to prevent stormwater runoff from carrying soil and other pollutants into surface water or stormdrains that lead to waters of the state. Sand, silt, clay particles, and soil will damage aquatic habitat and are considered to be pollutants.

Any discharge of sediment-laden runoff or other pollutants to waters of the state is in violation of Chapter 90.48 RCW, Water Pollution Control, and WAC 173-201A, Water Quality Standards for Surface Waters of the State of Washington, and is subject to enforcement action.

Construction Stormwater General Permit:

The following construction activities require coverage under the Construction Stormwater General Permit:

1. Clearing, grading and/or excavation that results in the disturbance of one or more acres **and** discharges stormwater to surface waters of the State; and

2. Clearing, grading and/or excavation on sites smaller than one acre that are part of a larger common plan of development or sale, if the common plan of development or sale will ultimately disturb one acre or more **and** discharge stormwater to surface waters of the State.
 - a) This includes forest practices (including, but not limited to, class IV conversions) that are part of a construction activity that will result in the disturbance of one or more acres, **and** discharge to surface waters of the State; and
3. Any size construction activity discharging stormwater to waters of the State that Ecology:
 - a) Determines to be a significant contributor of pollutants to waters of the State of Washington.
 - b) Reasonably expects to cause a violation of any water quality standard.

If there are known soil/ground water contaminants present on-site, additional information (including, but not limited to: temporary erosion and sediment control plans; stormwater pollution prevention plan; list of known contaminants with concentrations and depths found; a site map depicting the sample location(s); and additional studies/reports regarding contaminant(s)) will be required to be submitted. For additional information on contaminated construction sites, please contact Carol Serdar at Carol.Serdar@ecy.wa.gov, or by phone at (360) 742-9751.

Additionally, sites that discharge to segments of waterbodies listed as impaired by the State of Washington under Section 303(d) of the Clean Water Act for turbidity, fine sediment, high pH, or phosphorous, or to waterbodies covered by a TMDL may need to meet additional sampling and record keeping requirements. See condition S8 of the Construction Stormwater General Permit for a description of these requirements. To see if your site discharges to a TMDL or 303(d)-listed waterbody, use Ecology's Water Quality Atlas at: <https://fortress.wa.gov/ecy/waterqualityatlas/StartPage.aspx>.

The applicant may apply online or obtain an application from Ecology's website at: [http://www.ecy.wa.gov/programs/wq/stormwater/construction/- Application](http://www.ecy.wa.gov/programs/wq/stormwater/construction/-Application). Construction site operators must apply for a permit at least 60 days prior to discharging stormwater from construction activities and must submit it on or before the date of the first public notice.

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology
Southwest Regional Office

(GMP:202006358)

cc: Derek Rockett, SWM
Greg Benge, WQ

Person, Mark

From: Jennifer English <jennifer.english@gmail.com>
Sent: Monday, January 18, 2021 10:36 AM
To: Person, Mark
Subject: Re: HP Master Plan PRJ-165336/LUP79900

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you. I was just reading through the materials again this morning and wanted to add a specific reference to Section 2.7 "**SERVICE ELEMENTS IN THE CONTEXT OF SECTION 30 AND SURROUNDING ZONES**," on page 36. Tucked in to this seemingly unrelated topic is the only more-specific reference to proposed building heights in the document.

"The Master Plan recognizes residential and agricultural land-uses adjacent to the project and seeks to minimize impact on these uses. Specifically, care will be taken to consider the impact of the Master Plan on the views to Mt. Hood from homes adjacent to the quarry slope on the west side of the property. (DG A.6.1.a)."

This is followed by an unlabeled cross-section diagram depicting buildings that appear to be 90 feet tall. Buildings of that height will most definitely obstruct views of St Helens and the surrounding foothills. (The elevations noted here are, by the way, incorrect).

I realized as well that in my previous email I was remiss in detailing why mountain views are important to us. We are more than an "agricultural use." The economics of running a micro-winery on a small, historic, urban farm demand that we welcome customers to the property. 100% of our wine is sold through our tasting room here on the property. Part of the appeal is enjoying the historic buildings and the agricultural setting (albeit within the context of a rapidly urbanizing section of the City). The contrast is part of the appeal, for them, and for us. Tables outside have long afforded our customers a fantastic view of Mt St Helens to the North, but 90 foot buildings will certainly block that view.

I would like to see an actual discussion of building heights and their impact on surrounding uses in the final Master Plan. There is plenty of room to achieve square footage goals without impacting neighboring properties.

Thanks again

Jennifer English

On Wed, Jan 13, 2021 at 12:39 PM Person, Mark <mark.person@cityofvancouver.us> wrote:

Ms. English,

Thank you for taking the time to comment on this application. Thus far, I have received one request for the submittal documents.

Your message will be addressed in the staff report and you will be a party of record moving forward meaning that future staff reports will be sent to you. I will also forward you message to the applicant.

Mark Person, AICP | Senior Planner

CITY OF VANCOUVER, WASHINGTON

Community & Economic Development/Dev. Review Division

415 W 6th St. Vancouver, WA 98660

PO Box 1995 Vancouver, WA 98668-1995

P: 360-487-7885 **Fax:** 360-487-7808 **TTY:** 360-487-8602

www.cityofvancouver.us



Permit Center Moves to Virtual Operations in Response to Virus. Please visit our [website](http://www.cityofvancouver.us) for more information.

From: Jennifer English <jennifer.english@gmail.com>

Sent: Wednesday, January 13, 2021 12:27 PM

To: Person, Mark <mark.person@cityofvancouver.us>

Subject: HP Master Plan PRJ-165336/LUP79900

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.

Greetings Mr Person

I'm writing with comments about the HP Master Plan for Section 30 referenced in a letter I received a few days before the winter Holidays, dated December 18.

Before I comment specifically on the document, I want to register my concern at the lackluster effort to solicit public comment. There is no information regarding this that I can find on the City's website or social media accounts. I sent an email to the mayor last week, and she responded that she would like a link to the project materials placed on the City's

website, but as of now that link is still not there. I know it is legal, but it is not good governance to force people to call or email a City employee in order to look at the plans, they should be findable on the City's public website.

May I ask how many people have asked you for the Master Plan documents? Is that public information?

Until that link appears, I think you should extend the public comment period so that more people have access to the documents.

I'm certainly excited and was actively involved in bringing HP to Section 30, but as a citizen I'm not crazy about what I see as a lack of transparency as this project moves along.

I have now read through the HP Greenfield Master Plan (and referred back to the Section 30 Subarea Plan) and have only one concern so far.

In many places, preserving the mountain views of the neighbors to the West is specifically mentioned, but the views from the South are never mentioned.

"Section 30 has neither height limits nor floor area ratio (FAR) limits... These building heights will take into consideration mountain views for residential neighbors to the west." (page 24)

I don't know if this is an oversight or intentional, but I want to register my concern that views of Mt St Helens and Mt Hood from the West and the South all need to be preserved. Both trees and buildings need to be planned to take this into account.

The Master Plan references the intent of the Subarea Plan to preserve and protect the current uses in Section 30 - one of which is English Farm and English Estate Winery. Mountain views and preservation of this natural area are of paramount importance to our business and livelihood as a farm. I would love to have acknowledgement of this in the Master Plan to guide the planning as it moves forward.

Thank you! Please let me know if you need any clarification or further comment.

Jennifer English

Person, Mark

From: Kristina Lengvenis <lengvk@gmail.com>
Sent: Wednesday, January 13, 2021 5:02 PM
To: Person, Mark
Subject: HP Master Plan

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.

Hi Mark,

I read the Master Plan for the proposed HP campus off 1st Street. I'm concerned about the impact on traffic on 192nd Avenue (where I live), which is already pretty horrendous. There is no mention in the Master Plan whatsoever about 192nd, which will be used to get to 1st Street by pretty much anyone living east of the facility. As things are now, I often can't make a left turn out of my driveway onto 192nd Avenue because of traffic in both directions. I'd be interested to know if there are any plans to mitigate traffic issues here.

I understand that the site doesn't directly abut 192nd Avenue, but the Plan does show potential for roads to intersect with it in future phases of the project, which will directly impact traffic on the roadway. Even with Phase 1 development, there is sure to be some increase in traffic on an already congested street.

Please include my concerns in the discussions of the impact of this project.

Thank you,
Kristina Lengvenis

1205 NE 192nd Ave, Vancouver, WA 98684
503-753-1100

Person, Mark

From: Marian English-Huse <marianhuse@gmail.com>
Sent: Sunday, January 17, 2021 4:36 PM
To: Person, Mark
Subject: HP Master Plan

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear Mr. Person,

I have reviewed the HP Master Plan and wish to submit the following comments to be included in the final draft:

1. Errors and omissions

1) Figure 1.5 on page 14 "Existing Conditions in Section 30" omits the residential area above the western slope of the HP property.

2) Section 2.7's accompanying diagram depicts the elevations of properties to west and south at 490 ft rather than the 288-290 feet which they actually are. I assume this is a clerical error, but it should be corrected.

3) There is a conflict between the narrative and the diagrams regarding a proposed evergreen hedge along the top of the western slope. The narrative locates such a hedge at the eastern edge of the area, or, presumably at the edge of the slope, and the diagram a Figure 6.C on page 82 indicates a low shrub planting along the western property line. Which is it?

2. Building Heights: at page 24 it is stated that "Section 30 has neither height limits nor floor area ratios." And section 2.3 notes the necessity of compatibility with neighboring uses. However, the diagram noted above accompanying Section 2.7 at page 36 indicates potential building heights well above the heights of neighboring properties, in fact as much as 40 -50 feet above such levels. this would completely obscure views of Mt. St Helens from the neighboring winery to the south and would obscure views of the Cascade foothills from the neighboring residences to the West. This is unacceptable and would violate the Section 30 Subarea goals for compatibility of uses. A maximum building height of 40-50 feet should be established for this area.

3. Landscaping:

a. Some of the trees to be planted are too tall and would block views of Mt., Hood and St. Helens. Specifically these are the Douglas Fir, Yellow Cedar and Sequoia.

b. The huge parking area proposed is going to create a mammoth heat sink. Either the parking should be limited to a smaller area or there should be a lot more trees planned for this area.

c. A fence along the property line is mentioned in the narrative. HP has not been in touch with the western property owners regarding replacing their property line fences, and constructing another fence a few feet from the existing boundary fences along this property line would create a nuisance.

d. An evergreen hedge somewhere along the top of the western slope is indicated, but no specification on either the height of such a hedge or the plant material to be used. Such a hedge might be acceptable, but it should not be over 5 feet high in order to preserve property owners views to the north, south and east.

thank you in advance for including these comments in the final report. Could you please include me on any email list to receive notification regarding this project.

Sincerely,
Marian English

Person, Mark

From: Randal Friedman <randalfriedman@gmail.com>
Sent: Thursday, January 7, 2021 1:27 PM
To: Person, Mark
Cc: Don Steinke; Peter L. Fels; Rick Marshall; Cathryn Chudy
Subject: HP SECTION 30 COMMENTS

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Mark — Some quick comments given the shortness of time.

SUSTAINABILITY: Here's what I found about sustainability.

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The answer is "trust us".

Your City Council has expressed its intent to exceed current state goals for GHG reduction, How about a commitment in the Master Plan to meet all future goals adopted by the Council?

How about discussion of not shifting this burden to existing Vancouver residents when the entire City must start significant carbon reductions from current levels? This includes many residents who can least afford it.

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How about concrete commitments?. Start with a net-zero goal. How about committing to all-electric building? Speaking of electric, how about committing to significant support of on-site power generation and battery storage? Just a few thoughts.

LANDSCAPING: The landscaping plan was a big disappointment. There's no mention of pollination as a need. There's actually no mention of flowers or food. It is another basic "mow and blow" landscaping plan. For example, the largest single landscaping unit is the west slope area that is a buffer from existing housing. Here's what they say:

"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."

Hardly inspiring with all the talk of the crash of pollinators, as well as the beauty that can be done with a thoughtful landscape.

I invite you to come to Camas and see what we did on our slope to replace junipers and other non-flowering, non-food landscaping. There's no reason this can't be done at HP. Why not walk out of your office and enjoy an apple from the tree under a pergola with jasmine growing over it? Imagine walking on a path and seeing hummingbirds and other pollinators.

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Instead, talk of a low evergreen hedge. Hmm...sounds like junipers would fit that bill!

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I am supportive of the HP project. We need density where there are existing services and multi-use corridors can be created. The point of this density, however, must include measures to improve the world around us. Not make it worse.

I hope the HP Section 30 Master Plan can be improved to reflect the stature of its applicant. I hope it can be an example of a new, sustainable Vancouver and Clark County.

Thank you.

Randal Friedman
916 542-5314

Original "southern California" landscape...



To a living "solar forest" producing power and food

Person, Mark

From: Don Jennings <djennings25@gmail.com>
Sent: Saturday, January 2, 2021 8:54 PM
To: Person, Mark
Subject: HP Master Plan

Follow Up Flag: Follow up
Flag Status: Completed

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.

My wife and I live on NE 4th Circle and our property adjoins the western boundary of the HP property. We are appreciative HP has been a good neighbor and has kept us informed of the progress of the project. However, in talking with others whose properties also adjoin the western boundary we have been made aware of several concerns about future development.

First and foremost has been the disposition of the existing pedestrian path along the western boundary. Many of us who adjoin the path bought our properties in part because of this pathway. The increased property values of these properties can be seen in the correspondingly higher selling prices of otherwise similar adjoining properties vs those not adjoining. This path has been maintained and used for many years by those of us living near the path for exercise, access to the English Pit Vineyard, high school students walking to Union High School, and walking access to shopping and restaurants to the east. The English Pit Vineyard owners are of Scandinavian origin and practice "allemansrätten", or "freedom to roam" which is the concept that properties not directly in use are open for the public to pass through. Because of this there has been a continuous legal pathway to SE 1st Street for many years. The path has been regularly mowed and otherwise maintained for many years by those of us who border it. This also allows better control of nuisance weeds and as a firestop should a wildfire start in the grasses that cover the sides and bottom of the property. Without continued access to the pathway weed and fire control would not be possible. Because of these concerns we ask that the originally proposed pathway alignment, as proposed in the original Vancouver Section 30 Sub Area plan, be maintained as planned and that adjoining property owners have continued access to the path..

Also of concern is the possible loss of scenic views to the east. We therefore ask that any structures be limited to a maximum height of 50 feet or an elevation of no higher than 285 feet maximum. The views to the east are very important for esthetic reasons and are another factor in property value and therefore important to us.

Finally, because of the many children in the neighborhood we ask that no street development is conducted that would increase the vehicular traffic through the area bordered on the south by SE 1st Street, to the west by NE 172nd Avenue, and to the north by NE 8th Street.

Sincerely,
Don and Nancy Jennings

Person, Mark

From: Jeff Wooden <Jeff@wooden.com>
Sent: Monday, January 11, 2021 7:33 PM
To: Person, Mark
Cc: schadler@comcast.net; kalikalypso@yahoo.com
Subject: HP Section 30

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.

Mark,

I was reviewing the plans for Section 30 / HP and have concerns about the proposed street connecting to NE 9th St at 172nd Ave. My concern is that this street will become an cut-through between 162nd Ave and 192nd Ave. 9th Street between 162nd and 172nd is designed as a residential street and was the site of a tragic fatality accident in 2019 where a 10 year old boy was killed. If the proposed street goes though, I would expect significant additional traffic on this portion of 9th Street potentially resulting in additional injury or fatality accidents. I would request that the city engineers review the proosed street alignment to eliminate 9th Street from being a through street thereby removing it as a potential cut-through for drivers avoiding the signals and intersections on 1st and 18th Streets.

Thank you,

Jeff Wooden
360-921-6656

Person, Mark

From: Susan Knilans <susanknilans@gmail.com>
Sent: Sunday, January 10, 2021 8:34 AM
To: Person, Mark
Subject: Development near Costco

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.

I am appalled at the landscaping you are proposing for this project. Have you developers NO environmental awareness? We have lost more than 80% of the insect life and more than 50% of the bird life (Gee, birds eat insects, go figure) worldwide in the past 30 years. You may be one of those who does not notice this, but trust me, millions of us do.

All of the creatures who live with us need forage. Nectar from trees and plants is the largest building block of life on earth, and you are proposing a landscape desert. It will feed no one, nothing. And furthermore, it will inspire no one and nothing.

Why can't we have a healthy ecosystem you can point to and be proud of in your community instead of something that takes everything from the environment and brings it nothing but Commerce. Commerce is good, but so are birds, some bees, a path for families to walk, some benches beneath fruit trees where some seniors can sit and feed squirrels.

Please, for the love of God and all her creatures, BEE CREATIVE, BEE ENGAGED, AND BRING BEAUTY!

Make the legacy of this place something that "feeds" the bodies and hearts of all. There are thousands of native flowering plants and trees that would LOVE to be in your project! There are kids who would like to chase butterflies in your project. Lead the way to some goodness for all of life, and perhaps others will follow and our cities can become places of beauty, shade, and life.

With Honey in the Heart,
Susan (The Camas Bee Lady)

[Preservation Beekeeping Council](#)
[Americanskep.wordpress.com](#)
[susanchernakmcelroy.net](#)
[susanknilans@gmail.com](#)
971-220-3050

"Last night as I was sleeping, I dreamt—marvelous error!—that I had a beehive here inside my heart. And the golden bees were making white combs and sweet honey from my old failures."--Antonio Machado

Person, Mark

From: Luke Sykora <lcsykora@gmail.com>
Sent: Monday, January 18, 2021 2:06 PM
To: Person, Mark
Subject: HP Property SEPA Determination - Concerns

Follow Up Flag: Follow up
Flag Status: Flagged

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.

Mark,

My name is Luke Sykora and I own the property at 17605 NE 4th Circle, Vancouver, WA. Our backyard directly interfaces with HP's proposed office site. I have a few concerns I would like to share with you, hopefully to be considered by HP and the city.

My first concern is the allowable building height within the property. We currently have an unobstructed view of Mt. Hood from our back porch, which obviously adds real value and enjoyment to our home. Will there be any limitations on building heights?

Second, what is HP's plan for privacy/barriers between their property and ours? They have already cut down large trees against our wishes which provided a great natural barrier between us. Will they be installing permanent landscaping? Fences? Is there any information they/you can share on this?

Apologies if these comments are not appropriate for this determination, but I needed to share some of my concerns. Thank you in advance for your help!

Luke Sykora
509-818-7820



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

PO Box 47775 • Olympia, Washington 98504-7775 • (360) 407-6300
711 for Washington Relay Service • Persons with a speech disability can call 877-833-6341

January 15, 2021

Mark Person, AICP, Senior Planner
City of Vancouver
Community & Economic Development
PO Box 1995
Vancouver, WA 98668

Dear Mark Person:

Thank you for the opportunity to comment on the optional determination of nonsignificance/notice of application for the HP Master Plan Project (PRJ-165336, LUP-79900) as proposed by JLL for HP Inc. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

SOLID WASTE MANAGEMENT: Derek Rockett (360) 407-6287

All grading and filling of land must utilize only clean fill. All other materials may be considered solid waste and permit approval may be required from the local jurisdictional health department prior to filling. All removed debris resulting from this project must be disposed of at an approved site. Contact the local jurisdictional health department for proper management of these materials.

**WATER QUALITY/WATERSHED RESOURCES UNIT:
Greg Benge (360) 690-4787**

Erosion control measures must be in place prior to any clearing, grading, or construction. These control measures must be effective to prevent stormwater runoff from carrying soil and other pollutants into surface water or stormdrains that lead to waters of the state. Sand, silt, clay particles, and soil will damage aquatic habitat and are considered to be pollutants.

Any discharge of sediment-laden runoff or other pollutants to waters of the state is in violation of Chapter 90.48 RCW, Water Pollution Control, and WAC 173-201A, Water Quality Standards for Surface Waters of the State of Washington, and is subject to enforcement action.

Construction Stormwater General Permit:

The following construction activities require coverage under the Construction Stormwater General Permit:

1. Clearing, grading and/or excavation that results in the disturbance of one or more acres **and** discharges stormwater to surface waters of the State; and

2. Clearing, grading and/or excavation on sites smaller than one acre that are part of a larger common plan of development or sale, if the common plan of development or sale will ultimately disturb one acre or more **and** discharge stormwater to surface waters of the State.
 - a) This includes forest practices (including, but not limited to, class IV conversions) that are part of a construction activity that will result in the disturbance of one or more acres, **and** discharge to surface waters of the State; and
3. Any size construction activity discharging stormwater to waters of the State that Ecology:
 - a) Determines to be a significant contributor of pollutants to waters of the State of Washington.
 - b) Reasonably expects to cause a violation of any water quality standard.

If there are known soil/ground water contaminants present on-site, additional information (including, but not limited to: temporary erosion and sediment control plans; stormwater pollution prevention plan; list of known contaminants with concentrations and depths found; a site map depicting the sample location(s); and additional studies/reports regarding contaminant(s)) will be required to be submitted. For additional information on contaminated construction sites, please contact Carol Serdar at Carol.Serdar@ecy.wa.gov, or by phone at (360) 742-9751.

Additionally, sites that discharge to segments of waterbodies listed as impaired by the State of Washington under Section 303(d) of the Clean Water Act for turbidity, fine sediment, high pH, or phosphorous, or to waterbodies covered by a TMDL may need to meet additional sampling and record keeping requirements. See condition S8 of the Construction Stormwater General Permit for a description of these requirements. To see if your site discharges to a TMDL or 303(d)-listed waterbody, use Ecology's Water Quality Atlas at: <https://fortress.wa.gov/ecy/waterqualityatlas/StartPage.aspx>.

The applicant may apply online or obtain an application from Ecology's website at: [http://www.ecy.wa.gov/programs/wq/stormwater/construction/- Application](http://www.ecy.wa.gov/programs/wq/stormwater/construction/-Application). Construction site operators must apply for a permit at least 60 days prior to discharging stormwater from construction activities and must submit it on or before the date of the first public notice.

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology
Southwest Regional Office

(GMP:202006358)

cc: Derek Rockett, SWM
Greg Bengé, WQ

Person, Mark

From: Randal Friedman <randalfriedman@gmail.com>
Sent: Thursday, January 7, 2021 1:27 PM
To: Person, Mark
Cc: Don Steinke; Peter L. Fels; Rick Marshall; Cathryn Chudy
Subject: HP SECTION 30 COMMENTS

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Thank you.

Randal Friedman
916 542-5314

Original "southern California" landscape...



To a living "solar forest" producing power and food

Person, Mark

From: Jennifer English <jennifer.english@gmail.com>
Sent: Monday, January 18, 2021 10:36 AM
To: Person, Mark
Subject: Re: HP Master Plan PRJ-165336/LUP79900

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you. I was just reading through the materials again this morning and wanted to add a specific reference to Section 2.7 "**SERVICE ELEMENTS IN THE CONTEXT OF SECTION 30 AND SURROUNDING ZONES**," on page 36. Tucked in to this seemingly unrelated topic is the only more-specific reference to proposed building heights in the document.

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Thanks again

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Mark Person, AICP | Senior Planner

CITY OF VANCOUVER, WASHINGTON

Community & Economic Development/Dev. Review Division

415 W 6th St. Vancouver, WA 98660

PO Box 1995 Vancouver, WA 98668-1995

P: 360-487-7885 **Fax:** 360-487-7808 **TTY:** 360-487-8602

www.cityofvancouver.us



Permit Center Moves to Virtual Operations in Response to Virus. Please visit our [website](http://www.cityofvancouver.us) for more information.

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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.

Greetings Mr Person

I'm writing with comments about the HP Master Plan for Section 30 referenced in a letter I received a few days before the winter Holidays, dated December 18.

Before I comment specifically on the document, I want to register my concern at the lackluster effort to solicit public comment. There is no information regarding this that I can find on the City's website or social media accounts. I sent an email to the mayor last week, and she responded that she would like a link to the project materials placed on the City's

website, but as of now that link is still not there. I know it is legal, but it is not good governance to force people to call or email a City employee in order to look at the plans, they should be findable on the City's public website.

May I ask how many people have asked you for the Master Plan documents? Is that public information?

Until that link appears, I think you should extend the public comment period so that more people have access to the documents.

I'm certainly excited and was actively involved in bringing HP to Section 30, but as a citizen I'm not crazy about what I see as a lack of transparency as this project moves along.

I have now read through the HP Greenfield Master Plan (and referred back to the Section 30 Subarea Plan) and have only one concern so far.

In many places, preserving the mountain views of the neighbors to the West is specifically mentioned, but the views from the South are never mentioned.

"Section 30 has neither height limits nor floor area ratio (FAR) limits... These building heights will take into consideration mountain views for residential neighbors to the west." (page 24)

I don't know if this is an oversight or intentional, but I want to register my concern that views of Mt St Helens and Mt Hood from the West and the South all need to be preserved. Both trees and buildings need to be planned to take this into account.

The Master Plan references the intent of the Subarea Plan to preserve and protect the current uses in Section 30 - one of which is English Farm and English Estate Winery. Mountain views and preservation of this natural area are of paramount importance to our business and livelihood as a farm. I would love to have acknowledgement of this in the Master Plan to guide the planning as it moves forward.

Thank you! Please let me know if you need any clarification or further comment.

Jennifer English

Person, Mark

From: Don Jennings <djennings25@gmail.com>
Sent: Saturday, January 2, 2021 8:54 PM
To: Person, Mark
Subject: HP Master Plan

Follow Up Flag: Follow up
Flag Status: Completed

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My wife and I live on NE 4th Circle and our property adjoins the western boundary of the HP property. We are appreciative HP has been a good neighbor and has kept us informed of the progress of the project. However, in talking with others whose properties also adjoin the western boundary we have been made aware of several concerns about future development.

First and foremost has been the disposition of the existing pedestrian path along the western boundary. Many of us who adjoin the path bought our properties in part because of this pathway. The increased property values of these properties can be seen in the correspondingly higher selling prices of otherwise similar adjoining properties vs those not adjoining. This path has been maintained and used for many years by those of us living near the path for exercise, access to the English Pit Vineyard, high school students walking to Union High School, and walking access to shopping and restaurants to the east. The English Pit Vineyard owners are of Scandinavian origin and practice "allemansrätten", or "freedom to roam" which is the concept that properties not directly in use are open for the public to pass through. Because of this there has been a continuous legal pathway to SE 1st Street for many years. The path has been regularly mowed and otherwise maintained for many years by those of us who border it. This also allows better control of nuisance weeds and as a firestop should a wildfire start in the grasses that cover the sides and bottom of the property. Without continued access to the pathway weed and fire control would not be possible. Because of these concerns we ask that the originally proposed pathway alignment, as proposed in the original Vancouver Section 30 Sub Area plan, be maintained as planned and that adjoining property owners have continued access to the path..

Also of concern is the possible loss of scenic views to the east. We therefore ask that any structures be limited to a maximum height of 50 feet or an elevation of no higher than 285 feet maximum. The views to the east are very important for esthetic reasons and are another factor in property value and therefore important to us.

Finally, because of the many children in the neighborhood we ask that no street development is conducted that would increase the vehicular traffic through the area bordered on the south by SE 1st Street, to the west by NE 172nd Avenue, and to the north by NE 8th Street.

Sincerely,
Don and Nancy Jennings

Person, Mark

From: Susan Knilans <susanknilans@gmail.com>
Sent: Sunday, January 10, 2021 8:34 AM
To: Person, Mark
Subject: Development near Costco

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.

I am appalled at the landscaping you are proposing for this project. Have you developers NO environmental awareness? We have lost more than 80% of the insect life and more than 50% of the bird life (Gee, birds eat insects, go figure) worldwide in the past 30 years. You may be one of those who does not notice this, but trust me, millions of us do.

All of the creatures who live with us need forage. Nectar from trees and plants is the largest building block of life on earth, and you are proposing a landscape desert. It will feed no one, nothing. And furthermore, it will inspire no one and nothing.

Why can't we have a healthy ecosystem you can point to and be proud of in your community instead of something that takes everything from the environment and brings it nothing but Commerce. Commerce is good, but so are birds, some bees, a path for families to walk, some benches beneath fruit trees where some seniors can sit and feed squirrels.

Please, for the love of God and all her creatures, BEE CREATIVE, BEE ENGAGED, AND BRING BEAUTY!

Make the legacy of this place something that "feeds" the bodies and hearts of all. There are thousands of native flowering plants and trees that would LOVE to be in your project! There are kids who would like to chase butterflies in your project. Lead the way to some goodness for all of life, and perhaps others will follow and our cities can become places of beauty, shade, and life.

With Honey in the Heart,
Susan (The Camas Bee Lady)

[Preservation Beekeeping Council](#)
[Americanskep.wordpress.com](#)
[susanchernakmcelroy.net](#)
[susanknilans@gmail.com](#)
971-220-3050

"Last night as I was sleeping, I dreamt—marvelous error!—that I had a beehive here inside my heart. And the golden bees were making white combs and sweet honey from my old failures."--Antonio Machado

Person, Mark

From: Kristina Lengvenis <lengvk@gmail.com>
Sent: Monday, January 25, 2021 12:27 PM
To: Person, Mark
Subject: HP Master plan DNS

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Mr. Person:

I've read the HP Master Plan Final DNS, along with the comments of those who responded to the Proposed Master Plan.

I understand the necessary formality of language in the determination, "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." I agree with the comments of those whose property abuts the project site, that the value of their property will be decreased if their view of Mt. St. Helens is obstructed, or barely visible above a commercial rooftop - a very adverse impact for them.

Though I will not be filing a formal objection to this determination, I do have a suggestion. Please consider that even if no adverse impacts have been determined, the plan should aspire to create positive impacts for the neighboring area, not just the project site. It shouldn't be difficult or expensive to create something more positive for the environment and the area than a rock quarry.

ZGF Architects designed the Port of Portland Headquarters and Long-Term Parking Garage project. In the many years I worked there, I was grateful to be able to look out over the eco-roofs that were home to beehives maintained by Port employees. I also enjoyed lunch-hours and strolls on the landscaped 8th floor terrace. Eco-roofs on the HP buildings would not only benefit the environment by providing a home to insects and birds and by mitigating the heat that might otherwise be reflected from the roof, but would also enhance the view for neighboring properties - provided that the buildings were not above their viewline. Water bodies should also be a part of the plan to attract birds and insects to the area.

Please consider including these ideas in your plans. I'm hopeful that this development will offer something resulting in a "determination of positive significance" to the residents who consider this area home.

Best regards,
Kristina Lengvenis

Person, Mark

From: Kristina Lengvenis <lengvk@gmail.com>
Sent: Wednesday, January 13, 2021 5:02 PM
To: Person, Mark
Subject: HP Master Plan

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Hi Mark,

I read the Master Plan for the proposed HP campus off 1st Street. I'm concerned about the impact on traffic on 192nd Avenue (where I live), which is already pretty horrendous. There is no mention in the Master Plan whatsoever about 192nd, which will be used to get to 1st Street by pretty much anyone living east of the facility. As things are now, I often can't make a left turn out of my driveway onto 192nd Avenue because of traffic in both directions. I'd be interested to know if there are any plans to mitigate traffic issues here.

I understand that the site doesn't directly abut 192nd Avenue, but the Plan does show potential for roads to intersect with it in future phases of the project, which will directly impact traffic on the roadway. Even with Phase 1 development, there is sure to be some increase in traffic on an already congested street.

Please include my concerns in the discussions of the impact of this project.

Thank you,
Kristina Lengvenis

1205 NE 192nd Ave, Vancouver, WA 98684
503-753-1100

Person, Mark

From: Marian English-Huse <marianhuse@gmail.com>
Sent: Sunday, January 17, 2021 4:36 PM
To: Person, Mark
Subject: HP Master Plan

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear Mr. Person,

I have reviewed the HP Master Plan and wish to submit the following comments to be included in the final draft:

1. Errors and omissions

1) Figure 1.5 on page 14 "Existing Conditions in Section 30" omits the residential area above the western slope of the HP property.

2) Section 2.7's accompanying diagram depicts the elevations of properties to west and south at 490 ft rather than the 288-290 feet which they actually are. I assume this is a clerical error, but it should be corrected.

3) There is a conflict between the narrative and the diagrams regarding a proposed evergreen hedge along the top of the western slope. The narrative locates such a hedge at the eastern edge of the area, or, presumably at the edge of the slope, and the diagram a Figure 6.C on page 82 indicates a low shrub planting along the western property line. Which is it?

2. Building Heights: at page 24 it is stated that "Section 30 has neither height limits nor floor area ratios." And section 2.3 notes the necessity of compatibility with neighboring uses. However, the diagram noted above accompanying Section 2.7 at page 36 indicates potential building heights well above the heights of neighboring properties, in fact as much as 40 -50 feet above such levels. this would completely obscure views of Mt. St Helens from the neighboring winery to the south and would obscure views of the Cascade foothills from the neighboring residences to the West. This is unacceptable and would violate the Section 30 Subarea goals for compatibility of uses. A maximum building height of 40-50 feet should be established for this area.

3. Landscaping:

a. Some of the trees to be planted are too tall and would block views of Mt., Hood and St. Helens. Specifically these are the Douglas Fir, Yellow Cedar and Sequoia.

b. The huge parking area proposed is going to create a mammoth heat sink. Either the parking should be limited to a smaller area or there should be a lot more trees planned for this area.

c. A fence along the property line is mentioned in the narrative. HP has not been in touch with the western property owners regarding replacing their property line fences, and constructing another fence a few feet from the existing boundary fences along this property line would create a nuisance.

d. An evergreen hedge somewhere along the top of the western slope is indicated, but no specification on either the height of such a hedge or the plant material to be used. Such a hedge might be acceptable, but it should not be over 5 feet high in order to preserve property owners views to the north, south and east.

thank you in advance for including these comments in the final report. Could you please include me on any email list to receive notification regarding this project.

Sincerely,
Marian English

Person, Mark

From: Luke Sykora <lcsykora@gmail.com>
Sent: Monday, January 18, 2021 2:06 PM
To: Person, Mark
Subject: HP Property SEPA Determination - Concerns

Follow Up Flag: Follow up
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Mark,

My name is Luke Sykora and I own the property at 17605 NE 4th Circle, Vancouver, WA. Our backyard directly interfaces with HP's proposed office site. I have a few concerns I would like to share with you, hopefully to be considered by HP and the city.

My first concern is the allowable building height within the property. We currently have an unobstructed view of Mt. Hood from our back porch, which obviously adds real value and enjoyment to our home. Will there be any limitations on building heights?

Second, what is HP's plan for privacy/barriers between their property and ours? They have already cut down large trees against our wishes which provided a great natural barrier between us. Will they be installing permanent landscaping? Fences? Is there any information they/you can share on this?

Apologies if these comments are not appropriate for this determination, but I needed to share some of my concerns. Thank you in advance for your help!

Luke Sykora
509-818-7820

Person, Mark

From: Jeff Wooden <Jeff@wooden.com>
Sent: Monday, January 11, 2021 7:33 PM
To: Person, Mark
Cc: schadler@comcast.net; kalikalypso@yahoo.com
Subject: HP Section 30

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Mark,

I was reviewing the plans for Section 30 / HP and have concerns about the proposed street connecting to NE 9th St at 172nd Ave. My concern is that this street will become an cut-through between 162nd Ave and 192nd Ave. 9th Street between 162nd and 172nd is designed as a residential street and was the site of a tragic fatality accident in 2019 where a 10 year old boy was killed. If the proposed street goes though, I would expect significant additional traffic on this portion of 9th Street potentially resulting in additional injury or fatality accidents. I would request that the city engineers review the prosed street alignment to eliminate 9th Street from being a through street thereby removing it as a potential cut-through for drivers avoiding the signals and intersections on 1st and 18th Streets.

Thank you,

Jeff Wooden
360-921-6656



Jennifer M. Bragar
Attorney
Admitted in Oregon, Washington,
and California
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Tel 503-894-9900
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March 22, 2021

BY EMAIL planningcommission@cityofvancouver.us

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

Re: Applicant's Response to Public Comments
HP Master Plan – PRJ-165336/LUP-79900

Dear Chair Ledell and Commissioners:

This office represents HP Inc. ("HP" or "applicant") in its submission of the HP Master Plan. Please include this letter in the record as response to comments received in the above-referenced file. Since entering the HP-City of Vancouver Development Agreement (the "Development Agreement") in December 2019, HP has worked diligently to prepare its Master Plan in compliance with the standards vested under the Development Agreement to govern development of the HP property over the next 15-20 years and beyond.

HP has a deep community connection developed over nearly four decades and decided to build on that foundation in Vancouver because of the great employee base and ability to grow with the City. HP undertook a nationwide search in 2018 and 2019 to determine where to invest in a new development and determined that Vancouver provides its employees with a livable community where they can live, work and play. Specifically, Section 30 has one of the last large swaths of vacant land within the City's urban growth boundary and this property became the prime candidate because it is the appropriate scale and appropriately zoned near HP's current facilities.

The Section 30 Employment Center Plan (the "Subarea Plan"), Section 30 Design Guidelines and applicable development standards as specified in the Development Agreement offer HP the flexibility it needs to grow. This flexibility is essential to HP and other Section 30 property owners that will transform a mine site to employment and other allowed uses under a variety of market conditions. Through the master plans created for each property, development proposals are required to achieve the density and urban form set forth in the City's planning documents, while considering impacts to neighboring property owners. HP's Master Plan meets this requirement.

The HP Master Plan team has engaged with immediate neighbors surrounding the HP property, and within Section 30 to inform the content of the Master Plan, and to keep them apprised of onsite activities that have occurred over the past year. These activities include reclamation of the former mining use at the site, and planting the slopes in native grasses, as well as other property maintenance. HP plans to continue to be responsive to neighborhood comments, and this public review process is no exception.

Taken as a whole, the Master Plan responds to the approval criteria under Vancouver Municipal Code ("VMC") 20.690.050. The Master Plan analyzes impacts to adjacent properties while achieving the development envisioned in the Subarea Plan as required under Vancouver Municipal Code ("VMC") 20.690.050(B)(7). The applicant responds here to specific comments made during the public review process. The public comments received to date have focused generally on four areas – 1) sustainability objectives; 2) traffic impacts; 3) views; and 4) landscape. HP also provides an explanation of the exemption from VMC 20.710.020 because of significant prior ground disturbing activity; a short list of updates to the Master Plan; and an explanation of the Development Agreement to confirm it is authorized to master plan for the development of 1.5 million gross square feet on HP's approximately 68 acres of property. The following additional information supports HP's application and a recommendation of approval from the Planning Commission to the City Council.

I. HP is a leader in sustainability.

HP is a corporate leader in environmental stewardship and has focused on incorporating environmental sustainability, including sustainable building construction for HP sites in regions where HP operates. HP is highly focused on reinventing the workplace as an environment that advances the wellbeing of its people and the planet. In fact, in February 2021, HP introduced its Sustainable Impact Program for Partners called HP Amplify. This program is an industry-first partner assessment, resource and training program aimed at driving meaningful change across its three Sustainable Impact pillars – Planet with an emphasis on climate change; People with an emphasis on human rights and social justice; and Community with an emphasis on bridging the digital divide. Attachment 1. HP's leadership role among its global supply chain partners, through HP Amplify, couples well with HP's intra-company sustainability commitment.

As described in the Master Plan, HP is working towards 100% renewable electricity by 2035; and 60% greenhouse gas reduction and 35% increase in water efficiency by 2025. This sustainability commitment drives internal decision making, including HP's real estate development choices. In order to reach these goals, the development of the Section 30 property will necessarily require choosing from an array of sustainability features, including landscape, renewable energy sources, multi-modal transportation, as well as design choices where the selection of architectural materials and finishes are chosen for longevity and sustainability. Significantly, HP is listed sixth out of the top 200 companies in the world leading the way with solutions for the transition to a clean energy future. Attachment 2. HP's industry-leading

sustainability standards will inform development of this property along with additional focus on specific goals regarding renewable resources and emission reduction.

In addition, the Master Plan generally includes electrical vehicle charging stations, ride share, and bicycle facilities. HP may also use sustainability tools that are in place at other corporate locations like eco-roofs and other green building approaches. Most importantly, HP as a technological leader is always looking for the next opportunity to improve its sustainability performance. Therefore, HP will assess the best combination of sustainable approaches for each phase of development. The Master Plan allows for this flexibility.

Finally, HP is aware of the City Council's policy making that is starting to address climate action. The City's Climate Action Plan may take the form of regulations, incentives, and partnerships. HP, as an active Vancouver community member, will track the City's process to develop a Climate Action Plan and may include aspects of the plan in its future development in Section 30.

II. The new street network in Section 30 will be designed to ensure safety for multi-modal users.

The Master Plan sets forth the transportation planning associated with the development of the HP property in the context of the transportation plan envisioned in the Subarea Plan, and City of Vancouver Transportation System Plan. HP worked with its consultant, Kittelson & Associates ("Kittelson"), to review specific comments submitted about the Master Plan and prepared a memorandum in response. Attachment 3.

As Kittelson explains, the City's transportation plan has always envisioned NE 9th Street as a collector/arterial to serve Section 30. While some neighborhood streets surrounding Section 30 and connecting to NE 9th Street may be impacted in the long term by development within Section 30, no public vehicular access is proposed between the HP property and the existing residential streets to the west (i.e., in the area identified by the commenter between SE 1st Street and NE 8th Street). The street network within the HP property will link east to 184th Avenue, not into the surrounding residential neighborhood. Further, the timing for the extension of NE 9th Street will be determined at a later date given a range of variables that include HP's development consistent with the Master Plan and Development Agreement, as well as timelines and scale of development on other property owners' land within Section 30. As Kittelson discusses, HP encourages the neighbors to work with the local government staff to consider traffic calming options for residential streets that could be impacted by development within Section 30.

Other traffic concerns raised by the public relate to potential impacts to NE 192nd Avenue. The City's Public Works Department has outlined improvements for the section of NE 192nd between SE 1st Street and NE 18th Street. The Kittelson memorandum addresses the City's proposed upgrades to NE 192nd Avenue that will occur over time as properties within Section 30

and surrounding areas are developed. Consistent with the Development Agreement, the City has already determined that the first 700,000 gross square feet of development on the HP property will not result in the necessity to make improvements to NE 192nd Avenue.

Overall, the Master Plan's transportation layout is consistent with the street network the City anticipated to build out in Section 30. Other transportation impacts outside of Section 30 will be addressed over time as additional traffic studies are required for future development within and outside of Section 30.

III. The HP Master Plan maintains flexibility in design as it relates to views from surrounding properties.

As required by the Subarea Plan, Design Guidelines, and implementing code, and consistent with the Development Agreement, the HP Master Plan takes into consideration the views of project neighbors. At the same time, the City's guiding documents, which were subject to their own legislative review and have been part of the City's planning endeavor for more than a decade, do not impose a height limit on development within Section 30. Further, neither the submittal requirements nor approval criteria require building heights to be included in the Master Plan.¹ This makes sense as a policy within Section 30 because flexibility in design is necessary to attract employment center uses to a new urban center. The HP Master Plan retains this flexibility in its analysis of surrounding views by setting forth building footprints pursuant to the requirements for a full site utilization plan while deferring building height decisions until future site planning.

Further, the Master Plan is consistent with the City's planning documents that call for situating buildings close to 184th Avenue and away from HP's western boundary and neighbors; to create active pedestrian streetscapes; and to reduce view impacts to the western property owners. In addition, the views from western and southern properties were taken into consideration in the landscape plan where no new, large trees are planned for the top of the slope or slopes. A low evergreen hedge along the western top of the slope boundary will provide a landscape buffer without blocking views, as its mature height will be three feet.² Based on comments received about views from the western residential neighbors, the workshop and hearing slides showed a cross section view looking east-west from the western slope.³ This figure shows that HP is utilizing the below grade elevation to size buildings in a manner that

¹ The City code does not require an applicant for a Master Plan to include building heights unless the applicant applies for a Master Plan under VMC 20.690.070 – the optional Section 30 Urban Neighborhood Overlay process. HP is not applying for a neighborhood overlay. Therefore, the HP Master Plan is not required to include building heights.

² See Section IV *infra*. for more information.

³ Based on the comments, HP realized that the scale of the cross sections shown as part of Figure 2.K in the Master Plan needed adjustment to show the tree along HP's boundary at its current height, and to update the elevations for the linear measurements that were inadvertently entered on the figure as over 400 feet in elevation. The updated figure was used in the presentations to the Planning Commission and HP Master Plan will reflect the updated cross sections as included in Attachment 6.

takes into account views of Mt. Hood that are given special attention in the Section 30 Design Guidelines. In addition, the long vista from HP's western property line to the proposed buildings will also mitigate the view impacts, and much of the foreground view will be dense tree canopy planted within the parking area that is up to 50 feet below grade.

Overall, HP has taken into consideration surrounding views and mitigated impacts as required by VMC 20.690.050(B)(7). HP's Master Plan and grading activities to date do not materially increase the basin floor elevation; and the proposed building footprints are located as far from western occupants as possible. HP is undertaking these mitigations summarized in this letter to reduce view impacts while still achieving the density and urban form desired in the Subarea Plan.

As acknowledged by commenters, the Subarea Plan has been in place since 2009 and many neighbors, including English Farm, were active participants in the policy making, and have been aware that the setting around their properties would change once Section 30 was annexed by the City. The Subarea Plan contains various goals supported by HP's development. For example, increase in property values is one possibility anticipated by the Subarea Plan. As a result of the City's annexation of Section 30, the proposed development subject to this Master Plan application, and the redevelopment that is likely to be spurred across Section 30 by this approval, property values for property owners to the west of the HP property will likely improve. Moreover, HP's Master Plan does not impede the continued uses of surrounding properties. In regards to other Section 30 property owners who benefit from the same provision of having no height limits, such as English Farm, the HP Master Plan does not prevent the vineyard and winery from continuing to operate to produce grapes, and to process and sell wine.

HP's Master Plan balances competing goals within the City's planning documents and presents a Master Plan consistent with the Development Agreement, and the directives in the City's Subarea Plan, Design Guidelines, and implementing code provisions to consider view impacts.

IV. HP's Master Landscape Plan will create an inviting outdoor experience for employees and visitors.

HP coordinated with the City Forester to develop the tree list incorporated into the Master Landscape Plan. In addition, HP's landscape architect reviewed comments that were submitted to the City and Planning Commission about the landscape plan. Attachment 4. These materials establish that the Master Landscape Plan is consistent with the City's goals for tree canopy, stormwater management, and creation of active outdoor spaces.

As specified in the Master Landscape Plan, over 1,500 trees will be planted to help achieve the City's canopy goals. As the site plans are developed in phases, the Master Landscape Plan will be implemented, with care given to the placement of large trees that take into consideration neighboring properties. Many of the large and medium trees will be used at

the gateway landscape locations along 1st Street and 9th Street at their intersections with 184th Avenue.

Further, as described in the Master Plan,

"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 184th Avenue."

Within these open spaces, HP will create welcoming areas of repose for HP's employees and visitors. As requested by the Planning Commission, HP's landscape architect includes a partial plant list as an example of plants that may be used as site plans are prepared for Phase 1 development. Attachment 4. The list is preliminary in nature, and will be refined when HP has fully programmed the development as part of its permit submittals. As shown, the list includes a number of native species that may be suitable for a range of bird and insect species.

The slopes of primary concern to the public are the western slopes of the HP property boundary. Specifically, slopes will be planted with native grasses and may include wildflowers similar to the image shown on Figure 6.E of the HP Master Plan. As described in the Master Plan, 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. Overall, the landscape plan includes ample variety in plantings and will incorporate native trees and plant mix, including pollinators.

In addition, HP has worked closely with its westerly neighbors to keep them informed of activity on the HP property, including recent reclamation work, and tree removal.⁴ HP worked with a certified arborist and the City Forester to review the health of existing trees along the western boundary of the property and determined that seven Douglas Fir trees should be removed due to health and safety concerns. The mitigation trees associated with this tree removal are incorporated in the Master Landscape Plan.

HP has also considered the views from westerly property owners in planning for landscape treatment along its western boundary. As clarified in Attachment 4, the Master Landscape Plan shows an evergreen hedge along the top edge of the western slope. The hedge

⁴ One comment suggested that the Master Plan did not include images showing the existing residential neighborhood. Figures 1.B and 1.C and almost every plan view included in the Master Plan has the residential neighborhood represented.

location will be determined during site plan review. The evergreen hedge will have a mature height of three (3) feet. HP plans to continue to keep the western neighbors up to date on future development activities, as well as the final location of the boundary fence and evergreen hedge.

Further, HP has addressed its obligations to provide for recreational trail connectivity consistent with the Development Agreement, and the City's Subarea Plan and Design Guidelines. HP is dedicating a recreational trail along the extension of 184th Avenue that will connect to a similar trail likely to be required as part of the extension of 9th Street. As the City staff described, the western recreational trail in the Subarea Plan is conceptual in nature.⁵ The installation of an additional western perimeter recreational trail will depend on the City's park planning and funding efforts, as well as the ability to connect such a trail across multiple property ownerships.

The City's planning effort should involve analysis and input from neighbors, the surrounding neighborhood, and the greater community to determine whether a potential western recreational trail would serve the neighborhood or region, in light of the trails that will align with 184th Avenue and 9th Street. In addition, the alignment of 9th Street and uses north of 9th Street will further inform trail alignments and usage. These factors are integral to updating the concept map depicting a western trail drawn in the Subarea Plan over 10 years ago. As to the HP property, the western slope is not currently planned for use as fill material across the balance of the property. If the City funds an additional western perimeter trail, HP is willing to discuss an arrangement for use of an area of potential dedication up to 12 feet in width from the western HP property line only on the top of the western slope for such recreational purpose.

While there is testimony in the record that the prior owner of the HP property gave permission for residential neighbors to the west to access the top of slope, HP has withdrawn the permission because the site is an active construction area. The HP property is private and is posted with "private property, no unauthorized access" signs to ensure safety on the construction site and to allow the grass seeding to take hold along the western slope and top of slope as part of the grading work that HP undertook in 2020. Potential future access along the western top of slope will need to be coordinated with the City as set forth above and in the Master Plan.

HP's Master Landscape Plan is consistent with the Development Agreement and City planning documents, as well as considerate of potential impacts to neighboring property owners. At the same time it provides HP with the opportunity to create inviting outdoor amenities for its employees and visitors that will be developed over time as part of individual site plans.

///

⁵ See also, Subarea Plan, page 24, " For example, where the concept plan depicts an open space linkage or trail, it is important that a proposed development through a master plan process incorporate the intent of the linkage, or that an alternative linkage be designated at that time." The alternative linkage along 184th Avenue meets the intent of the linkage between 1st Street and 9th Street in the Subarea Plan, was described in the Development Agreement, and will be implemented as set forth in the HP Master Plan.

V. HP's property is not a potential archaeological site.

As part of the SEPA review, the applicant's submittal referenced its *Archaeological Predetermination Report for the HP Master Plan*. The predetermination report is attached here for convenience. Attachment 5. As stated in the report, approximately 97% of the project area is part of the existing quarry operation that qualifies as a previous substantial disturbance. Attachment 5, p. 27. Based on the onsite analysis, the report concluded, "Given the negative results of the survey and testing, and the extremely high level of disturbance observed throughout the project area, an archaeological site is unlikely to be present in the project area and no further archaeological work is recommended." Attachment 5, p. 29. Therefore, the HP Master Plan property should be exempt from the provisions of VMC Ch. 20.710 because it qualifies for the exemption under VMC 20.710.020(C)(11), where the planning official can determine that previous substantial disturbance has been documented to qualify the property for this exemption.

VI. Updated figures in the Master Plan

During preparation for the Planning Commission workshops, HP noticed a few updates that should be made to certain figures contained within the Master Plan. Attachment 6 contains a brief memorandum summarizing the changes, and the updated figures. By reference, these updated figures are incorporated into the final Master Plan.

VII. HP is authorized to build up to 1.5 million gross square feet of development consistent with the Development Agreement.

The Development Agreement is clear in its scope and applicability to authorize HP to build up to 1.5 million gross square feet of development on property that HP owns. First, the term "Property" is defined in the Development Agreement as the approximate 68 acres legally described in Exhibit 1 of the agreement. This Master Plan applies to those 68 acres and does not seek approval for any master planning on any other property that is not currently owned by HP. Section 12 of the Development Agreement further supports that the full development potential could occur on the 68 acre parcel, as it states,

"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."

The Development Agreement does not limit the location to where the 1.5 million GSF of development could occur. In fact, the Development Agreement is permissive on this point as it states at Section 4(b)(ii),

"The remaining allowable development *may be* spread out over one or more phases across the HP Property depicted on Exhibit 3 ('Subsequent Phases')." (Emphasis added).

The Development Agreement's Exhibit 3 and Exhibit 5 are accurately labelled as conceptual diagrams that would be refined during the master planning process. Consistent with the Development Agreement, HP has refined the concepts through its Master Plan submittal and its full site utilization plan shows that the full 1.5 million GSF of development could be constructed within the 68 acres in compliance with the approval criteria. Therefore, the HP Master Plan is consistent with the Development Agreement, Subarea Plan, Design Guidelines, and the development standards.

CONCLUSION

HP appreciates the opportunity to present its Master Plan to the Planning Commission as part of the public review process. The opportunity for public comment has given HP additional insight into the different perspectives of project neighbors and community wide engagement in this important planning endeavor. Based on the foregoing responses to public comments, and all of the information in the record, HP respectfully requests that the Planning Commission recommend approval of the Master Plan.

Sincerely,



Jennifer M. Bragar

Enclosures

cc: (all by email)
client
Greg Turner
Mark Person

ATTACHMENT 1

HP Introduces First-of-its-kind Sustainable Impact Program for Partners to Extend Impact on Climate Change, Human Rights and Digital Divide



HP Inc.

Thu, February 11, 2021, 6:00 AM · 4 min read



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New HP Amplify Impact program represents major step forward in company’s ambitious goal to become the most sustainable and just technology company by 2030

PALO ALTO, Calif., Feb. 11, 2021 (GLOBE NEWSWIRE) -- Today, HP Inc. unveiled [HP Amplify™ Impact](#), an industry-first partner assessment, resource and training program aimed at driving meaningful change across its three Sustainable Impact pillars – Planet, with an emphasis on climate change; People with an emphasis on human rights and social justice; and Community with an emphasis on bridging the digital divide. Partners that pledge to join the HP Amplify Impact program will work with HP to assess their own practices while tapping into the company’s extensive investments and initiatives.

“Our goal is to work with our partners to help drive a more circular and low-carbon economy, cultivate a more diverse, inclusive and equitable supply chain and improve the vitality and resilience of local communities,” said Christoph Schell, HP Chief Commercial Officer. “The strength and reach of our ecosystem are substantial and by bringing our partners with us on this journey, we can work together to create a more sustainable and just world.”

- ADVERTISEMENT -

Creating an Ecosystem of Accountability

The HP Amplify Impact program helps to empower partners to set bold, long-term objectives to drive positive impact. HP aims to enroll at least half of its HP Amplify partners in the voluntary Impact program by 2025. Participating partners will be recognized via certification and an annual awards program. The mission of the program is to drive accountability throughout the IT industry across the following key pillars:

- **Planet:** Drive toward a net-zero carbon, fully regenerative circular economy while creating the industry’s most sustainable portfolio of technology, services and solutions.



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- **People:** Respecting human rights, enabling people across the value chain to thrive and cultivating a diverse, equitable and inclusive (DE&I) culture through initiatives such as the [HP Racial Equality and Social Justice Task Force](#).
- **Community:** Empower communities through the power of technology. Help eliminate the digital divide that prevents too many from accessing the education, jobs and healthcare needed to thrive.

Sustainable Impact: A Business Imperative

As reflected in HP's annual [Sustainable Impact Report](#), a commitment to Sustainable Impact isn't just the right thing to do, it's also good for business. In 2020, Sustainable Impact helped HP win more than \$1 billion in new sales¹ —a testament to the high-performance, purpose-driven culture that unites the HP ecosystem and global partner community.

It also reflects the changing role of corporations in society. HP is committed to both creating value for its shareholders while building a brighter future for all stakeholders. As a result of decades spent working towards sustainability goals to create positive change, HP is recognized as one of [the world's most sustainable companies](#) and is well-poised to support the HP Amplify partner community with the resources required to identify potential gaps and provide the guidance necessary to achieve partner goals.

A Resilient Path for HP Amplify Partners

All HP Amplify partners can access HP's world-class Sustainable Impact resources no matter where they are on their journey to a more sustainable world. HP will provide all HP Amplify partners with access to training, sales tools, marketing assets, and access to HP's Sustainability & Compliance Centre (SCC), [HP LIFE](#) and [HP Planet Partners](#). In addition, HP will work closely with partners in select countries on the initial roll out of two distinct tracks:

- **Catalyst:** Catalyst members will take the HP Amplify Impact Pledge, participate in a sustainability assessment, and report sales opportunities. Initial roll out includes 19 countries: United States, Colombia, Brazil, Mexico, Turkey, UAE, Singapore, Philippines, India, Germany, UK, Sweden, Denmark, France, Italy, Spain, Canada, South Africa and Australia.
- **Changemaker:** The Changemaker track is optimized to assist partners that do not yet have a sustainability plan in place and commit to investing in the sustainability journey. HP will closely collaborate with and support Changemaker members in the development of a long-term sustainability plan which will put them on a path to be recognized as a business that is focused on creating meaningful change. Initial roll out includes 7 countries: France, Italy, Spain, Canada, South Africa, Australia and select partners in the United States.

For additional details on HP Amplify Impact, visit our [newsroom](#). Current HP Amplify partners can learn more about HP Amplify Impact by visiting the [HP Partner Portal](#).

About HP Inc.

HP Inc. (NYSE: HPQ) creates technology that makes life better for everyone, everywhere. Through our product and service portfolio of personal systems, printers and 3D printing solutions, we engineer experiences that amaze. More information about HP Inc. is available at www.hp.com.

Resources:

¹ In 2020, we tracked \$1.1 billion in new sales (total contract value) in which sustainability criteria were a known consideration and were supported actively by HP’s Sustainability and Compliance organization and Commercial organization.



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www.hp.com/go/newsroom

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ATTACHMENT 2

ADVERTISEMENT



Introducing the 2021 Carbon Clean 200: Investing in a Clean Energy Future

BY ANDY BEHAR AND TOBY A.A. HEAPS

February 18, 2021
2021 CLEAN 200

Carbon Clean 200 surges ahead, leaves dirty energy index in the dust



Corporate Knights and As You Sow have released the annual update Clean200 list of publicly traded companies that are leading the way with solutions for the transition to a clean energy future.

LATEST POSTS

How COVID-19 innovation can teach us to build back greener



Introducing the 2021 Carbon Clean 200: Investing in a Clean Energy Future

Since our first report was launched in the summer of 2016 a great deal has changed in the world.

Larry Fink, the CEO of the largest investment firm in the world, wrote in his 2021 letter to CEOs:

“Given how central the energy transition will be to every company’s growth prospects, we are asking companies to disclose a plan for how their business model will be compatible with a net zero economy – that is, one where global warming is limited to well below 2°C, consistent with a global aspiration of net zero greenhouse gas emissions by 2050.”

Larry Fink’s sentiment is playing out in real time. The negative impact of climate change across the entire economy, supply chains, capital markets, and public health is now well charted in particular the recent [Harvard study](#) showing that fossil fuel pollution related deaths exceeded eight million in 2018 and are growing.

This year, riding Tesla’s soaring stock, Elon Musk passed Jeff Bezos to become the richest man on the planet, with a net worth of US\$189.7 billion (as of January 8, 2021).

In carrying out his mission to accelerate the world’s transition to sustainable energy, Musk has become a prophet for clean capitalism, with Tesla now ranked as the most sustainable and valuable car company in the world. It is also now the pure-play company on the Clean200.

Musk is not alone. The Prince of Wales, the pope, and critically, a global movement catalyzed by Greta Thunberg have all turned up the heat on businesses to get real about cooling the planet.

Prince Charles has long championed the environment and the central role industry and finance must play in its protection, but he’s dialed up the urgency significantly in the past year. In the fall, he said climate change poses such a severe threat that the world’s only option is to adopt a military-style response reminiscent of the U.S. Marshall Plan that helped rebuild post-war Europe 70 years ago.

In January, the prince looked back more than 800 years to the Magna Carta (which inspired a belief in the fundamental rights of people) to issue a companion document – the Terra Carta, or Earth Charter – that aims to enshrine the rights and value of nature in capitalism, inviting the world’s CEOs to make a sustainable future the growth story of our time.

Pope Francis once described unbridled capitalism as the “dung of the devil.” In a sign of the times, he recently gave his blessing to the Council for Inclusive Capitalism, a partnership between the Vatican and the leaders of some of the world’s largest businesses, including the chiefs of BP and Bank of America.



Testing grounds for sustainability



Pipe dreams and other climate visions



Heroes & Zeros: Storebrand vs. Uber

This seemingly unholy alliance seeks to make capitalism a more holy instrument for answering the cry of the earth and the cry of the poor.

There are now more than 300 companies, representing more than US\$3.6 trillion in market cap, that have committed to a net-zero-emission target in line with a 1.5°C future.

Some worry these are empty words that give the impression that sufficient action is being taken – a sort of delay tactic. Thunberg, the teenage activist who kicked off a citizens’ climate movement, says, “We must forget about net-zero – we need real zero.”

She spells out what that means:

“Immediately halt all investments in fossil fuel exploration and extraction. Immediately end all fossil fuel subsidies. And immediately and completely divest from fossil fuels. We don’t want these things done by 2050, 2030 or even [next year]. We want this done now.”

She’s right, but defunding carbon bombs will not be enough; not even close. The real action is going all in on funding climate solutions. What gets funded gets done. How we invest our trillions starting right now will determine our future.

To paraphrase Indian philosopher Jiddu Krishnamurti, the climate-solution revolution is today, not tomorrow. The litmus test for companies and countries (and anyone, really) is what percentage of your current budget is allocated with an intention to create a carbon-free sustainable world. If it’s less than 100%, you’ve got work to do.

The Clean200 companies are leading the way by putting sustainability at the heart of their products, services, business models, and investments, helping to move the world onto a more sustainable trajectory.

This year’s Clean200 companies rose to the top of a pool of 8,080 global firms that earn more than \$1 billion a year, based on rigorous assessment of the amount of revenue each company earns from products and services aligned with the Corporate Knights Clean Economy Taxonomy, while also ensuring that their businesses are not fundamentally offside important criteria for socially responsible investors including substantial involvement in weapons, private prisons, thermal coal, or having a record of systemically obstructing climate policy.

On average, 39% of revenues earned by Clean200 companies are classified as clean, which the majority of other revenues classified as neutral, compared to just 8% clean revenue for their peers.

But none of this would have legs if the Clean200 weren’t also faring well financially. On this score, the Clean200 handily outperformed its MSCI



CHANNELS

	BUILT ENVIRONMENT
	CLEAN TECH
	CLIMATE CRISIS
	CONNECTED PLANET
	EDUCATION
	ENERGY
	FOOD
	HEALTH & LIFESTYLE
	LEADERSHIP
	MINING
	NATURAL CAPITAL

ACWI peers by 47% over the last year (to January 31, 2021), and 34.74% since the Clean200 was launched in July of 2016.

Clean200 companies generated a total return of 113.41% beating the MSCI ACWI broad market index (78.67%) and MSCI ACWI/Energy Index of fossil fuel companies, (-13.83%) on Total Return Gross – USD Basis from the Clean200 inception of July 1, 2016 to January 31, 2021.

To put that in context: \$10,000 invested in the Clean200 on July 1, 2016 would have grown to \$21,340 by January 31, 2021, versus \$17,867 for the MSCI ACWI broad market benchmark and \$8,617 for the MSCI ACWI Energy benchmark for fossil fuel companies.

What is needed now is for the rest of the business world, most importantly the big-money investors who have been sitting on the sidelines, to also lean into this more civilized form of clean capitalism.

Now that BlackRock, the largest investor in the world, with a whopping \$8.7 trillion under management, has **jumped the net-zero-emissions bandwagon**, it is only a matter of time before it becomes the standard, placing a 100% sustainable and zero-carbon economy within our grasp.

The good news for our species is that the forces of pride and profit have shifted in favour of those on the right side of climate history, with shame, and economic shambles awaiting those who cling to the wrong side.

With the sun shining on climate solutions, companies are free at last to shed their carbon cloaks.

With all this action, we hope that the Clean200 can to do two things:

1. provide a useful North Star for investors looking to pinpoint the companies leading the way to a clean energy future.
2. to dispel the myth that clean investing is about sacrificing returns.

To make things easier, *Corporate Knights* and *As You Sow* are proud to present the latest edition of the Clean200.

While we're not promising any home runs, we are happy to report that the Clean200 now has more than a four-year track record of outperforming its high-carbon global counterparts.

Clean200 vs. MSCI ACWI vs. ACWI Energy (Jul-01-2016 – Jan-31-2021, Total Return Gross – USD)



INVESTING



SOCIAL
ENTERPRISE



SUPPLY CHAIN



TRANSPORTATION



WASTE



WATER



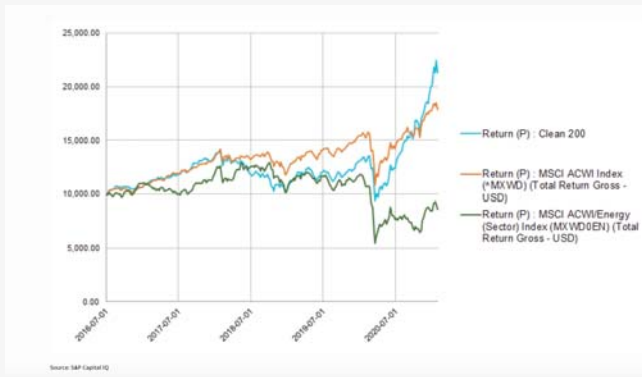
WORKPLACE

WEEKLY ROUNDUP

Subscribe to our Weekly Roundup for sustainable business news and reports delivered straight to your inbox.

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SUBSCRIBE



GICS SECTOR	# OF CLEAN200 COMPANIES
Industrials	70
Information Technology	44
Materials	21
Consumer Discretionary	18
Utilities	17
Consumer Staples	8
Health Care	6
Real Estate	4
Communication Services	3
Electronic Products	2
Financials	2
Pharmaceuticals and Biotechnology	2
Construction Materials	1
Industrial Machinery Manufacturing	1
Power Generation	1

Clean 200 Companies by Country

COUNTRY	# OF CLEAN200 COMPANIES
USA	46
Japan	26
China	17
France	15
Canada	8
Germany	8
Sweden	7
Brazil	6
Ireland; Republic of	6
Netherlands	6
Denmark	5
Hong Kong	5
Switzerland	5
Taiwan	5
Korea; Republic (S. Korea)	4
Spain	4
United Kingdom	4
Finland	3
Singapore	3
South Korea	3
Australia	2
Austria	2
Belgium	2
Italy	2
Chile	1
India	1
Norway	1
Portugal	1
Russia	1
Turkey	1

THE CLEAN200™ METHODOLOGY

The Clean200 are the largest 200 public companies ranked by green energy revenues. It was first calculated on July 1, 2016 and publicly released on August 15, 2016 by Corporate Knights and *As You Sow*. The current list has been updated with data through the end of 2020 (December 31, 2020).

The Clean200 companies are listed by their estimated green revenues in USD. The dataset is developed by multiplying a company's most recent year-end revenues by its clean revenue estimate, primarily sourced from Corporate Knights Research. In order to be eligible, a company must have USD revenue of at least \$1 billion (most recent available fiscal year end data) and earn more than 10% of total revenues from clean sources.

The Clean200 uses negative screens. It excludes all oil and gas companies and utilities that generate less than 50 percent of their power from green sources, the top 100 coal companies measured by reserves, the top 100 oil & gas companies as measured by reserves, as well as all fossil fuel companies, majority fossil-fired utilities, pipeline and oil field services companies, and other fossil fuel-related companies screened on *As You Sow's Fossil Free Funds*. In addition, the Clean200 excludes weapons companies including major military arms manufacturers found on the SIPRI Top 100 arms-producing and military services list, as well cluster munitions, nuclear weapons, and civilian firearm manufacturers screened on *As You Sow's Weapon Free Funds*. The Clean200 also excludes palm oil, paper/pulp, rubber, timber, beef, and soy producers that are screened on *As You Sow's Deforestation Free Funds*, companies using child or forced labor, and companies who engage in negative climate lobbying are not included. The full list of exclusionary screens is provided below.

CLEAN 200 NEGATIVE SCREENS	CRITERIA	# EXCLUDED
Deforestation-risk agribusiness producer/trader	Company engages in deforestation in South America and Southeast Asia as deemed by Chain Reaction research, or was divested from by NBIM. List of companies obtained from Deforestation Free Fund. (Source: CK, AYS)	5
Oil & gas industry	Industry Classification of Oil & Gas	1
Top 200 carbon reserve owners	Company ranks in The Carbon Underground 200™, compiled and maintained by FFI Solutions (formerly Fossil Free Indexes™), identifies the top 100 coal and the top 100 oil and gas publicly-traded reserve holders globally. (Source: AYS)	4
Private prisons	Company owns or operates private prisons, recommended for divestment by the Project of the American Friends Service Committee. (Source: CK, AYS)	4
Coal industry	Top 30 coal-fired utilities Company is on the NBIM's exclusion list for thermal coal. (Source: CK + AYS)	68
Blocking climate policy	Categorized by the InfluenceMap lobbying red flag metric, which highlights companies that are engaged in corporate lobbying on climate change. (Source: CK)	3
Controversial weapons	Company sells controversial weapons and is deemed ineligible for investment by the NBIM and NZuperFund. (Source: CK)	1
Conventional weapons	Top 100 military contractors or company earns more than half of its revenue from conventional weapons, as tracked by Stockholm International Peace Research Institute (SIPRI). (Source: CK)	8
Illegal activity	Company's ratio of fines, penalties, or settlements / revenue for the most recent ranked year exceeds 1.1%. (Source: CK)	2
Prison Industrial Complex	Prison Free Funds uses data provided by the American Friends Service Committee (AFSC) to screen mutual funds for investments in companies with involvement in the prison industrial complex.	0

THE CLEAN 200 LIST

Search:

Rank 	Company Name	 Country 	 GICS Sector 
1	Alphabet Inc	United States of America	Communication Services
2	Siemens AG	Germany	Industrials
3	TSMC	Taiwan	Information Technology
4	SAP SE	Germany	Information Technology
5	Iberdrola SA	Spain	Utilities
6	HP Inc	United States of America	Information Technology
7	Cisco Systems Inc	United States of America	Information Technology
8	Schneider Electric SE	France	Industrials
9	Tesla Inc	United States of America	Consumer Discretionary
10	Unilever PLC	United Kingdom	Consumer Staples
11	Intel Corp	United States of America	Information Technology
12	Vestas Wind Systems A/S	Denmark	Industrials
13	LG Electronics Inc	Korea; Republic (S. Korea)	Consumer Discretionary
14	CEMIG	Brazil	Utilities

ATTACHMENT 3

MEMORANDUM

Date: March 16, 2021 Project #: 25511

To: Soo Anderson
JLL
1120 NW Couch Street, Suite 500
Portland, OR 97209

From: Chris Brehmer & Julia Kuhn

Project: HP Master Plan

Subject: HP Master Plan Response to Public Comments Related to Transportation

This memorandum provides a response to transportation-related comments received in conjunction with public review of the proposed HP Master Plan. Each of the comments received is presented below in *italics*, followed by our response.

Comment #1 (Excerpt from Don and Nancy Jennings dated January 2, 2021)

Finally, because of the many children in the neighborhood we ask that no street development is conducted that would increase the vehicular traffic through the area bordered on the south by SE 1st Street, to the west by NE 172nd Avenue, and to the north by NE 8th Street.

Response:

The HP Master Plan is configured to minimize potential transportation impacts to the existing residential neighborhood directly to the west. In review of the Master Plan street network and land uses contemplated, the following considerations are offered:

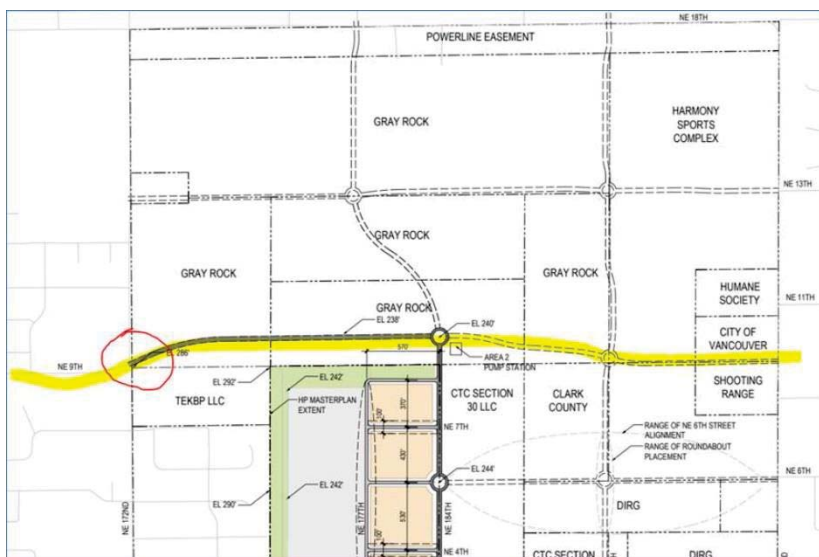
- All HP site-related employee and visitor vehicular access is proposed via new roadways located on the east side of the HP property. These new roadways will connect to NE 184th Avenue (a new north-south public roadway bordering the east side of the property) and will not extend west into the neighborhoods. Please refer to HP Master Plan Appendix E Sheet L1.1 (Full Site Utilization Plan) for an illustration of the proposed vehicular access to the HP property.
- The first phase of the Master Plan will provide vehicular access exclusively via a new north-south roadway connection (NE 184th Avenue) to SE 1st Street.
- In future phases, the HP property will also be accessible via a planned extension of NE 9th Street from NE 172nd Avenue east to NE 184th Avenue. The extension of NE 9th Street will

continue to NE 192nd Avenue. The NE 9th Street extension reflects fulfillment of the broader collector/arterial road network plan adopted in the City's Transportation System Plan and the City's Arterial Street System and Classification Map (refer to Appendix 1 of this memorandum), as well as the connectivity envisioned and adopted in the City's Section 30 Urban Employment Center Plan ("Subarea Plan").

- No public vehicular access is proposed between the HP property and the existing residential streets to the west (i.e., in the area identified by the commenter between SE 1st Street and NE 8th Street).
- The Master Plan's Landscape Plan identifies a potential easement aligned with the existing east terminus of NE 5th Street that is proposed to be used for infrequent maintenance access to the west slope of the HP property. This connection to the HP property will serve for occasional maintenance use only. This easement would not provide a vehicular link from the property into the neighborhood for HP employees or visitors to the HP property.

Comment #2 (from Jeff Wooden dated January 11, 2021, diagram included in comment)

I was reviewing the plans for Section 30 / HP and have concerns about the proposed street connecting to NE 9th St at 172nd Ave. My concern is that this street will become an cut-through between 162nd Ave and 192nd Ave. 9th Street between 162nd and 172nd is designed as a residential street and was the site of a tragic fatality accident in 2019 where a 10 year old boy was killed. If the proposed street goes though, I would expect significant additional traffic on this portion of 9th Street potentially resulting in additional injury or fatality accidents. I would request that the city engineers review the prosed street alignment to eliminate 9th Street from being a through street thereby removing it as a potential cut-through for drivers avoiding the signals and intersections on 1st and 18th Streets.



In Response to this Comment, City of Vancouver Staff provided the following feedback dated January 12, 2021

Thank you as well for sharing your concerns regarding NE 9th Street within Section 30. I too am aware of the unfortunate and very tragic accident that occurred in 2019 where a young boy lost his life. As such, the City is committed to making this area safe for all users of the street including bicyclists and pedestrians. Section 30 is a very challenging area to develop. The elevation differences between the bottom of the former quarry and the surrounding street network leave us with very few options for a continuous east-west street that can run across the entire section. Other than NE 18th Street and SE 1st Street, NE 9th Street will be the only street that will continuously run from 172nd Avenue to 192nd Avenue. If we eliminate NE 9th Street, we push all east-west traffic onto 18th Street and 1st Street and we also will adversely impact the north-south streets within the Section.

I do appreciate your concerns about not introducing any more traffic onto NE 9th Street west of 172nd Avenue and that would certainly be consistent with the City's vision for how traffic moves in/out of Section 30. NE 9th Street within Section 30 is geared towards moving traffic to either 172nd Avenue or 192nd Avenue. From there, traffic would be encouraged to use those north-south arterials to move out of the area. In an effort to discourage traffic from using NE 9th Street between 164th Avenue and 172nd Avenue, I would envision use of traffic calming (speed reduction) tools such as speed cushions or speed humps. These are used throughout the City and have proven effective at slowing traffic down and discouraging cut-through traffic. There are a number of pedestrian and bicycle facilities planned within Section 30 so using NE 9th Street west of 172nd Avenue as a designated bike and pedestrian route might also contribute to how we want to treat this corridor. As we continue to plan out the implementation of the new streets within Section 30, we'll incorporate this concept into the plan.

Let me know if you have any questions. Thank You.

Ryan Lopossa, P.E. | Streets & Transportation Manager



CITY OF VANCOUVER, WASHINGTON
Public Works/Streets & Transportation Division
Marine Park Engineering – 4500 SE Columbia Way
P.O. Box 1995 • Vancouver, WA, 98668-1995

Response:

As stated in the City's response to Comment #1, the NE 9th Street extension reflects fulfillment of the broader collector/arterial road network plan adopted in the City's Transportation System Plan and the City's Arterial Street System and Classification Map (refer to Appendix 1 of this memorandum), as well as the connectivity envisioned and adopted in the Subarea Plan.

The design of the HP Master Plan street network includes provisions for multi-modal transportation, including a pedestrian and bicycle recreational trail along the extension of 184th Avenue, but separate from the vehicular roadway. Provision of a similar trail link along the extension of NE 9th Street is also anticipated. In our review of comments with the Applicant, HP agrees with the City's suggestion that the City and surrounding residential neighbors explore traffic calming on residential streets surrounding Section 30 to prevent cut-through traffic to/from Section 30.

Development of HP's Phase 1 will not require extension of NE 9th Street. Because HP is not the only property owner within Section 30, the timeline for the extension of NE 9th Street is not set. The City will require a further traffic analysis to inform the timing of the extension of NE 9th Street based on the scope and timing of anticipated development by HP and other Section 30 property owners. The HP Master Plan refers to this additional analysis as the "City Traffic Study". As indicated in the Master Plan, HP plans to participate in the City Traffic Study.

Comment #3 (from Kristina Lengvenis dated January 13, 2021)

I read the Master Plan for the proposed HP campus off 1st Street. I'm concerned about the impact on traffic on 192nd Avenue (where I live), which is already pretty horrendous. There is no mention in the Master Plan whatsoever about 192nd, which will be used to get to 1st Street by pretty much anyone living east of the facility. As things are now, I often can't make a left turn out of my driveway onto 192nd Avenue because of traffic in both directions. I'd be interested to know if there are any plans to mitigate traffic issues here.

I understand that the site doesn't directly abut 192nd Avenue, but the Plan does show potential for roads to intersect with it in future phases of the project, which will directly impact traffic on the roadway. Even with Phase 1 development, there is sure to be some increase in traffic on an already congested street.

Response

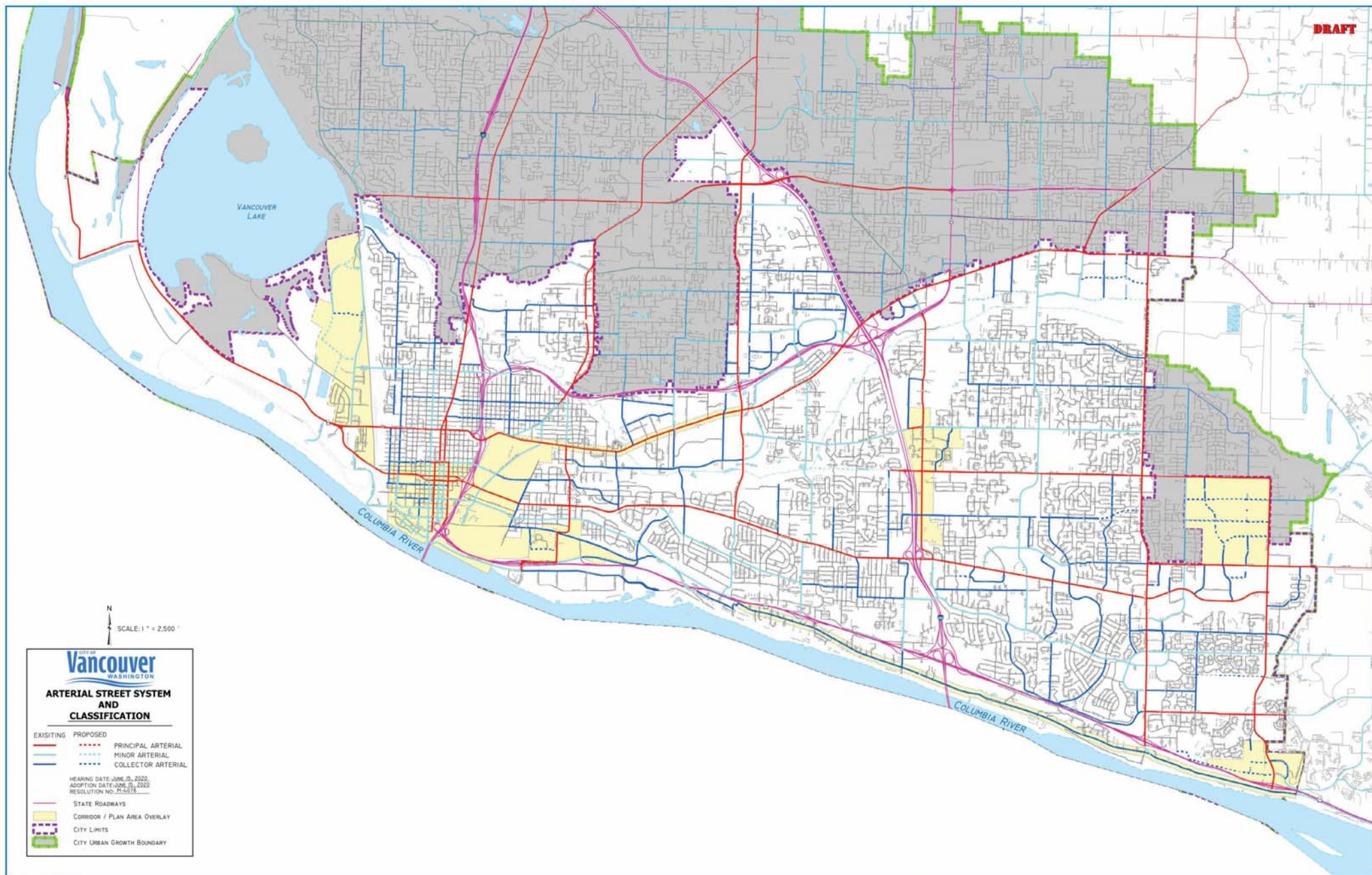
The City of Vancouver's Public Works Department will determine the timing, type, and contributors to improvements on NE 192nd in the segment of the road described in this comment. Today, the segment of NE 192nd Avenue highlighted in the comment is a two-lane roadway with no left-turn lane. The City of Vancouver's Transportation System Plan identifies the need for future widening of NE 192nd Avenue between SE 1st Street and NE 18th Street to include two northbound travel lanes, two southbound travel lanes and a center left-turn lane. The timing of this future widening, as well as traffic control treatments at key public intersections between SE 1st Street and NE 18th Street will be assessed by the City as part of the City Traffic Study, as well as other traffic impact studies needed as part of future development in and around NE 192nd Avenue.

HP and the City of Vancouver entered a Development Agreement in 2019. This Development Agreement vested 723 pm peak hour trips attributed to the first 700,000 gross square feet of Master Plan development and did not require changes to the 192nd Avenue corridor. The need for future changes to the City's transportation system and the contribution of HP's subsequent development phases to such changes will be determined by the City through the City Traffic Study.

NEXT STEPS

Kittelson and HP Master Plan team staff appreciate the opportunity to consider and respond to the public feedback received to date. As indicated in the responses above, future traffic studies will be prepared in conjunction with development of the HP Master Plan property beyond the first 700,000 gross square feet of building area, as well as traffic studies associated with development of other property in Section 30 by other property owners. One of these studies, the City Traffic Study, will also help to provide further clarity on the transportation needs of the Master Plan site, including additional details responsive to the comments provided to-date.

Appendix 1 City of Vancouver Arterial
Street System and
Classification Map



ATTACHMENT 4



ZIMMER GUNSUL FRASCA ARCHITECTS LLP

1223 SW Washington Street
Suite 200
Portland, OR 97205
T 503 224 3860
F 971 470 0702

Memo

Date March 1, 2021

Project No. P24518

Project Name HP Section 30 Master Plan

Page No. 1

To Jennifer Bragar, TSM and Soo Andersen, JLL

From Trent Thelen, ZGF

Subject Landscape memo pertaining to public comments

The landscape plans for the HP Master Plan are conceptual in nature because no site plan approval is included with this application. Each plant palette for the phases of development will be made up of native and adaptive plant types that include pollinator plants and other benefits for the site, such as ability to assist with stormwater control. Seasonal change in landscape will also be an important characteristic for site development to provide varying visual and other sensory experiences for the user groups of the site and visitors. As each phase of development is implemented on the site the landscapes will evolve as the user groups become more defined, and as HP determines its outdoor environment needs consistent with the concepts contained in the Master Landscape Plan.

Currently the plan shows over 1500 trees planned for the full development of the site. The diversity and characteristics of these trees will provide shade, seasonal colors, and other environmental benefits to the site. The proposed tree types are a mix of native and adaptive native deciduous and evergreen trees. The applicant coordinated the tree list with the city forester who has indicated agreement with the listed tree types in the HP Master Landscape Plan. With trees planted at this density, it will be possible for HP to design certain open space areas as urban forests with their concomitant environmental benefits, helping to reduce heat island effects, and air pollution.

The western and southern slopes of the site were recently planted with a native grass seed mix for slope stabilization and seasonal change. The grasses that are planted on the slopes are not intended to be mowed but allow for the grasses to go through their natural seasonal cycles. These slope areas are steep, and run the length of the western and southern property boundaries. While planting shrubs and trees may seem plausible, the risk of failure and difficulty of maintenance make these areas less feasible for such landscape planning. Ultimately, HP proposes to plant the slopes with grass seed mix and wildflowers similar to Figure 6.E in the Master Plan. These wildflowers will offer habitat and forage for pollinators and a range of insects, as well as improve the aesthetic quality of the site, while maintaining views from neighboring property owners.

The Master Landscape Plan shows a proposed fence along the western edge of the HP property near the western slope and boundary line. The applicant has not determined a final location for the proposed fence, however, one of its purposes will be to provide a consistent delineation of the boundary of the property.

The western slope is not currently planned for use as fill material across the HP property. If the City funds an additional western perimeter trail, HP is willing to discuss an arrangement for use of an area of potential dedication up to 12 feet in width from the western HP property line only on the top of the western slope for such recreational purpose. As site plans are developed, and depending on the City's timing related to a potential recreational trail, the location of HP's fence may be affected. As the applicant moves toward site plan designs, and consistent with its outreach to neighbors since taking ownership of the property, HP will continue to communicate with westerly neighbors about the fence location and installation.

The Master Landscape Plan also shows an evergreen hedge along the top edge of the western slope. The hedge location will be determined when the fence location is set during site plan review. The evergreen hedge will have a mature height of 3'.

The following preliminary plant list contains the type of plants that may be used in Phase 1 of HP's development and is being provided as a courtesy to those who inquired about plant types. The plants that will ultimately be used on the HP property may include, but not be limited to, those plants listed in the table below. As shown in the table, HP may use a mix of native and non-native plants that are chosen for their aesthetic qualities, and may act as pollinators and/or food for wildlife. HP's plant mix will be determined at the time of site plan submittal.



ZIMMER GUNSUL FRASCA ARCHITECTS LLP

1223 SW Washington Street
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Memo

Date March 1, 2021

Project No. P24518

Project Name HP Section 30 Master Plan

Page No. 2

SHRUBS				
<i>Scientific Name</i>	<i>Common Name</i>	Native	Pollinator	Food for Wildlife
Amelanchier alnifolia	Serviceberry	X	X	X
Berberis nervosa	Cascade Oregon Grape	X	X	X
Cornus sericea	Redosier dogwood	X		X
Cornus stolonifera	Red Twig Dogwood			
Daphne x Burkwoodii	Daphne			
Hamamelis x Intermedia	Witch Hazel			
Holodiscus discolor	Ocean spray		X	
Hydrangea Quercifolia	Hydrangea			
Hosta Sieboldiana	Hosta			
Lavandula	Lavender		X	
Lonicera involucrata	Black Twinberry	X		X
Kerria japonica	Rose			
Mahonia aquifolium	Oregon Grape	X		X
Physocarpus opulifolius	Ninebark	X	X	X
Polystichum munitum	Sword Fern	X		
Rhaphiolepis umbellata	Hawthorn			
Rhododendron	Rhododendron		X	
Ribes sanguineum	Currant	X	X	X
Rosa nutkana	Nootka Rose	X		X
Gaultheria shallon	Salal	X	X	
Solidago	Goldenrod		X	
Spirea betulifolia var. lucinda	Douglas' Spirea	X	X	X
Spirea japonica	Spirea			
Vaccinium parvifolium	Red Huckleberry	X	X	X
GROUNDCOVERS AND GRASSES				
<i>Scientific Name</i>	<i>Common Name</i>	Native	Pollinator	Food for Wildlife
Arctostaphylos uva-ursi	Kinnikinnick	X		
Ajuga reptans	Carpet Bugle			
Carex obnupta	Slough Sedge	X		X
Euonymus fortunei	Wintercreeper			
Heuchera	Coral Bells			
Helleborus	Hellebore			
Juncus patens	Spreading Rush			
Liriope muscari	Lilyturf			
Lupinus polycarpus	Bigleaf Lupine			X
Mahonia repens	Creeping Oregon Grape	X		
Pachysandra terminalis	Japanese Spurge			
Ranunculus flammula	Creeping Buttercup			X
Rubus pentalobus	Carpet Creeper			

End/tt

ATTACHMENT 5

The archaeological information has been removed from this document and is not subject to public records per RCW 27.53.070

ATTACHMENT 6



ZIMMER GUNSUL FRASCA ARCHITECTS LLP

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Memo

Date March 18, 2021

Project No. P24518

Project Name HP Section 30 Master Plan

Page No. 1

To Soo Anderson, JLL

From Jonah Gamblin, ZGF Architects

Subject HP Master Plan revisions

The purpose of this memo is to provide revisions to specific graphics in the HP Vancouver Master Plan submitted to the City of Vancouver on November 3, 2020.

The revisions are listed below together with updated versions of the images. Page numbers as noted below are the actual page numbers in the HP Vancouver Master Plan and do not correspond to the pages of the PDF document.

Page: 9

Figure: 1.B

Revision required: Property at SW corner of graphic, directly adjacent to intersection of SE 1st and NE 192nd incorrectly identified as part of Section 30.

From November 3



Memo

Date March 18, 2021

Project No. P24518

Project Name HP Section 30 Master Plan

Page No. 2

Page: 9 cont.

Revised



Page: 35

Figure: 2.1

Revision required: Vignette sketch did not include delineation of the bicycle portion of the multi-modal recreational trail on the west side of 184th. The bicycle portion of the path is added to the sketch.

From November 3



Memo

Date March 18, 2021

Project No. P24518

Project Name HP Section 30 Master Plan

Page No. 3

Page: 35 cont.

Updated

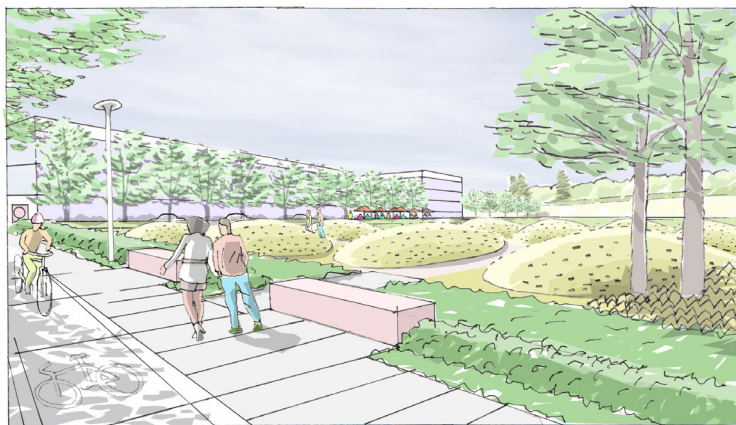


Page: 35

Figure: 2.J

Revision required: Vignette sketch showed a bicycle heading in the opposite direction of traffic and is updated to show the correct direction.

From November 3



Memo

Date March 18, 2021

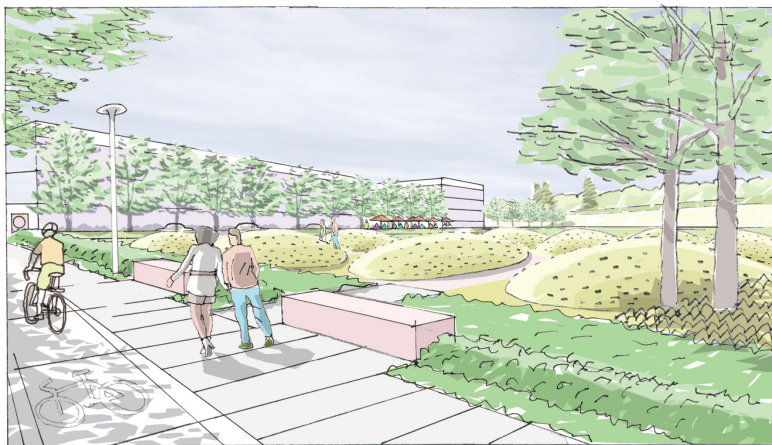
Project No. P24518

Project Name HP Section 30 Master Plan

Page No. 4

Page: 35 cont.

Updated

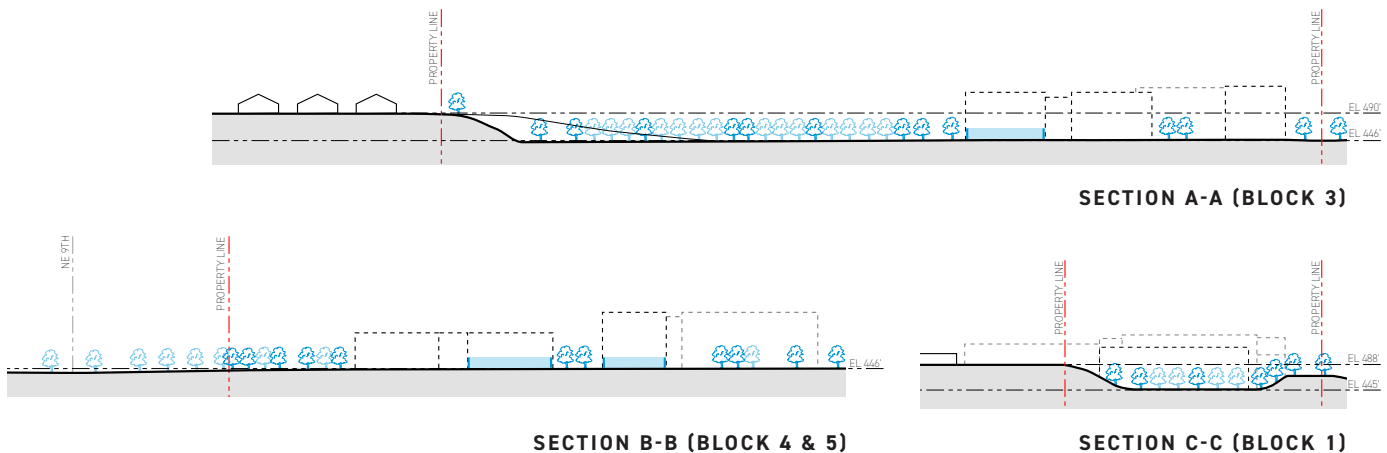


Page: 36

Figure: 2.K

Revision required: In the November 3 HP Master Plan, heights on sections are all +200' greater than the actual elevation. For instance, the elevation listed as EL 446' should be EL 246'. Elevation heights have been updated. In addition, the tree at top of west slope in section A-A is adjusted to reflect accurate species and size.

From November 3



Memo

Date March 18, 2021

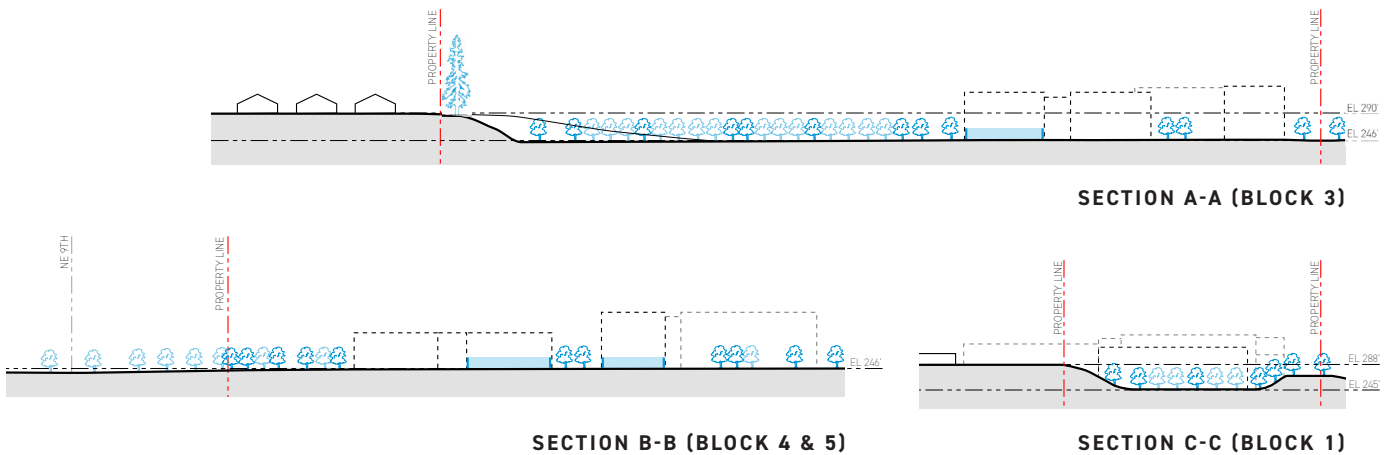
Project No. P24518

Project Name HP Section 30 Master Plan

Page No. 5

Page: 36 cont.

Revised

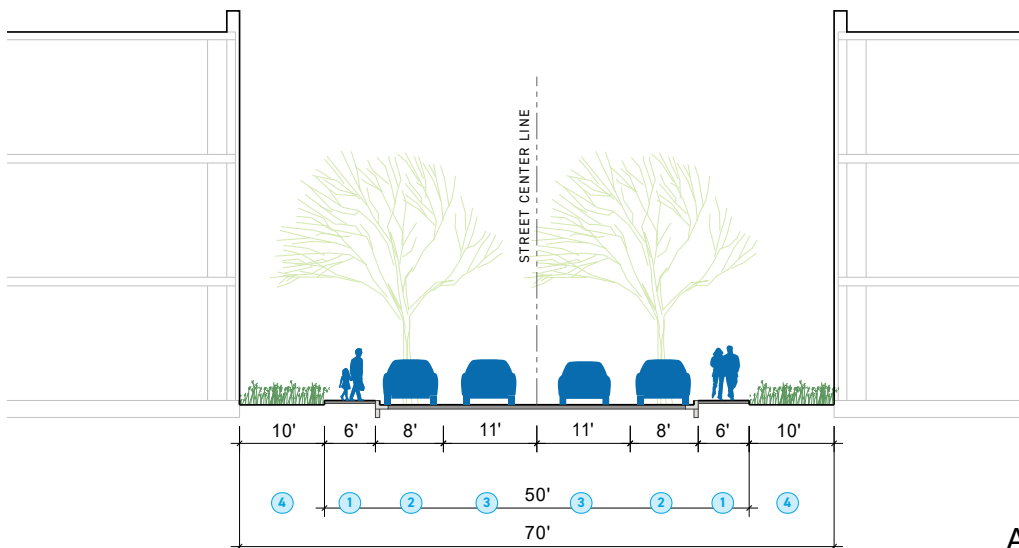


Page: 49

Figure: 3.F

Revision required: In the November 3 HP Master Plan, the private east-west street section is cut at a drop off zone. In the revised section, the section cut has been moved to show a more representative section of the private streets.

From November 3





ZIMMER GUNSUL FRASCA ARCHITECTS LLP

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Memo

Date March 18, 2021

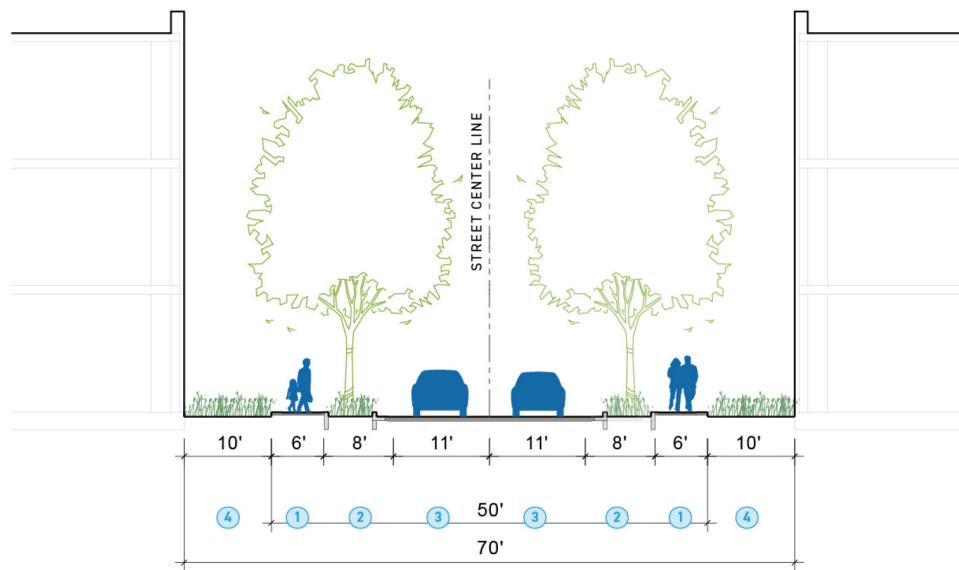
Project No. P24518

Project Name HP Section 30 Master Plan

Page No. 6

Page: 49 cont.

Revised



A. Regulatory Compliance Matrix

NOVEMBER 2020

**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
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	2.6
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	2.3
SP	OS-15	NA
SP	OS-16	NA
SP	OS-17	NA
SP	OS-18	NA
SP	PU-1	3.5
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	4.1
SP	PU-24	4.1

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.a	4.1
DG	A.2.1.b	2.3
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	2.5, 2.7
DG	A.6.1.b	2.5
DG	A.6.1.c	2.1
DG	A.6.1.d	6.1
DG	A.7	
DG	A.7.1	NA
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	
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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	3.3
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	3.3

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	4.2
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)	3.1
Section 6		
DA	(a)	3.4
DA	(c)	3.2
DA	(e)	2.5, 3.4, 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.	3.4

Vancouver Municipal Code		Master-plan Cross Reference
VMC	11.80.160	3.2
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	1.5, 3.5
VMC	20.690.060	2.1, 5.1, 5.2

APPENDIX D - TRANSPORTATION ANALYSIS



851 SW 6th AVENUE, SUITE 600
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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

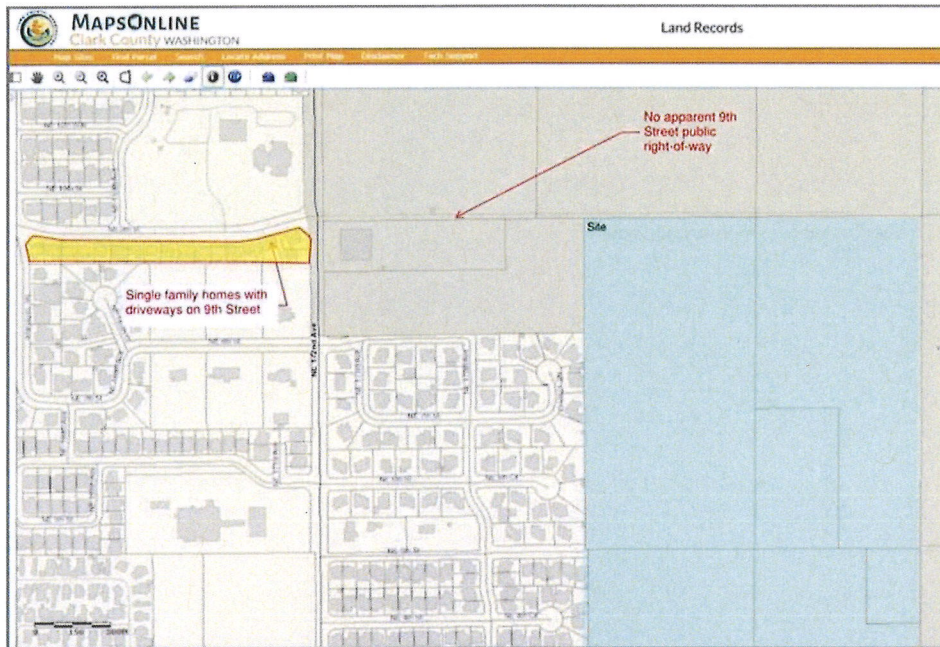
The former mining sites associated with some of the potential redevelopment area should have trip vesting for TIF purposes as well as concurrency review. Some studies of historic traffic volumes may be available from the respective property owners.

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)
 - Potential need for north/south left-turn lanes (appears to require widening north intersection approach to the east)
 - Potential need for separate east-west left-turn lanes
 - Potential need for future roundabout or traffic signal
 - SE 9th Street/SE 162nd Avenue (currently stop-controlled)
 - Potential need to restrict westbound left-turn movement or signalize the intersection
- An alternative site-access option that could be considered (subject to right-of-way availability) would be to construct a new north approach to the existing SE 177th Avenue/SE 1st Street intersection. We anticipate the north approach would have a three-lane section

(one through lane in each direction plus a left-turn lane). This intersection is expected to be signalized in the future.

NEXT STEPS

The information above will be further assessed in the future as part of a formal traffic impact study. Most of the projects above, if required, could be made TIF creditable.

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

Sincerely,
KITTELSON & ASSOCIATES, INC.



Chris Brehmer, PE
Senior Principal Engineer

APPENDIX B - DEVELOPMENT AGREEMENT

AFTER RECORDING RETURN TO:

Jennifer Bragar
Tomasi Salyer Martin
121 SW Morrison Street, Suite 1850
Portland, OR 97204

DOCUMENT TITLE: Development Agreement

GRANTOR: HP Inc., a Delaware corporation

GRANTEE: City of Vancouver, a Washington municipal corporation

ABBREV. LEGAL DESCRIPTION: #26 SEC 30 T2NR3EWM 20A; #11 SEC 30 T2N R3EWM 32.88A; #17 & #23 SEC 30 T2N R3EWM 8.50A; #64 SEC 30 T2N R3EWM 1.50A; #27 SEC 30 T2N R3EWM 10A; #13 SEC 30 T2N R3EWM 20A; #57 SEC 30 T2N R3EWM 4.40A; #56 SEC 30 T2N R3EWM 15.60A; #55, #58 SEC 30 T2N R3EWM 10A

ASSESSOR'S PROPERTY TAX PARCEL/ACCOUNT NUMBERS:

176386-000	176424-000	176417-000	
176374-000	176387-000	176416-000	
176380-000	176376-000	176418-000	

**DEVELOPMENT AGREEMENT BY AND BETWEEN
THE CITY OF VANCOUVER AND HP INC. RELATING TO THE
DEVELOPMENT COMMONLY KNOWN AS PROJECT GREENFIELD**

This DEVELOPMENT AGREEMENT ("Agreement") is entered into this 16th day of December, 2019, by and between the City of Vancouver ("City") a municipal corporation under the laws of the State of Washington and HP Inc., a Delaware corporation ("Developer" or "HP") (collectively the "Parties"), pursuant to RCW 36.70B.170-.210 and chapter 20.250 of the Vancouver Municipal Code ("VMC").

RECITALS

WHEREAS, the City is a first-class city incorporated under the laws of the State of Washington and has the authority to enact laws and enter into agreements to promote the health, safety and welfare of its citizens including the authority to regulate land use and development of property;

WHEREAS, HP is a Delaware corporation that has had a presence in the City for 38 years, and contributes and will continue to contribute to the greater Vancouver community;

WHEREAS, HP embraces the opportunity and responsibility to positively impact the communities where its employees live, work, and do business. Community service is a value so deeply ingrained at HP that employees are offered paid volunteer hours and are encouraged to apply for the Time-off Community Support Grant, which sponsors employees to volunteer full-time for a week. In addition to time, HP offers donation matching for employees, grants for non-profit organizations, and sponsorships in their communities. In Vancouver alone, an average of 1,500 volunteer hours per year are completed within the local community through HP's Community Outreach team in support of a range of nonprofits including, but not limited to, Oregon and Clark County Food Bank, Columbia Springs, Humane Society of Southwest Washington, Fort Vancouver Regional Library, Avamere and Kamlu Resort, Vancouver Watershed Alliance, Firstenburg, Lifeline Connections, Washington Trails Association, Evergreen Habitat for Humanity, Sharehouse, Camp Hope, and Global Watershed Shoreline;

WHEREAS, HP's local Site Council funds approximately Twenty Thousand Dollars (\$20,000.00) annually for HP's Community Outreach team to organize and complete these projects, along with sponsorships and donations. Each fall, HP Vancouver employees vote for local 501(c)3 organizations to receive the HP Imagine Grant, supporting programs that align with the Foundation's mission by focusing on education and technology related learning experiences for underrepresented and/or underserved communities. In 2019, three local charities were each awarded Nine Thousand Dollars (\$9,000.00) through this grant. In addition, HP provides holiday giving trees, and is a PRIDE Rainbow;

WHEREAS, HP mentors and trains the next generation of innovators through its annual intern program; HP LIFE program, a learning initiative for entrepreneurs; WSU Vancouver Capstone project; 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 1

Phase 1 shall occur on the southeastern portion of the Property in the general area depicted on Exhibit 3 ("Phase 1 Property").

ii. Subsequent Phases

The remaining allowable development may be spread out over one or more phases across the HP Property depicted on Exhibit 3 ("Subsequent Phases").

(c) Annexed Property

The terms of this Agreement shall apply to Annexed Property, if the Agreement is amended to add such Annexed Property during the term of this Agreement in the City's sole and absolute discretion. Any Annexed Property shall be incorporated into the definition of HP Property.

(d) Standards

Pursuant to RCW 36.70B.170(3), the Parties identify the following non-exclusive list of standards applicable to the Project on the HP Property (collectively “Development Standards”).

i. Permitted Uses, Zoning, and Standards

The permitted land uses and development regulations for development, and other standards applied to the Project on the HP Property include those in chapters 20.440 (Industrial Districts), 20.690 (Section 30 Employment Center Plan District), 20.925 (Landscaping), 20.960 (Signage), and 20.945 (Parking and Loading) VMC in effect on the date of the adoption of this Agreement. The City has considered the applicability of these standards to the Project on the HP Property, as set forth in Exhibit 4, and will apply the standards consistent with Exhibit 4 to the Project.

ii. Planning Goals and Objectives

The planning goals adopted by the City in the Subarea Plan shall be the policy guidance and the foundation for all future development of the Project on HP Property. The City has considered the conceptual Project layout, inclusive of building shape and massing, and road alignments in Exhibit 5. Based on this conceptual visualization of the Project, the City has analyzed the Subarea Plan to determine the applicability of the plan policies to the Project on HP Property, as set forth in Exhibit 6, and will apply the policies consistent with Exhibit 6 for Phase 1 and the Master Plan to Developer’s Project as long as they do not materially deviate from the conceptual layout in Exhibit 5.

iii. Surface and Groundwater

All future development of the Project on HP Property shall be subject to the City of Vancouver Stormwater Management standards, chapter 14.25 VMC. The Parties agree that the expectation for the development of HP Property and subsequent development across Section 30 shall require each property owner to manage stormwater quality on its own property prior to releasing stormwater to a public stormwater collection facility. The City acknowledges that native gravels provide the best stormwater infiltration, and that as a result of the mined condition few areas within Section 30 retain native gravel. The City will prioritize retention of areas with native gravel for stormwater infiltration for all development in Section 30, especially within areas near the Subarea Plan’s conceptual location for 9th Street. The City may establish a local improvement district or similar mechanism to finance a Section 30 public stormwater facility. In the event the City constructs a public stormwater facility or accepts the dedication of a public stormwater facility, the City shall allow the Developer to connect to the system subject to satisfaction of all applicable code provisions and payment of any connection fee or charges, including, but not limited to, local improvement district fees.

iv. Water Service

Water service for the Project shall be designed and constructed in accordance with the City of Vancouver Water Design and Construction Requirements. Water service shall be

provided by the City. The Developer shall provide potable water infrastructure on HP Property to serve the Project at its cost, and the costs of provision of public infrastructure are governed by Sections 4(e) and 7 of this Agreement.

v. Sewer Service

Sanitary sewer service for the Project shall be designed and constructed in accordance with the City of Vancouver General Requirements and Details for the Design and Construction of Public Sanitary Sewers. Sewer service shall be provided by the City. The Developer shall provide sanitary sewer infrastructure on the HP Property to service the Project at its cost, and other provision of public infrastructure is governed by Section 8 of this Agreement. The Subarea Plan anticipates that a sanitary sewer pump station and associated infrastructure will be installed to serve Area 2 of Section 30, where the HP Property is located and Developer shall construct the sanitary sewer pump station ("Area 2 Pump Station"), pursuant to Section 8(c) of this Agreement. By this Agreement Developer reserves 143,000 gallons per day of capacity in the Area 2 Pump Station and associated public infrastructure, equal to the anticipated sanitary sewer demand for the 1,500,000 gross square feet of development associated with the Project; provided, however, that the reserved capacity shall not be available unless (i) the Area 2 Pump Station is constructed; (ii) Developer provides the City with a minimum twenty-four (24) months advance written notice of its need to utilize the capacity, which shall be accomplished by Developer's request for a pre-planning meeting for the master planning process for the Project; and (iii) Developer has paid all applicable fees and charges required by the City to use the reserved capacity that Developer shall pay in proportionate share as the Subsequent Phases are developed and sewer capacity is used by the Project.

vi. Road Standards

Roads and rights of way for the Project shall be designed and constructed in accordance with chapter 20.690 VMC, the Subarea Plan and Section 30 Design Guidelines, and consistent with Exhibits 4 and 6, and Section 8(b) of this Agreement.

vii. Other Development Standards

Development of the Project shall comply with all other applicable Development Standards including, but not limited to, chapters 11.70 (Transportation Concurrency), 14.08 (Connections to Public Sewers), 20.770 (Tree, Vegetation, and Soil Conservation), 20.909 (Escrow and Assurances), 20.910 (Exceptions and Interpretations), 20.912 (Fences and Walls), 20.915 (Impact Fees), 20.935 (Off-Site Impacts), 20.970 Solid Waste Disposal and Recycling), and 20.985 (Visual Clearance) VMC, in effect on the date of the adoption of this Agreement.

(e) Infrastructure Financing Tools

Developer may apply for use of chapter 11.10 VMC (Local Finance Tools), VMC 14.04.235, and VMC 14.04.285 effective on the date of Developer's application for development to obtain reimbursement for certain expenditures that qualify under these provisions.

(f) Other Property Development Agreements

A portion of the Phase 1 Property is subject to the following development agreement:

English Development Agreement, Recorded Document No. 4413045

The Additional Property is subject to the following development agreement:

Pacific Rock Development Agreement, Recorded Document No. 4096886, as modified and restated in Recorded Document No. 4443223

A portion of the Additional Property is subject to the following development agreement:

Glacier NW Development Agreement, Recorded Document No. 3925154

The HP Property is subject to the following development agreement:

One Pacific Corporation Development Agreement ("One Pacific Agreement"), Recorded Document No. 3925154

(collectively "Pre-Existing Development Agreements"). The Pre-Existing Development Agreements shall remain in full force and effect unless and until land use applications for the Project are submitted and approved, with the exception of the One Pacific Agreement that shall remain in full force and effect. Upon issuance of a permit to Developer for the Project, this Agreement shall supersede and replace the Pre-Existing Development Agreements applicable to the portion of the HP Property covered by such Project permit; provided, however, that the One Pacific Agreement shall remain in full force and effect until the City receives the full balance owing under the Westridge SDC in place at the time of this Agreement (which as of November 1, 2019 had a balance owing of \$693,200.81 to the City) by Developer or other responsible parties.

(g) Reservation of Transportation Capacity

In anticipation of Developer's Project, a traffic study, attached as Exhibit 7, was completed for Developer to determine the average daily trips, and p.m. peak hour trips generated by HP's Project of up to 700,000 gross square feet of development consistent with land use designation 714 in the International Traffic Engineer ("ITE") *Trip Generation Manual*, 10th Edition (2019). Developer submitted this traffic study to the City in association with this Agreement. The traffic study estimated that future development as contemplated herein will create 723 p.m. peak hour trips. For the purpose of vesting trips under this Agreement, 723 p.m. peak hour trips will be used as the vested amount of p.m. peak hour trips during the period of this Agreement and any extensions.

The City hereby reserves for Developer for use throughout the Project of up to 700,000 gross square feet of buildings occupied by uses consistent with land use designation 714 in the

ITE *Trip Generation Manual*, 10th Edition (2019) for the term of this Agreement, the following transportation capacity consistent with the number of trips calculated in the traffic study for purposes of transportation concurrency, chapter 11.70 VMC: 5,565 daily trips. The City shall make complete transportation concurrency findings related to the Project at the time of development review for individual buildings, phases, and Master Plan approvals up to 700,000 gross square feet of buildings.

Any development exceeding 700,000 gross square feet of buildings on the HP Property, or not consistent with land use designation 714 in the ITE *Trip Generation Manual*, 10th Edition (2019) will not be governed by this traffic report, will require an updated traffic report, and a new concurrency determination.

In the event that the City of Vancouver proposes an alternative traffic capacity vesting mechanism acceptable to both Parties, the Parties may mutually agree to modify certain provisions of this Section 4(g).

Section 5. Reserved Capacities

Section 4 of this Agreement reserves capacity for sanitary sewer, and vehicular trips (collectively “Reserved Capacities”). As contemplated under Section 12 of this Agreement, Developer may come into ownership of the full 98 acres, or some portion, thereof. In the event that Developer does not purchase all of the HP Property, the reserved capacities shall be reserved only for land owned by Developer and covered by this Agreement. For purposes of this section, the definition of “owned by Developer” means the possession, direct or indirect, of the power to direct or cause the direction of the management and policies of a person, whether through the ownership of voting securities, by contract, or otherwise, and the terms “controlling” and “controlled” have the meanings correlative to the foregoing. As used herein, “Affiliate” shall mean any person or entity that directly, or indirectly through one or more intermediaries, controls, is controlled by or is under common control with Developer. For purposes of this Section 5, owned by Developer shall include (i) any transfer to a subsidiary, Affiliate of Developer, parent company, any company that owns 50% or more of the voting stock of Developer, (ii) any collateral security transfers in connection with any debt or equity financing or transfers pursuant to a foreclosure or a deed in lieu thereof; (iii) transfers to any Affiliate of Developer; (iv) transfers in connection with a sale of all or substantially all of Developer’s assets or its stock; (v) transfers in connection with a lease back of the HP Property or all improvements thereon by Developer; (vi) the sale or transfer of shares of Developer, including, without limitation, transfers of shares that would change Developer from a publicly traded company to a privately held one; (vii) transfer made in connection with a portfolio sale of two (2) or more buildings; or (viii) transfers to any “spin off” from, or business unit of Developer. The transfers described in (i) through (viii) are herein together called “Permitted Transfers”. Permitted Transfers will carry forward any Reserved Capacities in this Agreement. Any other transfer of HP Property, except a Permitted Transfer, will not be entitled to a transfer of any Reserved Capacities. Developer shall have sole discretion to distribute Reserved Capacities across HP Property and any Annexed Property that may be added to this Agreement in the future.

Section 6. Traffic Impact Fees

(a) Project Designation for Calculating Traffic Impact Fees ("TIF")

TIF for the Project shall be assessed using land use code designation 714 in the ITE *Trip Generation Manual*, 10th Edition (2019); provided, however, that any development of the HP Property that does not meet the intent of ITE land use code designation 714 shall be assessed TIF based on the appropriate ITE designation as determined by the City in its sole discretion.

(b) TIF Business Development Incentive

The City Council will hold a public hearing to (1) extend the Business Development TIF Incentive in chapter 20.915 VMC; and (2) consider an amendment to chapter 20.915 VMC to reduce Traffic Impact Fees by 50%, up to a maximum of \$200,000, for any business that (1) relocates 700 or more employees with a median salary of equal to 125% of current median individual income, as set by the federal department of Housing and Urban Development for the Portland-Vancouver USA ("TIF Ordinances"). In the event that the City adopts the foregoing Business Development TIF Incentive mechanism that is acceptable to both Parties, the Parties may mutually agree to modify certain provisions of this Section 6(b). Nothing in this Section 6 shall be construed to obligate the City to approve the TIF Ordinances.

(c) TIF Credits

Provided all criteria in chapter 20.915 VMC are satisfied, the Developer shall be entitled to TIF credits pursuant to VMC 20.915.090 for constructing a collector arterial off of SE 1st to serve Phase 1 (e.g. extension of 184th Avenue), and any other east/west collector arterial off of 184th connecting to 172nd Avenue and 192nd Avenue (e.g. construction of 9th Street). To the extent the credit exceeds the Developer's TIF assessment for Phase 1, Developer may apply any excess credit to Subsequent Phases during the term of this Agreement. Developer is permitted to accumulate TIF credits for any qualifying road projects it constructs throughout the term of this Agreement and any extensions thereof, provided, however that TIF credits will not be available if the City contributes City Reinvestment Funds to cover the full cost of a qualifying road project pursuant to Section 7 of this Agreement. In the event the City issues a partial contribution to Developer for qualifying road projects, Developer shall be entitled to TIF credits for the portion the Developer funded provided the criteria of chapter 20.915 VMC are satisfied. Any TIF credits for the Project accumulated by Developer will not be deducted from the City's Reinvestment Funds.

(d) Applicability of TIF Incentive

As contemplated under Section 12 of this Agreement, Developer may come into ownership of the full 98 acres, or some portion, thereof. In the event that Developer does not purchase all of the HP Property, this Section 6 shall only apply to Developer's owned HP Property, subject to Permitted Transfers.

(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 I

The contribution of City Reinvestment Funds for Core Public Improvements in Phase I 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 I improvements. Any unused amount of City Reinvestment Funds allocated in Phase I may, in Developer's sole discretion, be applied to Core Public Improvements in Subsequent Phases.

ii. Subsequent Phases

The contribution of the City Reinvestment Funds during the Subsequent Phases shall be limited to Six Million Five Hundred Thousand Dollars (\$6,500,000.00) that may be used once Developer submits a complete building permit application for a building that will cause the total square footage of development in the Subsequent Phases to meet or exceed 330,000 gross square feet.

(b) Funds to be Spent on Core Public Improvements

The City Reinvestment Funds shall be used to construct or contribute to Core Public Improvements. To qualify as a core public improvement the infrastructure must provide a public benefit to future redevelopment of Section 30 ("Core Public Improvements"). Examples of Core Public Improvements include, but are not limited to, collector arterials (inclusive of all frontage improvements including sidewalks, roundabouts, landscaping, street lighting, and water mains), public recreational trails, public transportation facilities, public stormwater collection facilities and related infrastructure, public water facilities and related infrastructure, public sanitary sewer facilities and related infrastructure. Notwithstanding whether the Developer decides to utilize the City Reinvestment Funds for particular Core Public Improvements, the City agrees that the following public infrastructure improvements shall, so long as the above criteria are met, be considered Core Public Improvements eligible for reimbursement: the extension of 184th Avenue

from Phase 1 to 9th Street, construction of 9th Street between 172nd Avenue and 184th Avenue, payment of System Development Charge fees (including the One Pacific Agreement related fees), any Developer-dedicated public recreational trail, and construction of Area 2 Pump Station and related infrastructure as contemplated in the Subarea Plan. Without limiting the foregoing, the City shall make Section 30 public infrastructure improvements a top priority in the City's grant writing program and other public funding plans.

(c) Method of Contributing City Reinvestment Funds

Developer may, in its sole discretion, use City Reinvestment Funds to contribute to all or a portion of Developer's costs to construct a Core Public Improvement or to fully fund City construction of a Core Public Improvement. In the event the Core Public Improvement includes land dedicated to the City, the value of the land dedicated for such improvement may, at Developer's option, be included as an actual cost of construction. The land valuation of the dedicated property shall equal the Developer's cost to acquire the property calculated on a square foot basis.

In no event will Developer be permitted to recover City Reinvestment Funds through available cost recovery mechanisms including, but not limited to, those cost recovery mechanisms identified in Section (4)(e) of this Agreement. The City reserves and retains all rights to recover City Reinvestment Funds used for Core Public Improvements and may use any recovered City Reinvestment Funds in its sole and absolute discretion.

i. City Construction of Core Public Improvements

Developer may request that the City construct a Core Public Improvement. Developer shall identify the Core Public Improvement by providing the City with notice that includes build-ready plans for the City's review and approval. The City may, in its sole discretion, agree to construct the Core Public Improvement based on terms and conditions it deems appropriate; provided, however, that the City shall not construct a Core Public Improvement unless there are sufficient City Reinvestment Funds to cover the full cost of construction. The City shall signify its agreement to construct a Core Public Improvement by providing Developer with an estimated cost to construct the Core Public Improvement, an estimated construction schedule, and terms and conditions, if any, within thirty (30) days of receipt of the build-ready plans ("Construction Terms"). Developer shall notify the City in writing within fifteen (15) days of its receipt of the Construction Terms of its election to have the City proceed with construction of the Core Public Improvement. If notice is not provided as set forth in this Section, it shall be presumed that the City will not construct the Core Public Improvement.

Nothing in this Section 7(c)(i) shall be construed to obligate the City to construct a Core Public Improvement for Developer within a certain timeframe or at a pre-determined cost. Developer acknowledges that City construction of a Core Public Improvement requires that it comply with chapter 39.12 RCW and procurement practices in chapter 3.05 VMC. If Developer elects to have the City proceed with construction, the estimated cost shall be immediately

deducted from available City Reinvestment Funds. The City shall provide Developer with its actual cost of construction within thirty (30) days of completion. If actual costs of construction are less than the estimated costs, the difference shall be credited back to the City Reinvestment Fund balance. If actual costs exceed the estimated costs the difference shall be deducted from the City Reinvestment Fund balance, or paid by the Developer if there are insufficient City Reinvestment Funds remaining.

ii. Core Public Improvement Constructed by Developer

Developer may choose to construct a Core Public Improvement and request full or partial contribution for the costs from the City Reinvestment Funds. Developer shall identify the Core Public Improvement and the amount of contribution it seeks in the Type II review application for Phase 1 or in the Master Plan for Subsequent Phases. To be eligible for contribution, the Core Public Improvement must (i) be bid and constructed pursuant to City procurement practices in chapter 3.05 VMC, as amended; (ii) be constructed in full compliance with chapter 39.12 RCW, as amended; (iii) meet all applicable City, State, or Federal standards; (iv) be constructed in a good and workmanlike manner; and (v) dedicated to the City after passing all City inspections. Developer shall provide documentation substantially in the form of Exhibit 8 attached hereto, of the cost to construct the Core Public Improvement for contribution after the inspection occurs. Developer shall also submit documentation that all applicable City procurement procedures and the requirements of chapter 39.12 RCW were followed, including, but not limited to, all forms submitted to the Department of Labor and Industries. The City shall have thirty (30) days to review documentation provided by Developer in relation to a contribution request for a Core Public Improvement and the Parties shall resolve all documentation matters within forty-five (45) days of submittal, unless otherwise mutually agreed. Any contribution for construction activity undertaken by Developer shall be subject to inspection. The City shall schedule a requested contribution inspection within thirty (30) days from Developer's request. The City shall provide the requested contribution to Developer within sixty (60) days of passing inspection or dedication of the Core Public Improvement to the City, whichever occurs sooner.

Developer may, at its sole option, request partial contribution of City Reinvestment Funds for the Core Public Improvement. In such a case, Developer reserves the right to apply to recover the non-City Reinvestment Funds pursuant to available cost recovery mechanisms including, but not limited to, latecomer's agreements under chapters 11.10 and 14.04 VMC. By way of example only, if Developer constructs the Area 2 Pump Station contemplated under Section 4(d)(v) of this Agreement, Developer may seek a partial contribution of City Reinvestment Funds to cover Developer's proportionate share of the cost and fund the remaining cost with its own monies. Developer could then apply for a latecomer agreement to recover the money it contributed to the cost to construct the Area 2 Pump Station.

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Section 8. City Processing and Review of Project Permits

(a) Project Type

i. Phase 1

Pursuant to VMC 20.690.030(D), the City determines that Phase 1 will not have area wide infrastructure or land use implications and shall be processed as a Type II decision provided that Phase 1 satisfies the conditions in Section 8(b) through 8(f) of this Agreement. A description of the Phase 1 Property in Exhibit 9 in relation to surrounding properties provides information to conclude that adequate infrastructure can be achieved in the short term while Developer's master planning for Subsequent Phases occurs.

ii. Subsequent Phases

Subsequent Phases of the Project shall be processed using the master planning process contained in VMC 20.690.050 in effect as of the date of this Agreement. The Phase 1 Property shall be incorporated in any future master plan involving adjacent HP Property. This Section 8(a)(ii), shall survive termination of this Agreement, except that the survival language shall sunset upon (i) approval of Developer's Master Plan for Subsequent Phases (including the Phase 1 Property); or (ii) construction of 184th Avenue between SE 1st Street and SE 9th Street, the construction of SE 9th Street between 172nd Avenue and 184th Avenue, and the Area 2 Pump Station.

(b) Road Infrastructure

Phase 1 shall include design of a full-width, thirty-four (34) foot curb-to-curb collector arterial extending from SE 1st Street in the approximate location of 182nd Avenue and 184th Avenue ("184th") to serve the Phase 1 Property, consistent with the right of way depicted in Exhibit 10 with Developer improving the street sufficient for two-way vehicular traffic, inclusive of a 12 foot recreational trail subject to Section (8)(d) of this Agreement ("184th Extension"). The 12 foot recreational trail satisfies the requirement for the trail identified in Section 8(d) of this Agreement.

Developer acknowledges and agrees that two roundabouts are contemplated at intersections along 184th between SE 1st Street and SE 9th Street and may be located on all or a portion of the HP Property. The location of such roundabouts will be selected during the master planning process for Subsequent Phases. Developer shall dedicate, at no cost to the City but subject to Section 7 of this Agreement, land necessary to construct such roundabouts and any planned collector arterials from said roundabouts. To the extent the 184th Extension is located entirely on the Phase 1 Property, Developer shall allow access to 184th through the Phase 1 Property at no cost. This Section 8(b), shall survive termination of this Agreement, except that the survival language shall sunset upon (i) approval of Developer's Master Plan for Subsequent Phases (including the Phase 1 Property); or (ii) construction of 184th Avenue between SE 1st

Street and SE 9th Street, the construction of SE 9th Street between 172nd Avenue and 184th Avenue, and the Area 2 Pump Station.

(c) Sewer Infrastructure

Phase 1 shall provide all required sanitary sewer infrastructure in the 184th right of way to connect to the Area 2 Pump Station, including gravity lines that will carry sewer flows from Phase 1 to the sanitary sewer pump station and a force main to carry sewer flows from the sanitary sewer pump station to SE 1st Street. Developer may construct the Area 2 Pump Station as contemplated in the Subarea Plan as part of Phase 1, or temporarily connect to a sanitary sewer pump station outside of Section 30 to service Phase 1; provided, however that Developer agrees that the Area 2 Pump Station shall be constructed, consistent with Section 4(d)(v) of this Agreement, within three (3) years of issuance of the first certificate of occupancy for a Phase 1 building. The deadline to construct the Area 2 Pump Station may be extended in the City's sole discretion in the event Developer demonstrates good faith progress towards a Master Plan for Subsequent Phases and eventual construction of the station. Upon completion of the Area 2 Pump Station Developer shall connect Phase 1 to the sanitary sewer pump station at its sole cost and expense.

(d) Dedication of Public Recreational Trail

The Subarea Plan contains a conceptual location for a public recreational trail on the western boundary of the HP Property. The recreational trail location in the Subarea Plan is conceptual and allows for deviation to be determined through the master plan process, however, to meet the goals of the Subarea Plan the recreational trail must be open to the public and must connect north to a location near 9th Street and west towards 172nd Avenue along or near the northern boundary of the HP Property. The City agrees that in the event the trail is located on HP Property and maintained in Developer's ownership it shall be considered a trail used solely for recreational use purposes. Any other purpose specified in any other City document related to any public recreational trail on HP Property is superseded by this Agreement.

To satisfy this Subarea Plan goal, in Phase 1 Developer shall design and construct a 12 foot recreational trail adjacent to 184th. The trail shall be designed to allow for future connectivity along 184th and connection to 9th Street in Subsequent Phases as will be designed during the master plan process. Upon dedication of the recreational trail to the City, the City shall maintain the trail.

(e) Boundary Slopes and Final Elevations

Developer's design of the Phase 1 boundary slopes and final elevations is to be consistent with the description in Exhibit 9.

///

(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

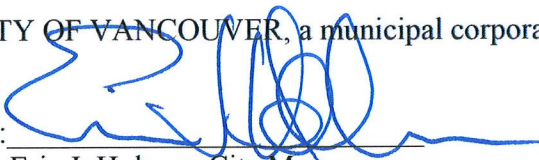
This Agreement consists of the Resolution approving the Agreement, the Agreement, Exhibits 1-11. This Agreement constitutes the final and complete expression of the Parties on all subjects relating to the terms herein. This Agreement supersedes and replaces all prior agreements, discussions and representations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

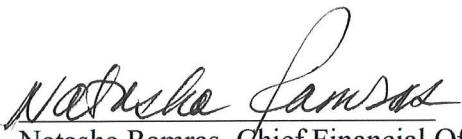
Eric J. Holmes, City Manager

HP, INC., a Delaware corporation

By: 

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.

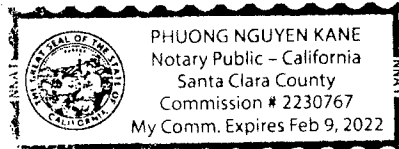
State of California
County of Santa Clara

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 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

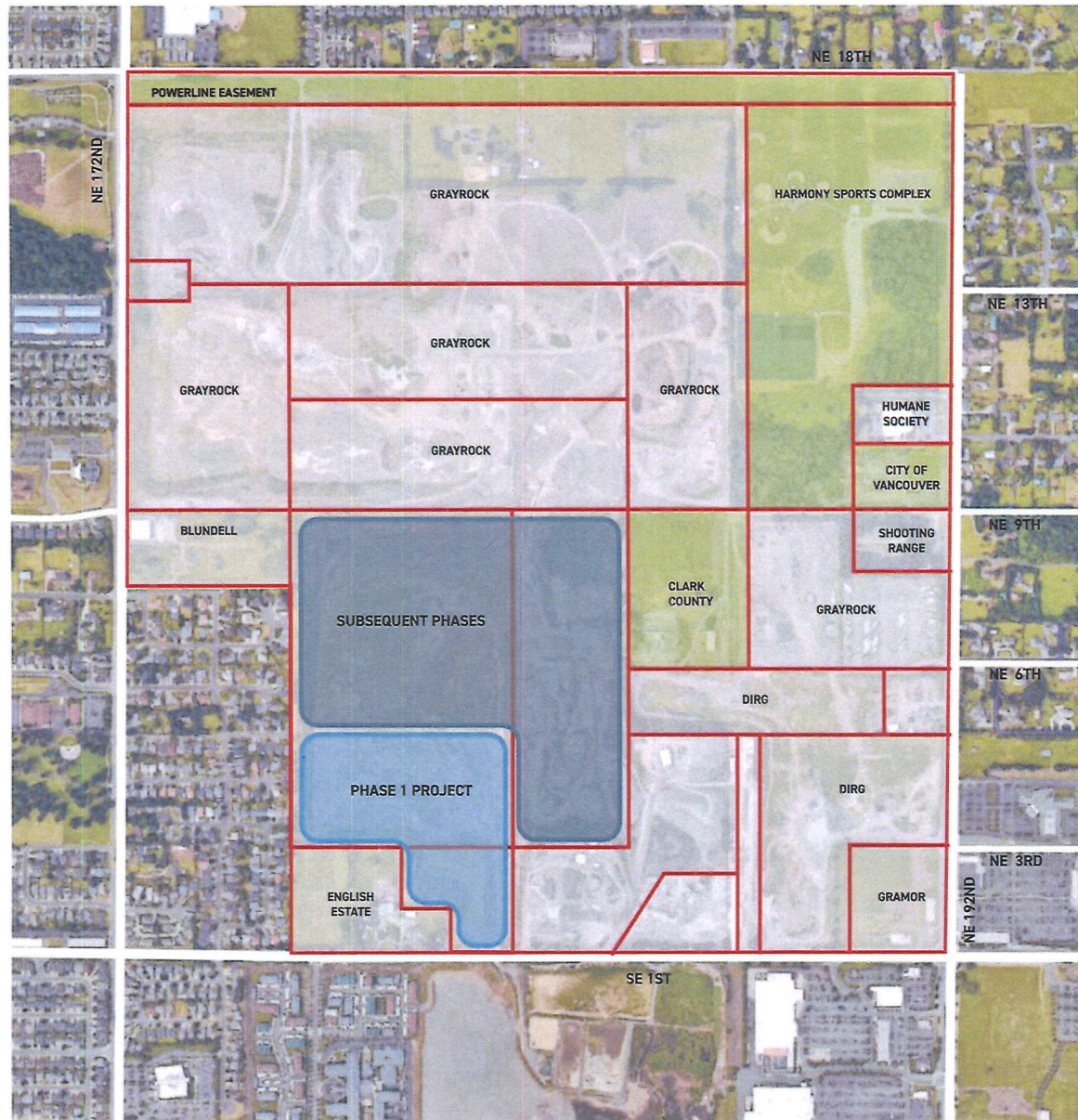


Exhibit 3
Page 1 of 1

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):

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.

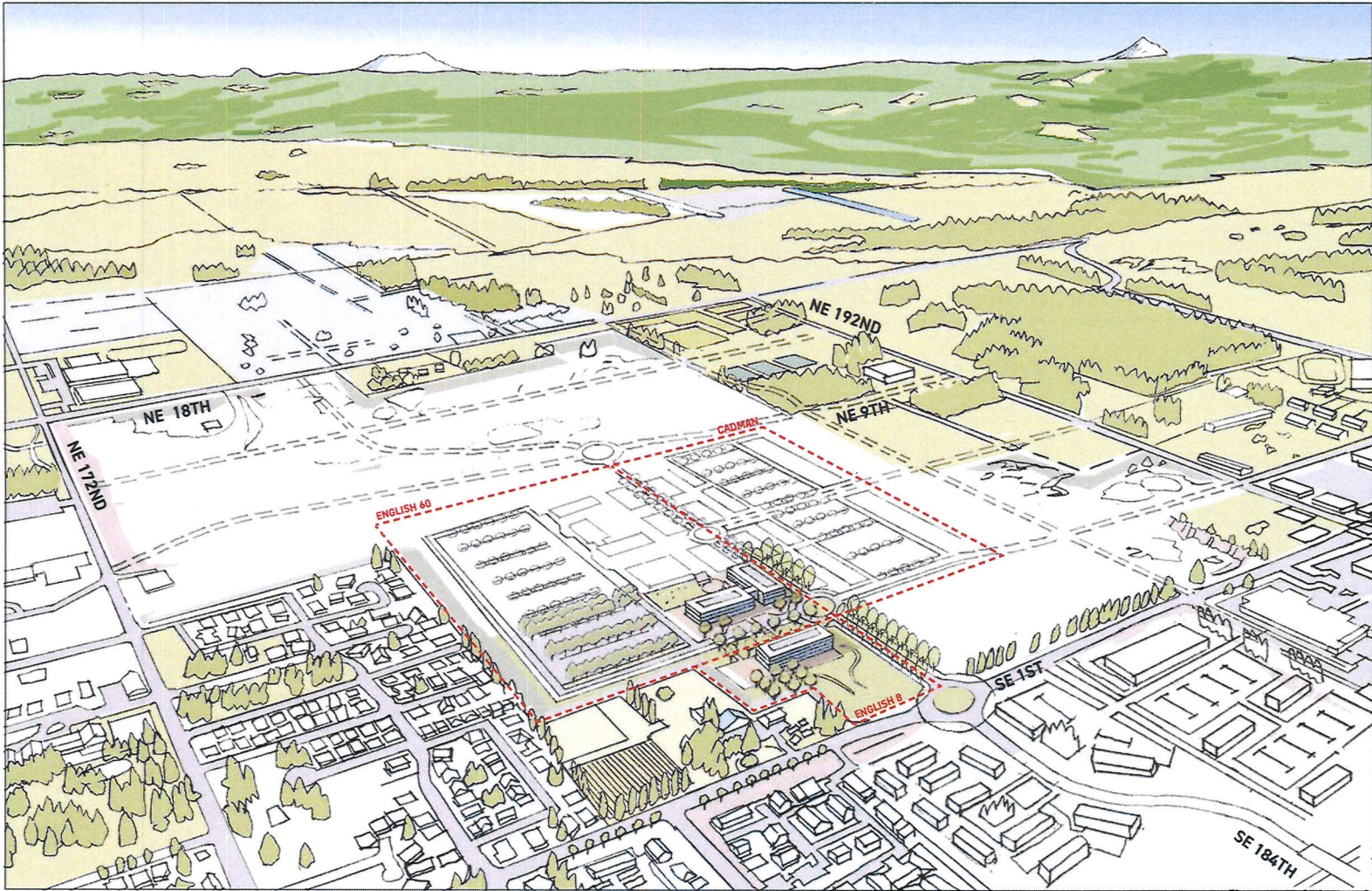
3. Height of Sign: Maximum 25 feet.

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

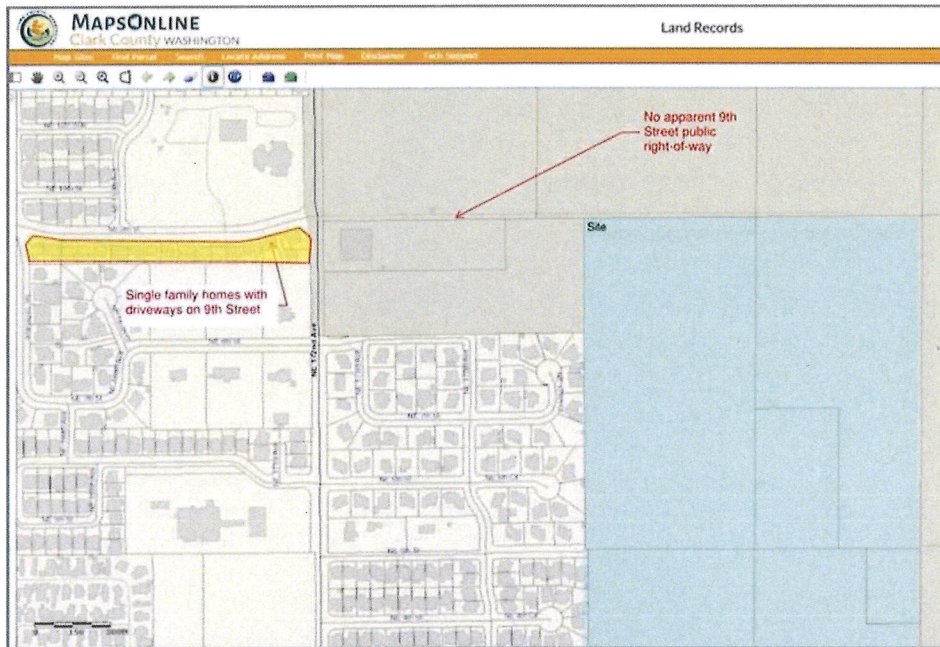
The former mining sites associated with some of the potential redevelopment area should have trip vesting for TIF purposes as well as concurrency review. Some studies of historic traffic volumes may be available from the respective property owners.

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)
 - Potential need for north/south left-turn lanes (appears to require widening north intersection approach to the east)
 - Potential need for separate east-west left-turn lanes
 - Potential need for future roundabout or traffic signal
 - SE 9th Street/SE 162nd Avenue (currently stop-controlled)
 - Potential need to restrict westbound left-turn movement or signalize the intersection
- An alternative site-access option that could be considered (subject to right-of-way availability) would be to construct a new north approach to the existing SE 177th Avenue/SE 1st Street intersection. We anticipate the north approach would have a three-lane section

(one through lane in each direction plus a left-turn lane). This intersection is expected to be signalized in the future.

NEXT STEPS

The information above will be further assessed in the future as part of a formal traffic impact study. Most of the projects above, if required, could be made TIF creditable.

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

Sincerely,
KITTELSON & ASSOCIATES, INC.



Chris Brehmer, PE
Senior Principal Engineer

EXHIBIT 8

CORE PUBLIC IMPROVEMENTS CERTIFICATION

Certification time period from _____, __, 20__ to _____, __, 20__

Developer submits and certifies that it has met or exceeded the applicable thresholds as set forth in the agreement and as indicated herein: Cost to construct Core Public Improvements during the time period listed above: \$ _____

Attached hereto, Developer has furnished a list of the costs to construct the Core Public Improvements, similar in form to the following example:

Vendor	PO Number	Invoice Number	Invoice Date	Scope of Work	Check Number	Date Paid	\$ Amount
EXAMPLE XYZ Co.	1234000	1111111	1.1.2021	Grading	1234	2.1.2021	\$23,685,509.41

DEVELOPER

By: _____ Date: _____

Printed Name & Title: _____

STATE OF WASHINGTON)
) ss.
County of Clark)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument, on oath stated that (he/she) was authorized to execute the instrument and acknowledged it as the _____ of HP INC. to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

GIVEN under my hand and official seal on _____, 20__.

Notary Public for Washington

EXHIBIT 9

DESCRIPTION OF DEVELOPER'S ABILITY TO MEET INFRASTRUCTURE REQUIREMENTS FOR THE PHASE 1 PROPERTY

As set forth in the Recitals of the HP Development Agreement, the Subarea Plan was adopted more than 15 years ago when the City anticipated development to occur on a parcel-by-parcel basis instead of a coordinated effort led by Developer's catalyzing Project, involving a significant portion of Section 30's privately owned land. The Subarea Plan anticipates some flexibility in its application and is referred to as a framework that envisioned joint effort for development between the City and property owners and between the Developer and its neighbors. Developer, through this Development Agreement signifies its willingness to join this endeavor to turn the framework into a reality and transform Section 30 into the neighborhood envisioned in the plan. Given this context, the City considers the Developer's proposal as an unique catalyst that deserves the City's attention and direction in advance of land use application review for Phase 1 and master planning for Subsequent Phases to allow achievement of the vision set forth in the Subarea Plan. To the extent that it is determined that code amendments are required to support the below application of the code, the City agrees to pursue such amendments; however, the City shall not be obligated to approve any such code amendment.

Capitalized terms have the same meaning as set forth in the HP Development Agreement unless otherwise specified in this exhibit.

The HP Property is zoned ECX and anticipates reclamation activity for existing mining operations approved by the Washington State Department of Natural Resources and development consistent with this zoning, including office, research and development, industrial services, manufacturing and production, light industrial uses, as well as the potential for occupant-supported small scale retail, restaurant, accessory uses, and related parking and associated onsite improvements. Phase 1 will be constructed on the southeastern corner of the Developer's Property as shown on Exhibit 3 of the HP Development Agreement – that portion of the HP Property in closest proximity to SE 1st Street, allowing for a continuation of commercial development and use of existing infrastructure. Therefore, the contemplated development is consistent with existing and surrounding land use.

The HP Property is currently a quarry with variable elevations ranging from 215 to 245 feet. Surrounding elevations include the English Family Vineyard property to the west at an elevation of 288 feet, the CTC Section 30, LLC property to the east at an elevation of 284 feet, and property to the north ranging from 225 to 235 feet.

Developer intends to develop the site to prepare for finished grades between 2 and 4% across the Phase 1 Property. Developer intends to fill the southern most portion of the Phase 1 Property to an approximate elevation of 246 feet, and other portions to an approximate elevation of 257 feet. Slopes to the west are intended to be less than 10% grade.

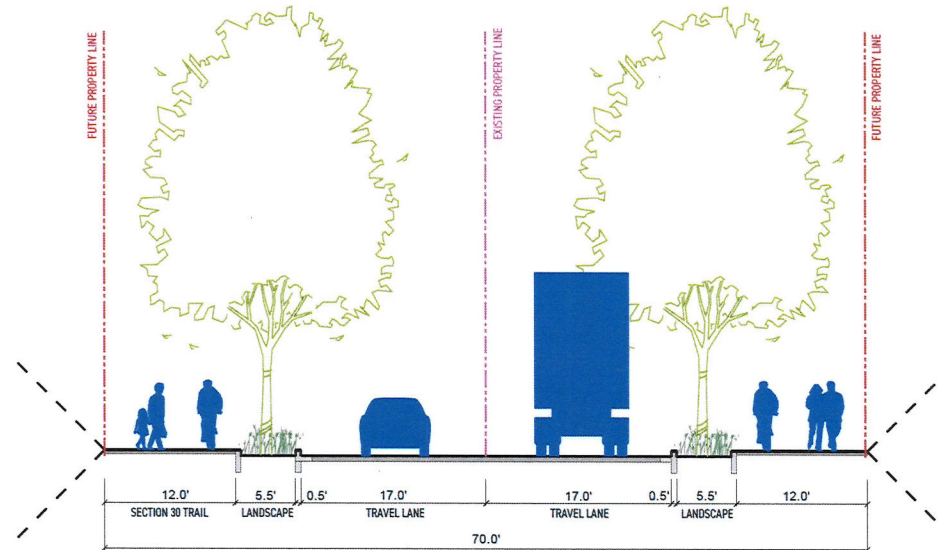
In addition, extension of SE 184th Avenue across SE 1st Street will occur during Phase 1 to provide transportation access to the HP Property. The extension will be approximately 1,000 linear feet and HP will construct this stub road as a Core Public Improvement. The extension will be built at an elevation to service the CTC Section 30, LLC property to the east of the HP Property. The Parties agree that extending SE 184th Avenue approximately 1000 feet north to serve the Phase 1 Property should be coordinated with construction scheduled to occur to improve SE 1st Street.

As Phase 1 is developed, a short-term sewer system is contemplated to allow Developer to connect to lift or pump stations outside of Section 30. The City has verified and will analyze at land use review the proposed design of the short-term sewer infrastructure. Notwithstanding the short-term solution, Developer shall install appropriate sewer infrastructure to allow transition to a permanent solution once the location of the Area 2 Pump Station is determined in the master planning process and installed as part of the extension of SE 184th Avenue to connect to SE 9th Street, consistent with the terms of the HP Development Agreement.

A public recreational trail is conceptually located on or near the HP Property in the Subarea Plan. Section 8 of the HP Development Agreement addresses this public recreational trail.

EXHIBIT 10

OPTION WITH 17' TRAVEL LANE



OPTION WITH CENTER TURN LANE

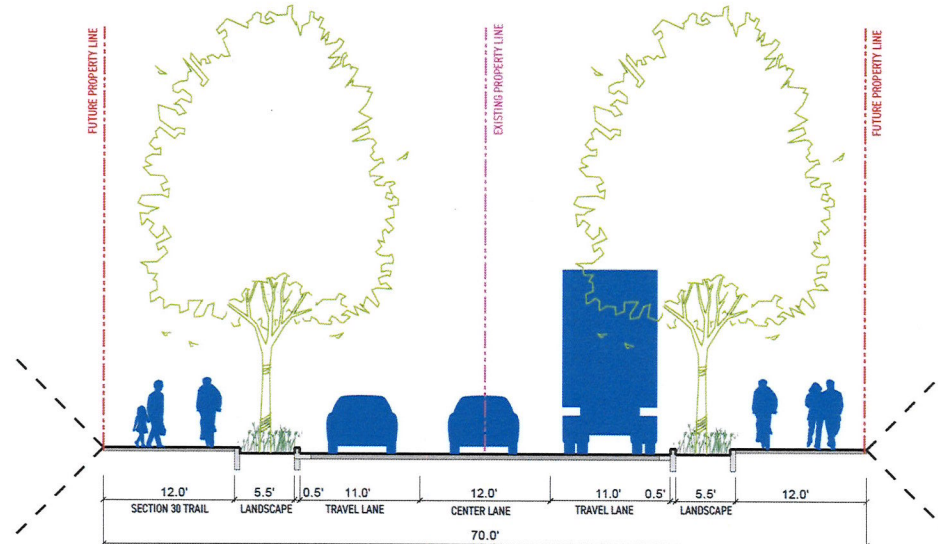


Exhibit 10
Page 1 of 1

PROPOSED 184TH ROADWAY SECTION

OCTOBER 31, 2019

ZGF

To:	Soo Anderson	From:	Nick Paveglio, P.E.
Company:	HP, Inc. c/o JLL	Date:	March 26, 2021
Address:	1120 NW Couch Street, Suite 500 Portland, OR 97209		
CC:			
Project:	HP-1-01		
RE:	Tree Planting on Existing Slopes HP Master Plan - City of Vancouver File No. PRJ-165336/LUP-79900 Vancouver, Washington		

GeoDesign, Inc., DBA NV5 (GeoDesign) has prepared this memorandum to discuss tree planting on existing slopes at the HP Property located in Section 30 in Vancouver, Washington. Based on correspondence with the design team, we understand the Master Landscape Plan submitted to the City of Vancouver ("City") does not include planting trees on the approximately 50-foot-tall slopes along the western and southern boundaries of the development. This memorandum is submitted to assess geotechnical considerations related to plantings on the subject slopes.

The existing slopes along site boundaries were created during mining operations and historically consisted of approximately 1H:1V or steeper slopes. As part of reclamation required by the Washington Department of Natural Resources, fill was placed and lightly compacted with construction equipment or the slopes were cut back to create approximately 2H:1V slopes. Fill material for the slopes generally consists of a variable mixture of silt, clay, sand, gravel, cobbles, and boulders. The soil conditions in the cut areas consists of coarse sand and gravel with minimal fines content.

Upon completion of filling or cutting, the slopes were sprayed with a grass seed mix for erosion control purposes. It should be noted that topsoil was not placed on slopes after fill placement or cutting and prior to seeding. GeoDesign was present on site during placement and compaction of fill and slope cutting and confirmed slopes had been seeded.

HP asked GeoDesign to review the Section 30 Design Guidelines A.6.1, and Figure 14, relevant to quarry slope design. As the Design Guidelines acknowledge, and the word choice signify, these are guides for development, but not binding requirements. Overall, the HP Master Plan includes landscape treatment of the quarry slopes for both stability and aesthetic improvement. While the Design Guideline A.6.1 contemplates consideration of planting trees and shrubs, based on our knowledge of the site we do not recommend planting trees or shrubs on the slopes for the following reasons:

1. The slopes are currently stable, and planting and maintenance of trees and shrubs can cause significant disturbance. If slopes are not appropriately repaired after disturbance, rills can form on slopes that can lead to larger stabilization issues.
2. Topsoil was not placed on the existing slopes during reclamation and the fill present in the proposed tree and shrub root zones may not be conducive for root growth.
3. Irrigation will be required during establishment of the trees. Introduction of water onto or into the slopes is not recommended from a geotechnical perspective as it can result in destabilization. Introducing irrigation on these slopes could also adversely affect the main infiltration areas designated for stormwater collection at the toe of the western and southern slopes.
4. Adding nutrient enhancement, topsoil protectants, and using City water on the slopes would also adversely affect infiltration in stormwater facilities at the toe of the slopes and can result in slope destabilization.
5. Trees planted on steep slopes have a greater potential to be topped by wind. Voids resulting from the uplifting of roots will be preferential locations for water to collect. Maintenance concerns related to removal of wind-damaged trees and repair of slopes could result in exposed soil in tree wells that can propagate up the slope and result in larger slope failures.

♦ ♦ ♦

We appreciate the opportunity to provide our opinion on the proposed Master Landscape Plan at the site. Please call if you have questions concerning the information provided.

NNP:kt

One copy submitted (via email only)

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Signed 03/26/2021



SECTION 30

Urban Employment Center

October 5, 2009



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Introduction

Plan Purpose

The Section 30 Employment Center Plan presents the vision and policies related to the future development of properties within the Section, many that either are, or in the future will no longer be utilized for aggregate resource extraction and processing. In 2004, Clark County and the City of Vancouver adopted a Plan to guide the redevelopment of the Section, but since then the area has undergone significant changes that include annexation to the City, extensive new development to the south of the plan area, newly annexed areas by the City of Camas to the east, and the termination of a proposed land fill. This updated plan considers these changes as well as input from all the stakeholders. It addresses both the opportunities and constraints presented by the site, while providing guidance for future development, provision of needed infrastructure, promotion of low impact quality development, and connection to adjacent existing neighborhoods, schools, and parks.

The Plan update recognizes and respects existing property owner development agreements, while proposing a long term vision with flexible plan implementation approaches that reflect market conditions and interests within the Plan's anticipated 20 to 30 year build out period.



The plan envisions a dynamic mix of urban development.

FIGURE 1. Vicinity Map

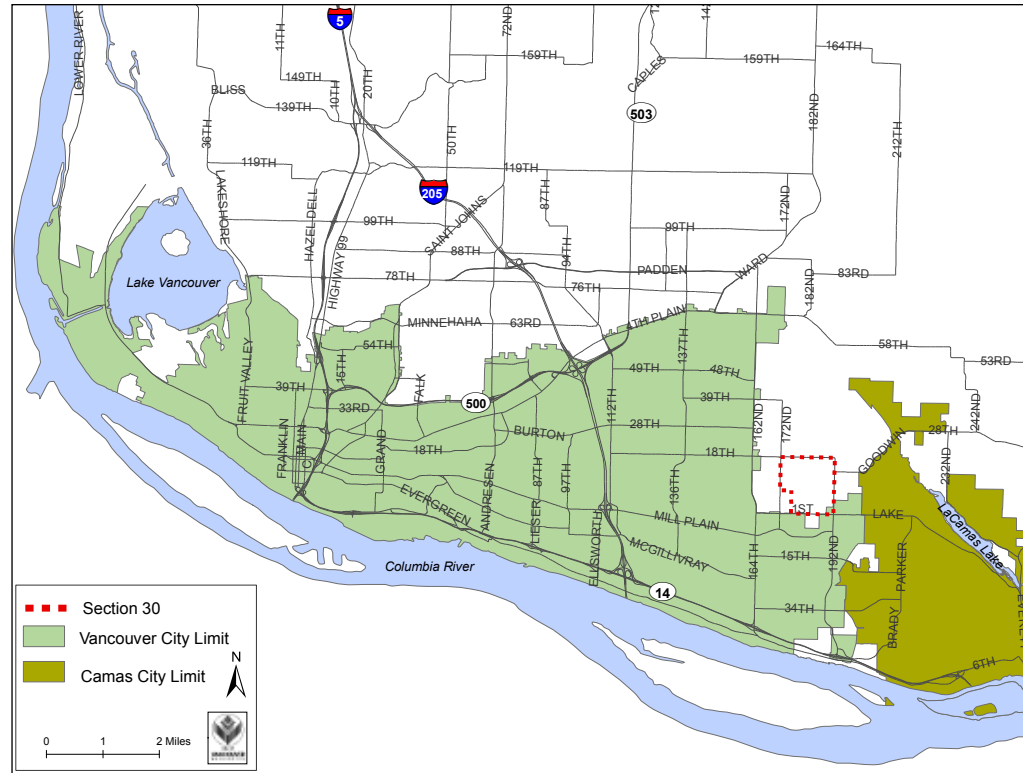


FIGURE 2. Section 30 Map



Plan Approach

The project approach for the Plan included compiling information on existing conditions in the study area to create a “baseline” for future planning, actively engaging property owners and interested citizens, and soliciting advice from development, real estate, and regulatory specialists.

In February 2008, the public engagement for the Plan began with property owner interviews. The purpose of these interviews was to inform stakeholders of the plan update, share information about the planning process, and discuss individual property owner goals.

Following these initial stakeholder interviews, staff and consultants solicited information and shared ideas in a variety of ways; including group property owner meetings, public open houses, neighborhood meetings, individual property owner meetings, meetings with various specialists and meetings with interested public agencies, including Evergreen School District, Washington Department of Natural Resources, City of Camas and Clark County.

In addition, the city provided information on the Plan through e-mails, newsletters and a project website. Public workshops and hearings were held before the Vancouver Planning Commission and City Council leading to plan adoption in the fall of 2009. Refer to the Public Process Summary report located in the Technical Report Appendix for more detail.

Plan Context

Annexation

On July 16, 2008, the City of Vancouver annexed Section 30 and as part of this process, the city made individual development agreements with several of the property owners. In general, the agreements address allowed uses (preserving the right to continue resource related heavy industrial uses as the area redevelops), as well as rights of access to surrounding arterial streets. Initial zoning upon annexation is the City of Vancouver zone equivalent to previous Clark County zones that applied to the site prior to annexation.

Surrounding Area Characteristics

The lands to the west, north, and east of Section 30 lie within Unincorporated Clark County and for the most part contain suburban residential communities with churches, parks and schools.

To the south and within the City's boundary is the 400-acre master planned mixed-use development called the Columbia Tech Center (CTC). It is one of the city's largest employment centers employing over 6,000 people and includes light industrial and office campus uses, a regional commercial center, and residential communities. The newly constructed Clark College East Satellite Campus is located in CTC and includes classrooms, science and electronics labs and a work force development program.





Existing gravel processing

Section 30 is located in a key area between Eastern Vancouver and Camas and is expected to be influenced by Camas growth to the Northeast. In this larger context of east Vancouver and west Camas, several major employers have sited their headquarters or branch offices. Companies such as, Hewlett Packard, Wafertech Semiconductor, SEH America, Sharp Labs and Microelectronics, Nautilus World Headquarters, Logitech, Novellus, Dynex, and Underwriters Laboratories to name a few.

Plan Area Characteristics and Land Use

The Section 30 planning area is approximately 553 acres bounded on the west by a subdivision and NE 172nd Avenue, on the east by NE 192nd Avenue, on the south by SE 1st Street and on the north by NE 18th Street. Refer to Appendix for *Existing Conditions Memorandum*.

For more than four decades property owners used the bulk of the planning area for gravel mining and mining-related uses. Over time, the mining has provided a growing Clark County with a significant economic resource in the form of sand and gravel for roads and buildings. Today, owners of the gravel mine sites are no longer extracting gravel and the majority of mined sites are vacant and in various stages of reclamation, a process governed by the State Department of Natural Resources. Some of the mine sites have completed reclamation and are filling and grading in preparation for future development. A few sites continue with mining related activities, such as gravel processing, asphalt batching and concrete manufacturing.

Clark County owns over one hundred acres of which approximately 40 acres is leased to the Harmony Sports Association for the use of youth sports facilities. The Association includes the Vancouver United Soccer Alliance, the Cascade Little League, and the Columbia River Miracle League. This leased property has not been mined for sand and gravel. The remaining County properties include a monitored closed solid waste facility and two shooting ranges, one for law enforcement and one leased for public recreation.

The law enforcement range is operated adjacent to the closed solid waste facility site on lands owned by the Clark County Solid Waste fund. This range is managed for law enforcement

training, and is used by agencies from throughout the Vancouver/Portland metropolitan areas. The Clark County Gun Club operated facility is the only private outdoor shooting range that allows for public use in Clark County. The public uses the range for gun safety classes, sighting in firearms, and general recreational shooting. The range is also heavily used by area law enforcement agencies, including the Vancouver Police Department (VPD) and the interagency SWAT team.

A new 8-acre commercial development, the Lacamas Market Center, has been approved for the northwest corner of NE 192nd Ave. and SE 1st Street. A Humane Society facility has been approved for construction on a 5 acre portion of the City of Vancouver public works site located on NE 192nd Ave., near where a future extension of 9th Street would occur. The existing City public works operations center located south and adjacent to the Humane Society parcel is planned for relocation to an identified site away from Section 30.

In the north portion of the plan area there are two residences, a construction materials recycle business and the Bonneville Power Administration easement and owned lands with high voltage transmission lines. Some of the transmission line corridor is owned by BPA and some is on easements. An active business named, Ultrablock is located on a small parcel on the west side of the plan area at the corner of 172nd Ave, near where a future extension of 9th Street may occur. Located in the southwest corner is the English Vineyard and Winery a unique commercial agriculture enterprise. The owner intends to remain and continue to nurture the growth of the vineyard and winery.

The list below identifies the key properties and existing uses as of the date of this plan update. Of these listed uses, only a few are likely to remain over the life of the 20 to 30 year plan - the Closed Solid Waste Disposal Facility; Harmony Sports Complex; the English Vineyard and Winery; the Humane Society; and the proposed Lacamas Market Center.

Key Existing Properties and Uses

- CEMEX – Gravel Processing, Asphalt Batching;
- Glacier Northwest – Concrete Manufacturing;
- Columbia Rock and Aggregate – Vacant (former mine)
- Schmid – Construction Materials Recycle;
- English – English Vineyard and Winery;



Remaining Quarry side slopes





The plan promotes the relocation of the existing shooting ranges.

- Blundell – Ultra Block Business;
- FGE/Bjornsen – Vacant (former mine);
- Grayrock – Vacant (former mine);
- DIRG – Vacant (former mine);
- Friberg Properties – (former mine);
- Gramor – Proposed LaCamas Market Center;
- Clark County – Harmony Sports Complex leased by the Harmony Sports Assoc;
- Clark County – Sheriff Firing Range;
- Clark County – Recreational Shooting Range;
- Clark County – Closed Solid Waste Facility;
- City of Vancouver – Department of Public Works Operations facility;
- City of Vancouver – Humane Society Facility;
- Bonneville Power Administration – High Voltage Transmission line.



Existing vineyard and winery

Reclamation Grades and Slopes

Decades of mining and subsequent reclamation activities have left much of Section 30 as a deep depression from nearby terrain. Some areas of Section 30 are 90 feet below the adjacent street elevation of plus or minus 290 feet. Many of the owners are modifying grades through filling based on reclamation plans for their properties.

The initial assessment of reclamation grades is based on the property owner's estimated reclamation elevations for their properties and the generalized cross-sections shown in the Appendix *Surface Mine Reclamation Considerations Technical Memorandum*. The project area is divided into a "north portion" and "south portion" with the existing 9th Street haul road separating the two.

Reclamation bottom grades on the north portion vary from elevation 210 to elevation 285. In the south portion, bottom elevations are more variable and range from 215 ft to 280 ft. The attached cross-sections show typical slope variability across the site. In general, grades on individual parcels on the south portion of the site vary by 20-ft or greater compared to grades on adjacent property. These grade differentials create substantial side slopes, which take up significant potentially developable property, as well as create drainage, access and building set-back constraints. For example, the bottom grade of site S-3 creates slopes totaling about 5.5 acres of property on parcels S-1 and S-4.

In general, it appears that additional excavation or fill to create a single consistent bottom elevation may not be feasible since several sites are in the process of being filled, or are at grade with surrounding roads. Filling of individual properties to several common elevations is likely the most feasible option other than maintaining existing conditions. Refer to the *Grading and Elevations* Section of this Plan.

Utilities

Currently, water and sanitary sewer do not serve most of Section 30. The City of Vancouver will be the purveyor of both water and sanitary sewer as Section 30 develops. Gravity sewer service to existing sewer mains is not feasible for most of Section 30. A 12-inch sanitary sewer main is located near the intersection of SE 1st Street and NE 192nd Avenue. This main will provide a discharge point for domestic sewage pumped from Section 30. A few 12 inch water distribution mains exist within portions of the street right-of-ways located along the boundaries of the plan area. There are long gaps between these existing water mains and as development progresses; the water mains will eventually need to be connected. To date there are no stormwater facilities developed in Section 30.

Private utility providers to the Section 30 plan area include Northwest Natural Gas and Clark Public Utilities (CPU). Electric power is supplied to the planning area by CPU. BPA maintains a high-voltage transmission line that runs in the east-west direction along the north edge of the plan area.

Existing Transportation Conditions

The undeveloped and recently annexed Section 30 plan area does not have internal public streets. The existing perimeter roads although classified as principal and minor city arterials, are today 2 lane unimproved rural type roadways.

A list of the roadways that serve the Plan area and their classification is shown in Table 1 and the existing operating level of service are shown in Table 2.

The *Transportation Existing Conditions Report* (see appendix) addresses congestion, safety, transit, roadway design, and pedestrian and bicycle facilities. In summary:

Congestion

Today, the worst traffic congestion in the study area is on Mill Plain Boulevard and on 164th Avenue. Key intersections on each corridor operate at level of service D. Queue backup between

Table 1. Section 30 Transportation Study Area Roadway Classifications

Street	From	To	Classification
NE 18th Street	NE 136th Avenue	NE 192nd Avenue	Principal Arterial
SE 1st Street	SE 164th Avenue	East URB	Principal Arterial
SE Mill Plain Boulevard	SE 136th Avenue	SE 192nd Avenue	Principal Arterial
SE 34th Street	SE 164th Avenue	East URB	Principal Arterial
NE/SE 162nd/164th Avenue	NE 28th Street	SR 14	Principal Arterial
NE/SE 192nd Avenue	NE 18th Street	SR-14	Principal Arterial
NE 28th Street	NE 138th Avenue	NE 172nd Avenue	Minor Arterial
NE 138th/SE 136th Avenue	NE 28th Street	SE McGillivray	Minor Arterial
NE/SE 172nd Avenue	Tech Center Drive	NE 39th Street	Minor Arterial
NE 13th Street	NE 192nd Avenue	East URB	Collector Arterial
NE 9th Street	NE 162nd Avenue	East UGB	Collector Arterial
NE 176th Avenue	SE Mill Plain Boulevard	NE 9th Street	Collector Arterial
NE 11th Street	NE 162nd Avenue	NE 172nd Avenue	Local Street
NE 11th Street	NE 192nd Avenue	East URB	Local Street

intersections, especially on 164th Avenue, also adds to peak hour congestion. Several minor intersection movements experience excessive delay.

Safety

No significant safety problems have been identified at intersections adjacent to Section 30 (defined as more than 1.0 collision per million entering vehicles (MEV)). The intersection of SE Mill Plain Boulevard and SE 164th Avenue experience a higher than average collision (e.g., over 40 during the five year analysis period between 2003 and 2007), but the city has proposed signal timing and/or intersection improvements to address this.

Transit

Aside from CTRAN Route 30, which passes through the intersection of SE 1st Street and 172nd Avenue, Section 30 is not served by public transit. However, a high level of transit service is provided on SE 164th Avenue, particularly during peak travel periods.



Table 2. 2008 PM Peak Hour Intersection Levels of Service

PM PEAK HOUR					
No.	Signalized Intersections		Average Delay (sec./veh.)	V/C Ratio	LOS
1	NE 28th Street @ NE 138th Avenue		11.4	0.61	B
2	NE 28th Street @ NE 162nd Avenue		49.9	0.71	D
3	NE 18th Street @ NE 138th Avenue		20.7	0.55	C
4	NE 18th Street @ NE 162nd Avenue		45.4	0.72	D
5	NE 18th Street @ NE 172nd Avenue		13.0	0.55	B
7	NE 13th Street @ NE 192nd Avenue		16.1	0.64	B
8	NE 11th Street @ NE 162nd Avenue		27.5	0.34	C
11	SE 1st Street @ SE 164th Avenue		39.0	0.58	D
12	SE 1st Street @ SE 172nd Avenue		13.9	0.54	B
13	SE 1st Street @ SE 192nd Avenue		25.8	0.43	C
14	SE Mill Plain Boulevard @ SE 136th Avenue		54.0	0.72	D
15	SE Mill Plain Boulevard @ SE 164th Avenue		52.6	0.72	D
16	SE Mill Plain Boulevard @ SE 172nd Avenue		28.1	0.42	C
17	SE Mill Plain Boulevard @ SE 192nd Avenue		25.5	0.58	C
18	SE 34th Street @ SE 192nd Avenue		21.3	0.35	C
No.	Unsignalized Intersections	Critical Movement	Average Delay (sec./veh.)	V/C Ratio	LOS
6	NE 18th Street @ NE 192nd Avenue	EB all	10.7	0.38	B
		WB all	39.5	0.05	E
9	NE 9th Street @ NE 162nd Avenue	WB all	>100.0	1.31	F
10	NE 9th Street @ NE 172nd Avenue	EB all	10.6	0.05	B

Pedestrian and Bicycle Facilities

Section 30 has little standard urban infrastructure. Surrounding areas that have developed recently do include sidewalks, bike lanes, and safe roadway crossings. But, most of the streets directly adjacent to Section 30 today have wide travel lanes, relatively high vehicle speeds, and spotty roadway frontage improvements. As a result, pedestrian and bicycle level of service is low.





Depending on national employment growth and market conditions in the Vancouver/Portland Metropolitan Area, Section 30 is projected to fully develop over a 20 to 30 year planning horizon.

Economic Trends

Economic Trends and Future Opportunities

Multiple indicators of the past, current, and projected market conditions in the area are positive for new community development for an area as large as Section 30. Refer to Appendix, *Economic Analysis Reports*. The East Vancouver/Camas area has experienced robust growth in employment, housing and retail uses in the past decade and continues to be a locus of development for high end housing and excellent jobs. This activity made the area attractive for the new retail development that has emerged south of Section 30 in the CTC.

Current office, retail and industrial development activity has been in response to the substantial employment base in the area, including major employers such as Hewlett-Packard, Wafertech, Underwriters Laboratories and Nautilus. In addition, Clark College is building a satellite campus in CTC that will add to the estimated 6,500 jobs already in this project alone. Depending on national employment growth and market conditions in the Vancouver/Portland Metropolitan Area, Section 30 is projected to fully develop over a 20 to 30 year planning horizon.

Future Use Potential in Section 30

Overall demand appears strong for all major urban uses—industrial (including light industrial and tech/flex), office, retail and residential in Section 30. Many urban uses could develop in Section 30, complimenting existing uses that will continue in Section 30 and add to the mix of uses that have or will develop in the immediate area. However, specific locational characteristics of the site and the immediate area do present relative advantages and disadvantages for some uses that are discussed below:

Industrial (light industrial and tech/flex)

Industrial uses in Section 30 will likely take two forms—light industrial buildings and so-called “tech/flex” buildings. Light industrial buildings tend to be single story buildings with high ceilings, over 20 feet, to accommodate manufacturing equipment and storage. Tech/flex buildings also tend to be single story with large free span spaces that easily transition between uses—assembly, storage and office uses for individual businesses. Both are typical in suburban business parks. Warehouse/distribution is not envisioned as a likely use on the site because this industry typically prefers to be near freeways. In addition, warehouse/distribution generally creates relatively few jobs per acre and is not conducive of developing an urban environment.

Demand for light industrial or tech/flex buildings will likely be strong in Section 30 when national demand resumes. Shortages of industrially designated lands within the Vancouver/Portland metropolitan area puts Vancouver, and Section 30 in a good position to capture a healthy portion of future growth. Based on past growth, Section 30 could absorb about 100 net acres of industrial lands in approximately 24 years.

Section 30 also presents the opportunity to support development on larger (50 acre plus) sites. In the Vancouver/Portland metropolitan area, there continues to be a shortage of larger, unfragmented sites that could accommodate large industrial facilities, similar to the large industrial land users already in east Clark County.

Office

The immediate area where Section 30 is located has become a significant node of high quality, professional office development in east Clark County. To the south, CTC has developed a number of high-quality, mid-rise office buildings. These buildings are typically three or four stories in height. This type of development can be expected in Section 30 as redevelopment begins.

Based on past employment growth in east Clark County, demand for office space should be healthy, and sites in Section 30 will provide opportunities for new mid-rise office buildings. Based on growth projections, about 100 acres of land developed as office uses would fully develop in around 30 years.

The site also lends itself well to large, institutional uses that have characteristics similar to office complexes. Technical schools and medical facilities are potential uses for Section 30 and could accelerate the time horizons for development of the site.

Shortages of industrially designated lands within the Vancouver/Portland metropolitan area puts Vancouver, and Section 30 in a good position to capture a healthy portion of future growth.





As people seek more urban environments to live closer to their employment, new development patterns may include more developments that integrate housing into employment environments.

Retail

Retail development has been booming in the area immediately south of Section 30 with major retailers establishing new stores that serve a large trade area in east Clark County. In the near future, a new community scale shopping center will be built on a 9 acre site at the SE corner of Section 30, as well as another proposed for a 20 acre parcel just east and adjacent to the Section 30 plan area.

Due to topography and existing retail services in the immediate area, Section 30 is not likely to be a major retail center, but retail at a more neighborhood scale. There will be demand for small-scale retail in the center of Section 30, and possibly along a perimeter arterial to serve new development and the adjoining neighborhood. This retail could develop as part of one or two new “town centers” that will be developed in mixed use structures with retail at street level and housing or offices above. These new town centers will be supported by new residential development immediately adjacent to them within Section 30 and the immediately adjoining neighborhoods. Retail uses could include convenience-scale retail (coffee shops, modest restaurants, business-support services) up to neighborhood scale retail, which could include a modest supermarket, and one or two larger restaurants.

Some retail development could occur in a town center positioned along a perimeter arterial in conjunction with some new residential development immediately adjacent to it. Development of a town center in the center of Section 30 would likely only occur after substantial employment development occurred in the area and in conjunction with additional housing development in the immediate area.

Residential

Housing will be an integral part of a new urban center in Section 30. As an employment center, housing in Section 30 will not be a dominate use, but will be integrated into mixed use nodes. Attached housing developed as townhouses will be the most likely initial housing form, with condominium “flats” only coming later as land values justify construction cost associated with more dense housing, including structured parking.

To create flexibility in the plan to respond to future housing trends, housing on second stories or above is encouraged throughout Section 30. As people seek more urban environments to live closer to their employment, new development patterns may include more developments that

integrate housing into employment environments. This trend has been seen in a number of developments throughout the metropolitan area in mixed use retail/residential projects and is a potential in other employment areas, including office and some industrial uses.

Residential development is projected at approximately 1800 units, incorporated in both mixed use buildings and town homes. More residential development is possible, especially if housing is included in development plans for second story and above in industrial and office uses.

The pace of residential development will be governed by both market demand and the nature and pace of redevelopment within Section 30. Adequate buffering between existing heavy industrial uses and future residential development will have to occur before new projects are likely.

Continued Existing Uses

Several uses that contribute to the character and the economic base of Section 30 will continue and are not planned at this time for redevelopment. The English family plans to retain the vineyard and winery that is developed on 20 acres at the SW corner of the site. Besides the jobs, retail trade and aesthetic contribution of English Winery, it also has the potential for additional, complementary uses on the site.

Harmony Fields has provided a generation of children and their parents with a place for sports—baseball and soccer. Amateur sports generate its own economic activity as families from both in the immediate area, and from a broader area, visit and end up spending money in the community. Harmony Fields has the potential to be a benefit to all of Section 30 through bringing activity to the area, especially on weekends, and by providing open space, and potentially shared parking benefits. It is understood that other uses will continue in Section 30 for a period of time.

Urbanizing Over Time

One of the key challenges for Section 30 is to promote immediate development, while keeping the perspective that this area will likely develop over a 20 to 30 year planning horizon. To fulfill

Harmony Fields has the potential to be a benefit to all of Section 30 through bringing activity to the area, especially on weekends, and by providing open space, and potentially shared parking benefits.



the vision of a major urban employment center for East Vancouver, Section 30 must be planned in a way that allows for more intensive future development to occur as market forces permit.

This plan and associated implementation policies and codes set standards that optimize the flexibility for future developers to maximize utilization of their properties, promoting a smooth transition from more suburban development forms to denser, urban environments. The speed of transitions and character of new urban form will depend on a number of factors, including evolving markets, good planning by the “pioneers” in Section 30 and the level of public participation in partnerships to facilitate urbanization.

Planning must emphasize flexibility to allow different forms of buildings to house employment—whether it is a computer workstation in one’s spare bedroom or an automated factory floor packed with high tech equipment.

Future Businesses

The character of how and where people work has changed dramatically over the last 30 years, and will change again in the 20 to 30 year planning horizon for Section 30. Planning for future uses and types of facilities demanded by a future workforce is a daunting challenge. Planning must emphasize flexibility to allow different forms of buildings to house employment—whether it is a computer workstation in one’s spare bedroom or an automated factory floor packed with high tech equipment.

Leading the regional economic development efforts on an international stage is the Columbia River Economic Development Commission (CREDC) located in Vancouver and Greenlight Greater Portland. The City of Vancouver also follows economic development trends through its Economic Development Services group in the City Manager’s office.

Some trends are evident in the daily news coverage of our changing workplace and are born out in the analysis of employment trends for this market area. Manufacturing employment has declined and non-manufacturing employment has grown, including such broad areas as professional services, information, education, and healthcare, among others.

How we obtain our goods and services and where they are produced may go through another set of major adjustments due to a shift from oil based energy to other sources. Past “conventional wisdom” on the future of employment in the Vancouver/Portland metropolitan



area, may be seen as very short sighted as demands for new products and an accounting of the costs of transporting goods will create a new environment for business closer to home.

Economic development efforts will continue to focus on “traded sector” business clusters that sell goods and services in competition with firms outside the immediate trade area, be it local, state or national. Clusters of businesses (similar firms, using similar suppliers and workers), by selling most of their products or services primarily outside of their immediate trade area bring new revenue and income into the area. Examples of traded sectors in Washington include manufacturing, information services, professional and management services, and even the federal government.

Several “clusters” of economic activity are expected to contribute significantly to local economic growth.

- Renewable Energy—investments in a range of alternative energy equipment, from wind turbines to solar panels present the possibility of a boom over the next several decades in this area. The Pacific NW provides significant incentives through the provision of cost effective water and energy. The solar industry is a seamless transition from the semiconductor industry both in using the same facilities and in the use of silicon by-products in photovoltaic cells. The recent siting of Solar World in Hillsboro, Oregon is a precursor of more development in this sector.
- High Tech — both semiconductor/electronics and software development have strong footholds in the region and in Vancouver. Factors that lured the semiconductor industry here initially—low labor costs, inexpensive water and competitively priced power—still positively impact industry decisions on expansions or siting new facilities. The Vancouver-Portland area has drawn disproportionately high numbers of professionals in the software development area. The region’s “freelance” community includes 2,900 software consultants, significantly higher than the national per capita averages.
- Based on evolving trade policies creating a more “level playing field” and the desire to improve quality and create some goods closer to home, the high tech sector that once grew rapidly in Vancouver may very well see resurgence.

Economic development efforts will continue to focus on “traded sector” business clusters that sell goods and services in competition with firms outside the immediate trade area, be it local, state or national.



- Professional Services/Corporate Headquarters—a number of corporate headquarters have chosen Vancouver as their home, including Fisher Investments, Hewlett-Packard and Nautilus. Issues of quality of life, tax structure and strong workforce all support a continuation of additional professional services and corporate headquarters being developed in Vancouver.
- Biomed—medical research has been a part of the Metro area for years. With the new Genentech manufacturing facility recently opened in Hillsboro, Oregon, the potential for related medical manufacturing facilities building in this region is greatly enhanced. With increasing concerns over quality control, opportunities to develop biomed facilities in the U.S., and hence, in Vancouver is more likely.

The Plan's employment target is approximately 9400 jobs with 8,346 jobs of office and industrial type and the remaining 1,054 jobs in the retail/commercial type. This employment target compares to the 9,400 target of similar character in the Vancouver City Center and the existing jobs of (approximately 7,000) located in CTC.

Table 3. Projected Land Use Needs

Land Use	Net Acres	Dwelling Units
Traditional Retail	9 acres	
Mixed-Use Town Centers	20 acres	360 units
Town homes/Apartments	70 acres	1400 units
Office Industrial	100 acres	
Industrial	113 acres	
Subtotal	312 net acres	1760 units
Existing Uses	134 acres	
Total	446 net acres	1760 units



Subarea Concept

Fulfilling the Vision

The City of Vancouver envisions Section 30 as a major urban employment center on the city's eastern boundary. Considering the magnitude of development issues in Section 30, creating reality from such a vision must be based on realistic principles that encompass the needs of the city, property owners and adjoining neighbors. The development principles for Section 30 listed below will guide the direction of plan policy and inform the paths to implementation over the next 20 to 30 years as the approaches to community development respond to changes in the world.

The vision will most realistically be achieved through coordination among property owners and where the mix of uses provides the opportunity for a new urban community where people work and live. This new community will minimize transportation impacts around it, "capturing" internal vehicle trips and thus minimizing the costs of development. A unified plan also will lessen energy use, provide efficient stormwater management, provide for more affordable living and working environments and provide an efficient environment for businesses to flourish.

Vision

Envisioned as one of Vancouver's largest 21st Century urban employment centers, Section 30 will attract emerging technology and provide for growth in family wage jobs. Unique urban neighborhoods where people live and shop are neatly interwoven with enterprising workplaces. Workers and residents benefit from convenient shopping, available recreation, walking and driving on attractive interconnecting trails and tree lined streets, and the amenities of interesting vistas, public plazas, and green spaces that promote a healthy, prosperous economy and lifestyle.



Development Principles

- Create an urban center with an emphasis on employment uses as primary land uses, with commercial and residential use as secondary
- Create a dense urban community with a unique identity
- Protect property values through a coordinated plan that emphasizes lasting quality
- Maximize developable land and minimize costs for off-site project improvements
- Foster environmental stewardship and energy conservation design

Concept Overview

Broadly, the concept plan reflects the City of Vancouver's Comprehensive Plan policies, identification of Section 30 as a future major urban center, and the established past and present expectation that Section 30 will provide land for many of the city's future family wage jobs. More specifically, it recognizes topographic opportunities and constraints, unique existing uses that plan to remain, and opportunities for integration by means of land use, connecting street patterns, and open space/park systems.

The concept plan is intended as a framework to serve several functions: as a visual depiction of the plan's vision and goals, as an illustration of one response to the site planning constraints and opportunities of the mined area; a cohesive street and open space layout based on east/west and north/south collector access; and as a concept which illustrates the proposed future character. The concept illustration, additional figures shown within the plan, and the accompanying text provide the framework for the development of all of the land within Section 30. For example, where the concept plan depicts an open space linkage or trail, it is important that a proposed development through a master plan process incorporate the intent of the linkage, or that an alternative linkage be designated at that time.

The broad uses depicted, as well as the conceptual collector street and open space systems organize the concept illustrated on Figure 3. Discussion of the concept plan's implementing measures of land use and zoning approaches, and flexible street and open space systems follows.



FIGURE 3. Overall Concept Map



FIGURE 4. Comprehensive Plan Designations

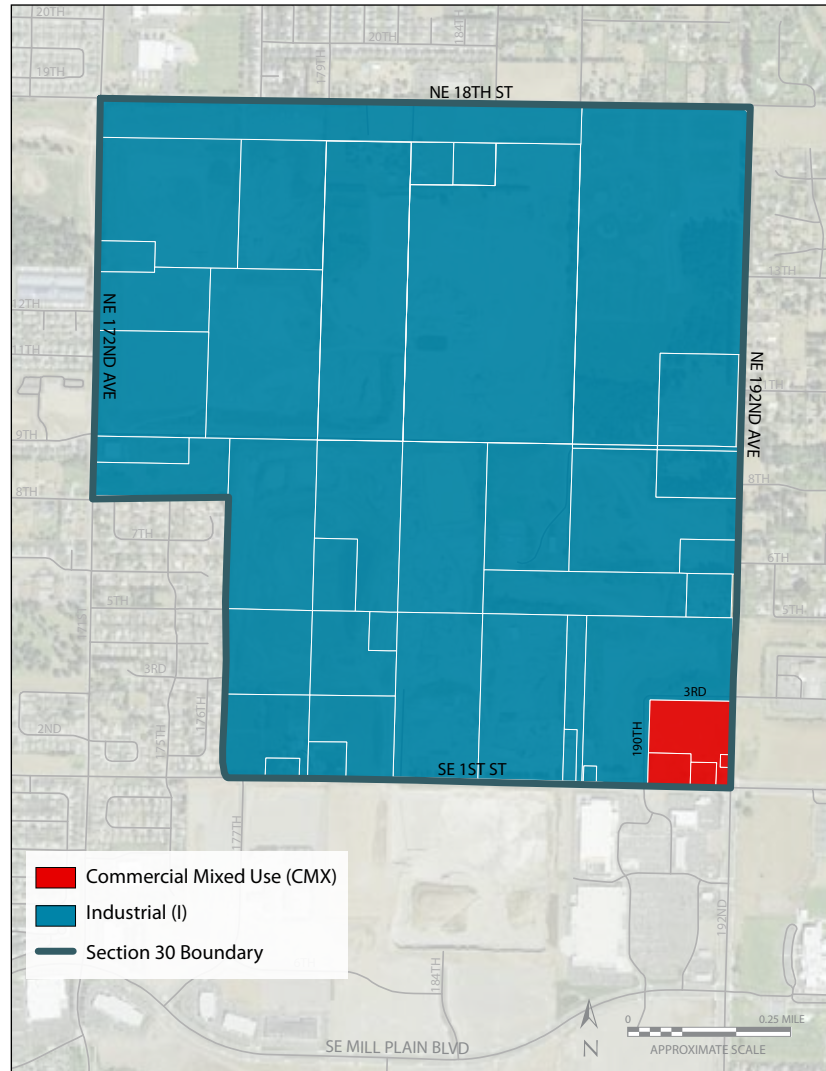
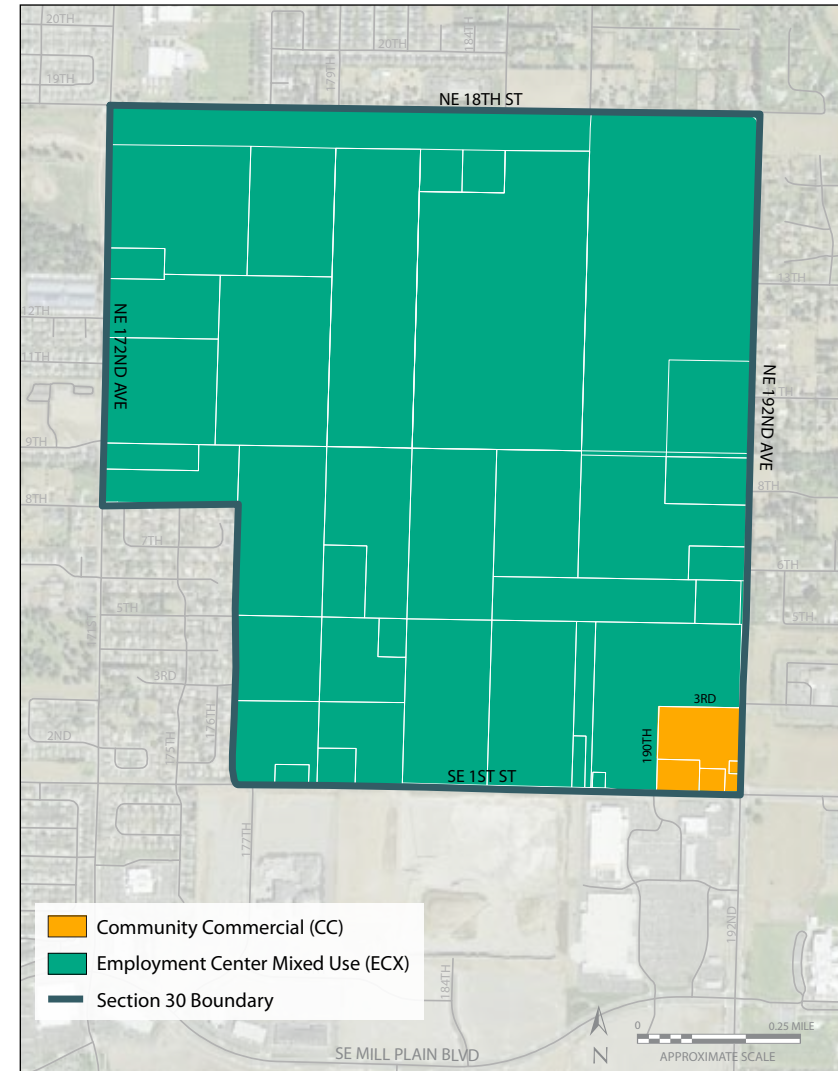


FIGURE 5. Zoning Designations



Land Uses and Zoning

Industrial

By far, the largest land use within the Section 30 Plan is employment development. Envisioned in this employment urban center is an approximate 30 year land supply of a mix of office and light industrial uses. For example, initially the market for office development may favor lower rise buildings of 2 to 3 stories. However, over the life of the plan, it is envisioned that a more intensive urban form to maximize ratios of available land to family wage jobs would occur. To ensure the opportunity for the assumed number of family wage jobs, the plan must consider effective implementation measures that allow flexibility for the future transition to a more intensive urban form.

Commercial

A 9 acre retail development located in the southeast corner of Section 30 acts as an extension of an established and expansive regional commercial center just to the south of the plan area. Additionally, directly to the east are 20 vacant acres of commercially zoned land. Due to the existence of the mentioned commercial lands, the plan acknowledges that any future commercial development over and above the amount already allowed will need to be of a different character. New commercial should be more intimate, with a neighborhood “Main Street” appeal or small scale commercial directly serving future employment development.

Urban Neighborhoods

The addition of one or two mixed-use urban neighborhoods will support and enhance the vision of a Section 30 employment center. These urban neighborhoods with housing and small scale retail and services will offer opportunities for people to live and shop in the same close knit community where they work.



Initially, the market may favor 2-3 storey buildings.



Over the life of the plan, it is envisioned that a more intensive urban form will occur.



A variety of housing units is envisioned, types from live-work units to clusters of townhomes and urban condominiums.

This plan envisions the opportunity to develop two urban neighborhoods accessed by new collector level streets that will provide transportation connections within the site. The Overall Concept Plan illustrates the flexible urban neighborhood concept, but does not designate a location. Establishing the specific location and character of both urban neighborhoods will occur through the master planning process and under the guidance of the Vancouver Municipal Code as discussed under the *Master Plan and Plan District Approach*.

The urban neighborhoods are envisioned to encompass between 50 and 100 acres with approximately 1700 housing units of a variety of types from live-work units to clusters of townhomes and urban condominiums. This number of units is needed to support the economic success of the mixed use center, but is not so large as to change the overall character of an employment center.

The two Section 30 urban neighborhoods should develop around a public focus or center and follow traditional neighborhood design principles. Whether the focus is a “main street” with shops and offices on the ground floor and housing above, arrayed along a pedestrian friendly street, or a town square, or an open space such as a small lake or park, the center will act as the nucleus where commerce and living activity concentrates. Clusters of town homes and/or urban condominiums will develop around the established mixed use center. Additionally, design principles such as narrow tree lined streets and 200’ to 300’ blocks will establish the sense of place and character envisioned.

Special Uses and Features

Over the last decades, Section 30 has been a very active place beyond the gravel mining and processing. Four non-mining uses on site create opportunities for growth and transformation in the future. This plan recognizes the continuation of three of these uses in Section 30 and includes options for their expansion, redevelopment or relocation.

Harmony Fields Sports Facility

Harmony Fields has been a focal point for youth sports in east Clark County for over 26 years. The facility includes sport fields for soccer and baseball, and an off-street parking lot. The Harmony Sports Association (HAS) manages the fields and leases the 40 acres of the 58 acre Clark County owned parcel. The existing fields were built primarily with private donations and

volunteer labor. Further expansion of the facility through work done by the Miracle League is currently in the works. This site is also identified for improvements to the sports fields as part of the Greater Clark Park District (GCPD) program. Monies will be spent by 2012 to improve the baseball fields. Updated use agreements will be adopted as part of the GCPD improvements.

Over the last 5 years, there have been discussions on relocating Harmony Sports Fields within Section 30 in order to improve the fields and allow mining of the aggregate on the site. By the terms of their lease, relocation would only occur within close proximity to their existing location and with new fields built at or better than the existing facility. New fields would have to be built and fully functional before gravel mining on the site would be allowed to start.

The Concept Plan will accommodate the relocation of Harmony Fields in several locations within Section 30. For further discussion and illustration refer to Figure 10 located in the *Openspace, Trails, and Public Facilities Section* of this plan. Harmony Fields is located on land zoned Office/Commercial/Industrial. If relocation of the fields should occur, maintaining a similar amount of employment land in any land trades is essential.

English Vineyard and Winery

The English family has transformed the original family “homestead” on the southwest corner of the Section 30 planning area into an active winery, with vineyards, tasting rooms, and wine production. Plans call for a continuation of the winery and potential growth to encompass a variety of related activities, such as gift shop and restaurant. The 20 acre site even includes an area terraced for development as an outdoor amphitheater where weekend concerts could be performed.

While much of the grapes to produce the wine are brought to the site, the retention of a small vineyard on the site is important to the character of the overall development and provides an aesthetic amenity to the community.

Clark County Closed Solid Waste Facility

For decades, Clark County operated a solid waste facility in Section 30. Today, the site is distinguished by the remaining waste transfer building and a four acre “mountain”



English Vineyard and Winery





Potentially, a park may transform the closed solid waste facility.

that rises over 30 feet above the surrounding lands. The county closed the facility in 1977 and the Clark County Solid Waste department has managed it since. To minimize water infiltration and the potential for groundwater contamination, the county placed a clay cap on the landfill. In addition, the county has monitored groundwater quality since 2002 with almost no gas or leeching from the site.

The county has reviewed ideas to remove the material and allow the land to redevelop for some other use. To date, the cost of removing all the material and transporting it to a disposal site does not make economic sense.

The county supports leaving the 4-acre hill of the 15-acre site essentially untouched, and exploring the potential it offers as a park or open space, and possibly a small vantage point where people could walk up to the top for the view or a picnic. For additional discussion and policy, refer to Section *Open Space, Trails and Public Facilities*.

Shooting Ranges—One Public and One Private

Outdoor shooting has been a part of Section 30 for decades with many years of target practice. Currently, there are two ranges, one operated by Clark County Sheriff's Office and a second range known as the English Shooting Range. Open to the public, the English Shooting Range is operated by the Clark County Gun Club and publicly owned and managed.

The Clark County Sheriff's Office will relocate their shooting range at some point. No immediate plan to move the facility is in place, although the Sheriff's Office has explored opportunities to relocate to Camp Bonneville when that property is available for county use.

Clark County owns the land that the private shooting range is located. The private shooting range is operated under a lease arrangement between Vancouver-Clark Parks and Recreation (VCPRD) and the Clark County Gun Club. There are no plans at this time to relocate this well-used facility.

There is a clear demand for several shooting ranges in Clark County that would be used by law enforcement and the general public. Opportunities exist for partnerships between Vancouver, Clark County and the private gun clubs to work together and develop one large facility in Clark County. The joint use of facilities that support the ranges, parking lots, restrooms and meeting

rooms, are obvious opportunities, since peak use times between public agency and the general public are generally different.

The Vancouver Police Department, and County Sheriff's Office will actively work together to relocate these facilities at such time as either the lands are sold for redevelopment or redevelopment on adjacent lands creates an incompatibility between land uses.

Potential for Lake Development

Sub-grade development is generally very expensive due to excavation costs. Because excavation has already occurred in Section 30, there may be an opportunity for an attractive large water feature such as a lake or series of lakes. A lake would be an amenity and could act as a catalyst for development providing a center attraction, where people gravitate for shopping, working, living and recreating. Such a unique attribute has the potential to deliver a premium price for adjacent properties.

The feasibility of creating a lake in the plan area is more fully discussed in the *Surface Mine Reclamation Considerations Technical Report* found in the appendix. In brief, the report states that mining beneath the water table, sometimes referred to as "wet" mining, is allowed by the State Department of Natural Resources subject to adequate environmental and hydro-geologic analysis. The benefits of wet mines include additional aggregate extraction, and creation of a surface water feature that has recreational, aesthetic, habitat, and stormwater management value.

A wet mine in the project area may be feasible depending on hydro-geologic conditions and land use economics. The feasibility of creating a lake would likely depend, at least in part, on the resulting long term land use benefit (increase in property value, positive impact on surrounding lands, stormwater management benefits etc.) relative to the costs for lake creation and reduction in potential development area.



A lake would be an amenity and could act as a catalyst for development.

Land Use Policy

General

- LU – 1 Create a new self-sufficient urban employment center that attracts emerging technology, growth in family wage jobs, and provides live, work, shop and play opportunities in close proximity.
- LU – 2 Provide unique urban neighborhoods that offer the choice for people to live in the same close knit community where they work.
- LU – 3 Promote an integrated park, open space and trail network to support health and well being through enhanced recreation, aesthetics and quality pedestrian experiences.
- LU – 4 Promote the vertical mix of uses in individual buildings.
- LU – 5 Promote utility and transportation service approaches to efficiently serve different areas of the site, depending on which area develops first.
- LU – 6 Create a plan district, utility plan and transportation network that will facilitate creation of appropriately sized and served development sites.
- LU – 7 Since Section 30 will likely develop over a 20 to 30 year period, site and development designs should plan for future more intense urbanization by considering and allowing for additional structures, taller structures, new access ways and structured parking critical to fulfilling Section 30's vision.
- LU – 8 The City in partnership with the private sector should complete a branding exercise and prepare a promotional packet to effectively market Section 30 as an employment center.

Industrial

- LU – 9 Designate and zone most of the Section 30 plan area to allow for family-wage employment-based development and to promote success in reaching the employment target.
- LU – 10 Encourage large site retention and property consolidation to provide opportunities for major employers to develop larger facilities, such as corporate headquarters or large manufacturing facilities needing 50 acres or greater.



- LU – 11 If Harmony Fields is relocated from its current site, land trades shall not reduce land designated for employment.

Commercial

- LU – 12 Limit auto-oriented retail to the one existing retail center located with prime visibility at the corner of 192nd Avenue and 1st Street.
- LU – 13 Promote pedestrian-oriented retail integrated with office and/or residential within mixed use urban neighborhood areas. Promote only small scale pedestrian-oriented commercial uses to serve industrial and office developments.

Urban Neighborhoods

- LU – 14 Provide for the development of two unique urban neighborhoods within Section 30 Subarea. Develop an overlay district with design principles to guide form, size, uses, character, and scale of these mixed use urban neighborhoods. The precise location of the neighborhoods will be determined as part of a master planning process.
- LU – 15 Provide a mixed use center with civic focus, whether a plaza, park, lake, or “Main Street” within the urban neighborhoods where commerce and living activities concentrate.
- LU – 16 Mixed use buildings and residential buildings should front the street to create an active, interesting pedestrian street environment.
- LU – 17 Promote a variety of attached housing types and prohibit single family detached housing within the urban neighborhoods.
- LU – 18 Approximately 1000 housing units are envisioned within the urban neighborhood, targeting approximately 200 units within the mixed use center and approximately 800 clustered housing units adjacent to the mixed use center of the urban neighborhood.
- LU – 19 Provide a variety of options for people to get to the urban neighborhood and to move about it conveniently.



- LU – 20 Master plans for each of the mixed use urban neighborhoods should include a publicly accessible open space that meets the City’s design guidelines.

Special Features

English Vineyard and Winery

- LU – 21 Encourage the preservation and economic vitality of the English Vineyard and Winery.
- LU – 22 Establish guidelines and standards to reduce possible agriculture impacts to adjacent residences.

Shooting Range

- LU – 23 Support efforts to find a new site for both the Sheriff’s Office and privately managed range. The City of Vancouver will work through the VCPRD and Vancouver Police Department to site these important community uses in coordination with the Clark County Sheriff’s Office.

Potential Lake Development

- LU – 24 Encourage further investigation into the unique opportunity within Section 30 to create a lake amenity that would provide numerous benefits from the standpoint of an aesthetic community focus, increased land value, and sustainable storm water management practices.



Master Plan and Plan District Approach

The plan area's size of approximately 550 acres, the number of property owners, the absence of urban infrastructure, and the physical characteristics of the area (especially varying elevations from past mining) present a challenge to implementing the vision of a cohesive integrated urban employment center. Development will occur in phases, over a 20 to 30 year period.

Coordinated planning will be necessary to, at a minimum, ensure:

- adequate access and efficient internal circulation that is integrated into the regional street system
- an integrated park/open space and trail network
- equitable development of infrastructure
- various property grades and finished elevations are appropriately determined to allow for balanced grade transitions between properties and to maximize land development
- compatible development and appropriate buffers or screening

Nearly all of the properties within Section 30 have related Development Agreements (DAs). These existing DAs control the uses and development standards of the affected properties. Owners of properties with DAs will have the option of developing,

1. solely under the uses and standards determined by the DAs; or
2. solely under the current zoning code including uses and standards; or
3. solely under the uses determined by the DAs and current code standards.

Considering these unique challenges of the Section 30 Plan area, the regulatory program must balance predictability with flexibility, be fair to all, and promote desired development. The requirement to master plan development provides a decision point for new projects where overall efficiencies of services within Section 30 can be assessed. Without this higher level of coordination, the overall cost of development will increase for all properties within Section 30.

The Vancouver Municipal code allows for the creation of a Plan District to meet the unique characteristics and needs of a plan area. In addition, the Plan District will include a master planning process for all development within the Section 30 Subarea.

Considering these unique challenges of the Section 30 Plan area, the regulatory program must balance predictability with flexibility, be fair to all, and promote desired development.



Master Plan Policy

- MS – 1 Create a Section 30 Plan District to address the plan area’s unique circumstances and to ensure cohesive development.
- MS – 2 Use master planning to direct development proposals over time, consistent with the goals and policies of this plan.
- MS – 3 Require a master plan development approach that supports development of all properties by ensuring compatible development, appropriate buffers or screening, transitional grades, efficient extension of public utility services, and effective transportation and pedestrian connectivity.
- MS – 4 Allow existing mining activities to continue under the review of the Vancouver zoning standards.
- MS – 5 Recognizing that market dynamics create new development, the implementation strategy should afford a reasonable degree of flexibility while addressing important public policy issues.
- MS – 6 Establish design standards and guidelines to direct new development in a way that is consistent with the Section 30 Plan vision.

Unifying Urban Design Framework

A successful community that incorporates good urban design will in turn maximize economic benefit to all Section 30 land owners and businesses. The most memorable communities that endure as centers of employment, commerce, and are great places to live have common qualities that can inform new development. These successful communities include:

- buildings of complementary architectural style giving them a sense of cohesiveness;
- places for people to meet and congregate are well located and well used;
- people can move about in a variety of ways on attractive tree-lined streets and trails; and
- the community has a cohesive network of parks, open spaces and trails.

Currently, urban designs that promote these tested principles are moving from the special to the commonplace. As a “blank slate,” Section 30 also affords the possibility to implement many new

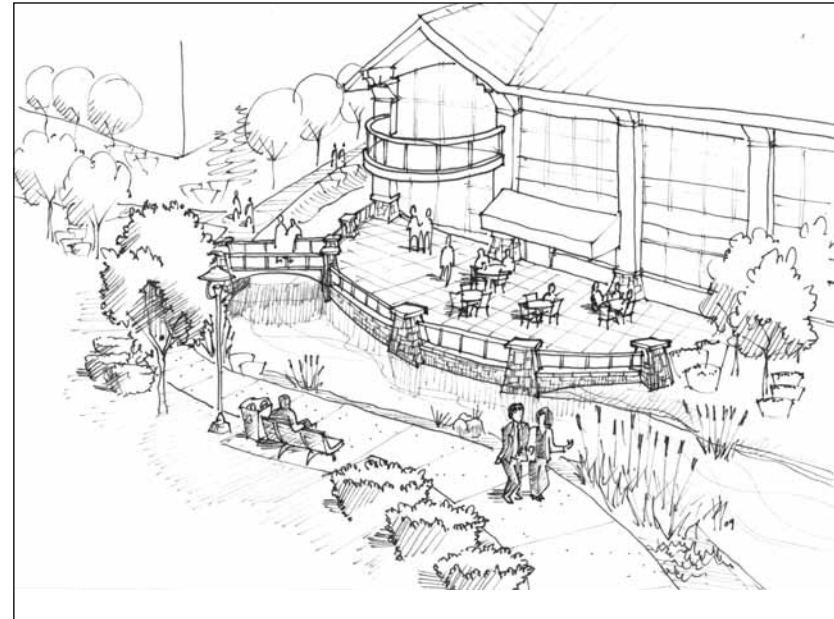


approaches to development that are environmentally friendly, increase property value, and minimize the costs of development and ongoing maintenance.

A commitment to a design framework that emphasizes urban form, health, safety, aesthetics, and low impact development techniques would ensure a unique development image and community character envisioned by this plan.

Urban Design Policy

- UD – 1 Ensure compatibility between different land uses through careful site design.
- UD – 2 Recognize existing uses that will not redevelop in the foreseeable future, and provide adequate screening for new development where appropriate.
- UD – 3 Encourage compact and urban forms of development.
- UD – 4 Ensure that proposed developments plan for future increased density by identifying a phased or “shadow platting” approach, reservation of future rights-of-way and potential locations of structured parking.
- UD – 5 Promote “green” designs and practices that minimize environmental impacts and energy use.
- UD – 6 Encourage use of local energy efficient building materials and development of small scale energy systems that recognize evolving opportunities in the area of wind, solar, geothermal and biomass sources of energy.
- UD – 7 Encourage the preservation of mature tree stands located within the plan area.
- UD – 8 Provide an attractive and connected system of sidewalks, trails, and pathways throughout the Section 30 site.



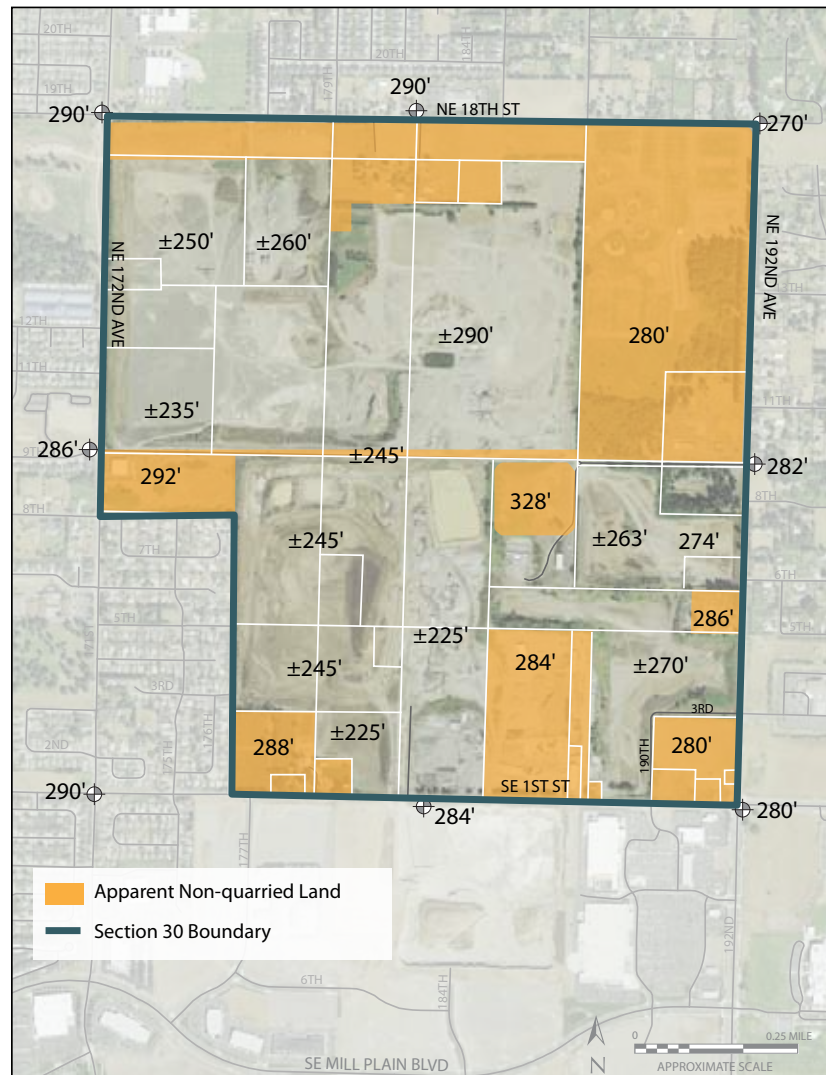
The plan promotes places for people to meet and congregate and for a cohesive network of parks and trails.



The plan envisions that people can move about on attractive-active-tree-lined streets.

- UD – 9 Emphasize human scale, façade articulation, fine detailing, quality building materials, and an inviting appearance in new buildings.
- UD – 10 Promote the use of distinctive design treatments along 192nd Avenue and 1st Avenue and other highly visible locations including street corners.
- UD – 11 Promote convenient vehicular circulation without negatively impacting the pedestrian environment and visual character of the area.
- UD – 12 Promote parking configurations that minimize impacts to the pedestrian environment.
- UD – 13 Site design should orient building entrances to street frontages, pedestrian ways or plazas in a manner consistent with an overall project concept and complementary with the approach to building orientation in adjacent development.
- UD – 14 Emphasize landscaping as a prominent design element of development and encourage the use of native plant materials and minimize irrigation of landscaped areas.
- UD – 15 Locate and design service elements and mechanical equipment to minimize impacts to the visual environment and surrounding uses.
- UD – 16 Promote common themes that help create a unique identity—by street design, grading plans, street tree selection, open space network and other amenities.
- UD – 17 Design standards and guidelines should be established to direct new development in a way that is consistent with the Section 30 Plan vision.

FIGURE 7. Estimated Elevations Concept Plan



The Section 30 Subarea Concept Plans are developed based on these proposed elevations. These elevations were used to develop locations for collector level streets, as well as utility systems. The proposed elevations also fit with the potential variety of land uses. Some filling above these initial estimated elevations, if coordinated among adjoining property owners, could be beneficial by increasing the amount of developable land and by reducing impacts to adjacent properties. Because the sanitary sewer systems and stormwater facilities are developed based on gravity flows, final grades are important to locate collection vaults, pump stations and infiltration systems.

Grade Transitions, Slope Utilization and Maximizing Developable Lands

Site elevation and grade transition between properties should be coordinated to maximize the development potential of Section 30. A coordinated elevation and grading plan between development sites will create an interesting and cohesive development, and will maximize the value of all parcels. Failure to coordinate elevations and grades may work for one or two property owners to maximize short-term return, but the long term cost in lost potential for the entire subarea will be substantial.

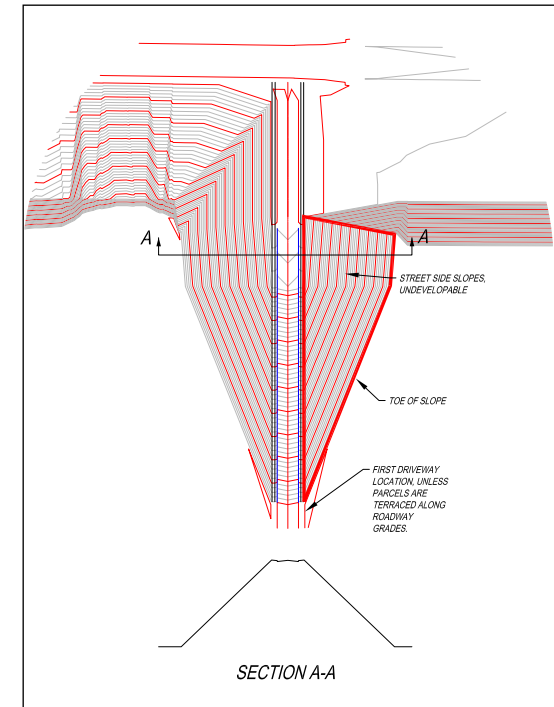
Tall berms along property lines will detract from the overall development potential in Section 30 because tall berms will obscure sight lines, impair internal connectivity, and segregate land uses. That outcome would be inconsistent with this plan. The development concept for Section 30 is designed to maximize the potential for the entire site by integrating internal land uses, creating an interesting landscape and excellent internal connectivity, and creative incorporation of green and active spaces.

The Master Planning process will provide one venue for grade coordination. Property owners will also likely coordinate development elevation and grade transitions between sites through private understandings.

One challenge shared by several property owners on the northwest side of Section 30 is the steep slope on the east side of 172nd Avenue. (designed to DNR specifications at a 2:1 slope). That edge of the Subarea will remain well below the street grade unless a significant amount of fill is applied. Because of the elevation differential, transportation connections in the northwest corner will be particularly challenging.



However, a steep slope, if properly planned and integrated into a master plan could become site assets rather than liabilities that “waste development potential”. For example, buildings can be designed to be built into slopes, or slope areas might be prime locations for stormwater infiltration and/or creating landscaped open space and trail corridors. Terracing development or creating plateaus of varying elevations where development occurs on each plateau may be a viable approach to developing Section 30 in a cohesive interconnecting manner.

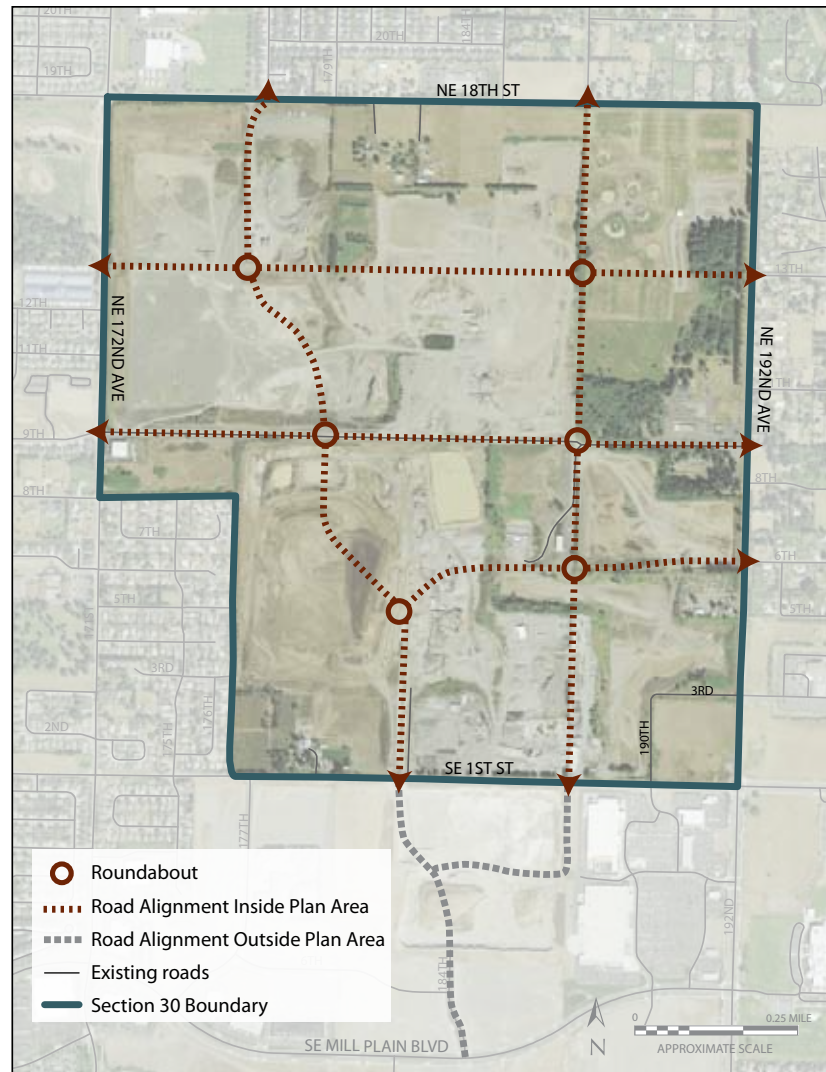


Some existing elevations make it challenging for street and pedestrian connections.

- GE – 1 Master Plans for individual developments should include analysis of grade transitions on development sites and potential impacts on adjacent properties.
- GE – 2 Encourage property owners to enter into agreements that will ensure efficient, smooth and effective multimodal connectivity through balanced grading approaches between properties.
- GE – 3 Finished grades at property lines should not adversely impact the physical development of neighboring properties.
- GE – 4 Grading plans shall minimize the use of large retaining walls, and emphasize the use of landscaped slopes between building pads, pedestrian paths and streets.
- GE – 5 To ensure a safe and effective street network quarry elevations may need to be raised to reduce extreme elevation variations and appropriate customized street design requirements may need to be made.



FIGURE 8. Flexible Collector Street Concept



Transportation

Overview

Section 30 will develop as a major urban employment community that includes urban mixed use neighborhoods with integrated residential and retail development. This plan envisions a transportation system that enhances and creates a unique identity for the new Section 30 community. How people get around in a district – whether by foot, bike, car, bus, or motor scooter – is an important defining characteristic that can help create a unique and memorable place.

Arterial roadways serving Section 30

Section 30 is located on several main transportation corridors. Today N.E. 192nd Ave., S.E. 1st Street and N.E. 18th Street are designated principal arterial roadways. N.E. 172nd Ave. is a designated minor arterial. None are currently built to their designated standard. Today, 13th Street/Goodwin Road provides the major connection between east Vancouver and northwest Camas. In the future, 18th Street, which ends at 192nd Avenue today, may be extended to provide that major connection. Nonetheless, an 18th Street extension will be expensive and difficult to construct, so the 13th St./Goodwin Road connection will serve the area for the foreseeable future.

Significant transportation system improvements are needed to serve growth in Section 30 and surrounding areas. Transportation system improvements, consistent with Vancouver's adopted comprehensive plan, will balance the demands of motor vehicles, bicycles, pedestrians, and transit.

Efficient transportation system design will maximize developable lands and minimize the environmental impact of hard surfaced improvements. Because of Section 30's unique topography, development of the transportation system needs to be carefully coordinated to assure seamless street, sidewalk, and trail connectivity.

Transportation Strategy

The transportation strategy is designed to provide safe, efficient, and attractive connections to land uses and urban amenities, to minimize congestion and environmental impacts, and to encourage walking within the planning area and to surrounding areas.

Success will depend on strategic improvements to the regional roadways surrounding Section 30 and creation of a rational interconnecting hierarchy of internal collector and local roadways. External links to streets, bicycle facilities, sidewalks, and trails are important for efficient and safe multi-modal access to the district. Internal street patterns must allow for a walkable connected street network. These connections are essential to integrate new with existing development and to avoid congestion.

To serve a mix of uses within Section 30, from light industrial, to neighborhood commercial, to residential, a well thought out mix of transportation options is needed. The amount and mode of travel between uses within Section 30 (internal trips) will evolve over time with increasing congestion and changes in the relative cost of travel of various modes. Evolution of transportation modes used to access Section 30 from outside its boundaries will also occur.

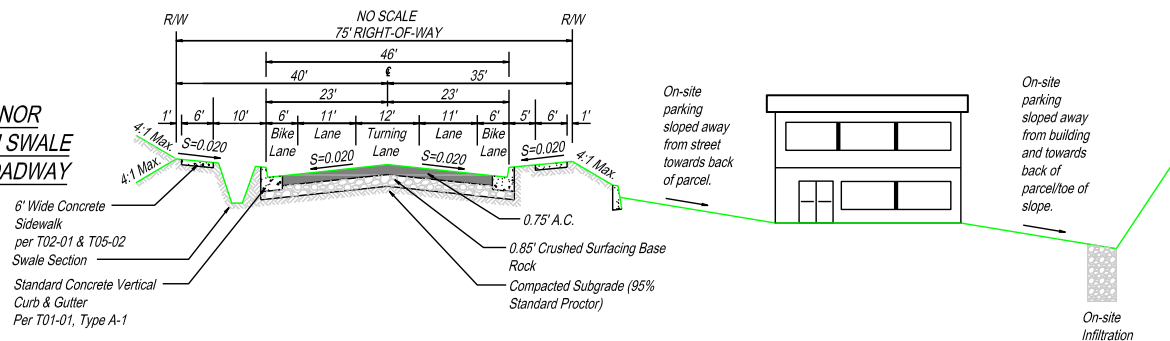
Transportation system development needs to fully respond to all transportation options and be flexible in its implementation. Within this broad direction, the future Section 30 transportation

NOTE: This street section is for dry weather conditions. Consult the Geotechnical Engineer for wet weather sections.

STREET SECTION FOR MINOR ARTERIAL/COLLECTOR WITH SWALE BUILDINGS LOWER THAN ROADWAY

NO SCALE
Soil Type: LgB AASHTO A-2

PER DETAIL T10-12
3-LANE COLLECTOR/MINOR ARTERIAL
WITH BIKE LANES



system will include design elements that provide for a mix of vehicle types, increased pedestrian and bicycle safety and convenience, traffic calming, and an attractive and pleasant urban environment.

Internal Trip Capture and Minimizing Off-Site Impacts

This plan is based on a representative range of land uses within Section 30 and accounts for growth in travel demand from the surrounding areas of Vancouver, Camas, and Clark County.

A mixed use development pattern generates fewer automobile trips than traditional (post-war) suburban single-use development. However, successful trip reduction depends on achieving the right mix and density of land uses, an internal transportation network of connected streets, bikeways, sidewalks, trails and open space, and good external connections to local and regional transit service and major roadways.

Creating an environment conducive to and convenient for bicycling and walking takes more than simply dense adjacent uses and a connected street network. The infrastructure must be designed with pedestrian and bicyclists in mind. Design elements such as wide sidewalks, pedestrian/roadway separation, convenient transit, street furniture, well marked pedestrian crossings, adequate bicycle parking all need to be incorporated to ensure internal trip capture and creation of a sense of place that makes it convenient and comfortable to walk around. External trips that are generated will add to the burden of off-site transportation improvements needed to address impacts from development of Section 30. External traffic impact mitigation will add to site development costs.

The discussion of traffic impacts below, including the mitigation plan is predicated on capturing shorter local trips within Section 30 by 1) designing an urban mixed use environment and 2) building multi-modal infrastructure to support walking, biking, and transit use. Higher internal trip capture will reduce external trips, and reduce the impacts of growth in Section 30 on the surrounding arterial street system. This analysis assumes up to 20% internal trip capture.

External Connections and Internal Flexible Collector Streets

The roadway system surrounding Section 30 is well established. As a result, the external links between Section 30 and its neighbors are well defined. See Figure 8 for key external connection locations.



Within Section 30, because it is a “blank slate” there is considerable flexibility in future roadway alignments. The primary constraint on internal alignment is to make key connections to the surrounding arterial system. Approximately five collector arterial roadways – running east/west and north/south - will provide for internal circulation and primary connection to the surrounding street system. Several other roadway types will serve the area. A small-block traditional street pattern characterized with narrow streets, alleyways, on-street parking in retail areas, and slow travel speeds will serve mixed use neighborhood areas. Larger scale developments will be served with narrow roadways, managed access, roundabouts with landscaped medians, and detached sidewalks. Modern roundabouts are designed to serve large truck as well as automobile capacity.

Specific roadway alignments are not prescribed in this plan. General alignments are illustrated to show the required external connections for internal roadway facilities, but internal roadway alignments are flexible to account for build-out of the site by different owners at different times.

Collector streets generally include two traffic lanes with medians or turn lanes, bike lanes, parking where appropriate, and sidewalks. Collector street to collector street intersections shall utilize roundabouts within Section 30. Overall right-of-way needs will typically be 80 feet, although more right-of-way may be needed at major site access intersections on SE 1st Street, NE 18th Street, and 172nd and 192nd Avenues. Those details will be determined either at master or site plan review. Streetscape designs that include required storm water facilities, sidewalks and street landscaping on easements outside the street right-of-way shall be considered.¹ Another important element in overall streetscape design will be the placement and types of landscaping needed to create tree-lined, canopied streets. Arterial and local streets should exhibit context sensitive design to achieve the overall land use and design goals of the Section 30 plan.

Roundabouts

Section 30 affords an excellent opportunity to build a system or grid of roundabout intersections to serve internal collector arterial street intersections, rather than traditional signalized intersections. When constructed as a system, roundabouts can provide considerably more efficient traffic flow with fewer severe accidents, and lower long-term operation and maintenance costs. Use of roundabout intersections is consistent with the Plan’s vision and development

¹ See attached civil roadway design technical report.



Use of roundabouts maximizes development and minimizes cost.



principles to create a dense urban community with a unique identity; to maximize developable land and minimize costs; and to foster environmental stewardship and energy conservation.

Roundabout intersections will promote a unique identity for Section 30, a continuous, smooth traffic flow and slower travel speeds that foster safety for cars, trucks, pedestrians, and bikes and provide a very efficient way of moving vehicle traffic through the collector street system.

Roundabouts are consistent with a low impact development concept. Modern urban roundabouts are designed to accommodate all vehicle types that will access Section 30 and will maximize buildable land through efficient use of public rights-of-way. As a system, roundabouts allow for narrower roadways (additional turn lanes not needed) which can minimize roadway stormwater impact, and continuous traffic flow minimizes acceleration, deceleration, and idling.

Local Streets

Local streets will provide access to all areas within Section 30, and should be designed to provide access to collector streets and not serve as routes for traffic passing through Section 30. Local streets should provide direct property access in order to avoid unnecessary driveway connections to collector arterial streets.

Local street design will generally include two traffic lanes for motorized vehicles, on-street parking where appropriate and consistent with the access needs of the planned development, and sidewalks. As with collector streets, design flexibility is intended to allow on-site storm water treatment options, including the potential of placing storm water facilities, sidewalks and street landscaping in easements outside the public right-of-way.

Traffic Calming Through Design

Maintaining vehicle traffic at safe speeds and avoiding conflicts between different types of transportation modes are important plan objectives. Traffic calming includes a full toolbox of strategies to integrate calming into roadway design and can be applied in Section 30 to achieve plan goals. The design of streetscapes for both collector and local streets shall be context sensitive and consistent with sustainable design principles, such as minimizing impervious surface. Conflicts between large commercial vehicles and, automobiles, motor scooters, bikes



and pedestrians shall be minimized through the placement of heavy industrial uses in locations with more direct access to the arterial street system.

Trails, Bike Paths and Sidewalks

As specific land development projects are designed, the location of trails, bike paths and sidewalk connections should be integrated into an overall accessibility and site grading plan, and not considered as an afterthought. Project master plans should accommodate regional and local trail corridors and provide for local pedestrian connections throughout the site and to all surrounding bike and pedestrian system infrastructure. In some cases, depending on the ultimate elevation and grade differences between uses or between a use and an adjacent roadway, public staircases may be appropriate. In addition to safe pedestrian crossing at intersections, mid-block crossing with median refuge and traffic calming will be appropriate where greenway trails intersect roadways.

Trail designs that provide off-street routes for recreational use, at times creating more direct pathways or more aesthetically pleasing passageways are encouraged. Due to challenges of topography within Section 30, some connections for trails and sidewalks may need to employ stairs, as long as alternative routes meet Americans with Disabilities Act requirements. Trails should be integrated with a greenway and storm water plan to allow for intermittent flooding during major storm events.

Transit Facilities

At full build out, Section 30 will be a thriving employment oriented community with well over 10,000 people working, visiting and living there. Demand for transit use beyond the minimal existing bus service will grow with development. As demand grows, the character and location of needed facilities will become more apparent. Roadway designs should anticipate this need, and make provision for transit stops where appropriate and provide efficient circulation routes.



Trail, bike path, and sidewalk connections should be integrated into an overall accessibility and site grading plan.

Transportation Policy

Sight Design and Automobile Trip Reduction

Successful trip reduction depends on an appropriate mix and density of land uses, an internal transportation network of connected streets, bikeways, sidewalks, trails and open space, and good external connections to local and regional transportation facilities (all modes) and transit service and major roadways. In addition, it depends on the creation of an environment conducive to and convenient for bicycling and walking with infrastructure designed with pedestrian and bicyclists in mind.

- TR – 1 Trip generation for development in Section 30 may be reduced if proposed development is consistent with the above principles and if trip reduction is justified in a traffic impact analysis completed by a licensed traffic engineer for a proposed development.

Street Connectivity

- TR – 2 Collector streets should be connected to the surrounding arterials substantially as shown in Figure 8. Internal alignments should be consistent with the general alignments illustrated, but may be varied somewhat to allow for site design.
- TR – 3 As each property owner plans for development, a master plan shall include a local circulation plan, demonstrating how the on-site connections proposed for the underlying development fit into the arterial, collector, and local street net work that will serve all of Section 30. The circulation plan will show both future alignments and street grades to allow for extensions beyond the property proposed for development.
- TR – 4 Minimize storm runoff by efficiently sizing streets and roundabout intersections, and by incorporating pervious pavement where possible.

Street Grades

- TR – 5 To foster efficient use of land and ensure quality connectivity, development standards should guide maximum grade for collector and local streets.
- TR – 6 Street and trail designs shall minimize the use of large slope easements.



Intersection Spacing

- 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 – 8 Local streets should provide access to all portions of Section 30. Local streets should be spaced at 200 to 300 feet apart in urban neighborhood mixed-use areas. Local streets should be spaced at 400 to 600 feet in business and industrial use areas. Exceptions may be justified where streets abut arterial streets, Harmony Sports Fields, and where elevations make the spacing infeasible.
- 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.

Pedestrian Facilities

- TR – 10 All trails and sidewalks shall be consistent with the connectivity and grade policies of the Plan.
- TR – 11 To encourage pedestrian connectivity, development standards should describe allowed maximum slopes for trails or sidewalks constructed outside of the street development.
- TR – 12 Sidewalks shall be developed consistent with typical street cross sections for collector and local access streets at a minimum. Wider sidewalks and additional landscaping are encouraged.
- TR – 13 Mid-block and other safe pedestrian crossings shall be developed to provide very high pedestrian level of service, especially in mixed use urban neighborhoods.
- TR – 14 Where possible and desirable, sidewalks and trails should be constructed of pervious surface, and be integrated into the storm water control plan.



Bicycle Facilities

TR – 15 On street bicycle lanes shall be provided consistent with the collector street cross section.

Parking—Motorized Vehicle

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.

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.

TR – 18 Joint use parking facilities are encouraged where peak parking lot use is different between adjoining users.

TR – 19 Access between off street parking facilities without requiring street access to travel between lots is encouraged.

Access to Streets by Motorized Vehicles

TR – 20 Minimize driveway access directly to arterial streets, and prohibit driveway access to arterial and collector streets when local street access is possible.

TR – 21 Direct access to arterial streets, when allowed, should meet minimum intersection spacing requirements.

TR – 22 Joint driveways accessing to two or more properties are encouraged.

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.

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.



And, on street parking can be combined with other traffic calming strategies to serve short-term parking demand.

Traffic Calming and Street Character

- 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.

Transit Facilities

- 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.

Needed Improvements

Development of Section 30's transportation system will present various design challenges and relatively high costs, but will also afford substantial flexibility in how the system is developed. The unique topography of Section 30 will lend itself to unique and creative transportation infrastructure solutions. Listed below is a brief description of identified transportation needs. A more detailed analysis of design and costs are included in the *Infrastructure Costs* Section, *Transportation Facilities* (and related appendices to this plan).



Potential Transportation System Improvements

Based on the traffic operations analysis, improvements to the street system surrounding Section 30 should include the following:

- Widening NE 162nd Avenue south of NE 18th Street to a six through lane cross-section.
- Widening NE 18th Street to provide a five lane cross-section from NE 138th Avenue through NE 192nd Avenue. Widening NE 18th Street east of 177th Avenue may be phased.²
- Constructing NE 192nd Avenue to a full five-lane cross-section.
- Additional turn lanes in many locations.
- Improvement of SE Mill Plain Boulevard at SE 136th and SE 164th Avenues, consistent with the City's current capital improvement plans.
- Monitoring traffic operations at the intersection of NE 9th Street with NE 162nd Avenue.
- Widening SE 1st Street to a three lane section in the vicinity of NE 172nd Avenue, with right hand turn lanes where right-of-way allows. Widening east of 172nd will occur as need is identified by later traffic analyses, but the city anticipates a five lane cross section for SE 1st between 177th Avenue and 192nd Avenue. As with the widening of NE 18th Street east of NE 177th Avenue, the timing for future widening of SE 1st Street depends on specific land development activity, driveway location, and overall Section 30 trip distribution.
- A new north/south collector street south of SE 1st Street along the general alignment of SE 182nd Avenue to link Section 30 directly to SE Mill Plain Boulevard. This new road will enhance connectivity between CTC and Section 30 and will improve traffic operations along SE 1st Street, NE 172nd, and NE 192nd Avenue.

² A November 2007 transportation study conducted for the City of Camas recommends that the entire NE 18th/ NE Goodwin/ NE 28th Avenue corridor from NE 192nd eastward to NE 242nd Avenue be constructed as a five-lane facility. "Camas North UGA Expansion Traffic Analysis", DKS Associates, November 6, 2007.



Section 30 Internal Street System Findings and Recommendations

The internal collector arterial street system for Section 30 will consist of a series of north/south and east/west roadways to link every portion of the site with the external transportation system.

Two north/south roadways are proposed that would run generally parallel through the site, one just east of NE 172nd Avenue and one just west of NE 192nd Avenue. For purposes of this report, these streets have been named: NE 177th / 179th/ 182nd Avenue (westerly street) and NE 187th Avenue (easterly street). The exact alignments of these roadways are not as critical as the general north/south alignment and logical connection to the external roadway system.

Three east/west roadway will connect the site to NE 9th Street, NE 13th Street, and NE 6th Street. NE 13th Street will extend to the west from NE 192nd Avenue into the heart of the site, and could end in the northwest quadrant just to the west of NE 179th Avenue. Depending on the master plan, this street could be extended to connect with NE 172nd Avenue, although the existing grade differential between the existing street and the quarry floor make that connection problematic. NE 9th Avenue will connect NE 172nd Avenue to NE 192nd Avenue, serving as the major east-west spine. In the southern portion of the site, a third east/west street would run from west from NE 192nd Avenue near its existing intersection with NE 6th Street and will connect to both north/south arterial roadways.

Based on the City's street standards and proposed functional classification system for the internal street network in Section 30, it is recommended that collector arterial streets within Section 30 be designed to provide 60 - 70-foot right-of-way bike lanes, sidewalks, and turn lanes where appropriate.

Direct land use access to arterial roadways should be generally discouraged. In the Urban Neighborhood Center area, automobile access to residential developments will be by alleyway only.

Collector street intersections internal to Section 30 should be compact urban roundabouts.³

³ There is additional discussion of this strategy in the traffic and transportation engineering technical appendices.



Bicycles and Pedestrians

The Section 30 plan envisions an urban center with a mix of uses, urban densities, and capture of a certain level of urban activity within the site. A complete system of bicycle and pedestrian facilities is essential to achieve that plan vision. By providing a safe, pleasant and well-connected system for non-motorized travel, the Section 30 transportation system will encourage the use of modes other than the auto to reach work, shopping, school and other destination.

To serve pedestrians, sidewalks will be constructed along all internal streets and will connect to the existing sidewalk and trail system surrounding the development. It is anticipated that the regional shared use pathways, already planned and partially constructed on the 18th Street and NE 192nd Avenue corridors, will be carried through Section 30.

Bicycle lanes will be provided on all arterial streets within the development consistent with the City's existing Street Standards for these roads.

Public Transportation and Transportation Demand Management

Another critical part of building a successful mixed use development in Section 30 that can reduce the demand for auto travel, will involve providing improved public transportation services and offering an array of Transportation Demand Management (TDM) strategies to encourage reduced use of the automobile. To achieve that result, development of the master plan should include:

- Work with C-TRAN (the Clark County public transit provider) to offer improved public transportation services along major travel corridors adjacent to Section 30 and, to the extent practical, to connect with major internal destinations.
- Work with the Evergreen School District to provide pupil transportation services to the future residents of Section 30.
- Consideration of expanding the GTEC boundary for East Vancouver to add Section 30 and initiate increased efforts to provide effective TDM strategies to employers in the area.



Open Space, Trails And Public Facilities

Creating an interconnected system of parks, open space, and trails is manifestly more beneficial than creating parks in isolation. A cohesive green network will help establish the character and shape of a community, enrich the health of a community and an individual, buffer incompatible uses, enhance ecological functions, and reduce costs for stormwater management and flood control.

The vast undeveloped area of Section 30 provides ample opportunity for new parks, open spaces, and trails. Recognizing that land values surrounding these amenities will reflect a premium, coordinated development between property owners around the parks, open spaces and trails is encouraged.

Through coordination with the VCPRD, park impact fee credits may be available to property owners that dedicate public park land and provide improvements that meet the City's park and open space standards and are in accordance with the Section 30 Concept Plan.

Plan Concept

The Section 30 Concept Plan proposes open spaces and pedestrian connections to link to existing and proposed public and semi-public outdoor amenities such as Harmony Sports Fields, the proposed open space on the site of the County Closed Solid Waste Facility and the English Estates Vineyard and Winery. This open space and pathway system will encourage fluid and safe pedestrian movement from the proposed urban mixed use neighborhoods to parks to shopping to work. The network will connect with surrounding neighborhoods, adjacent parks such as Pacific Park to the west, nearby schools, and jobs and shopping located at the Columbia Tech Center to the south.

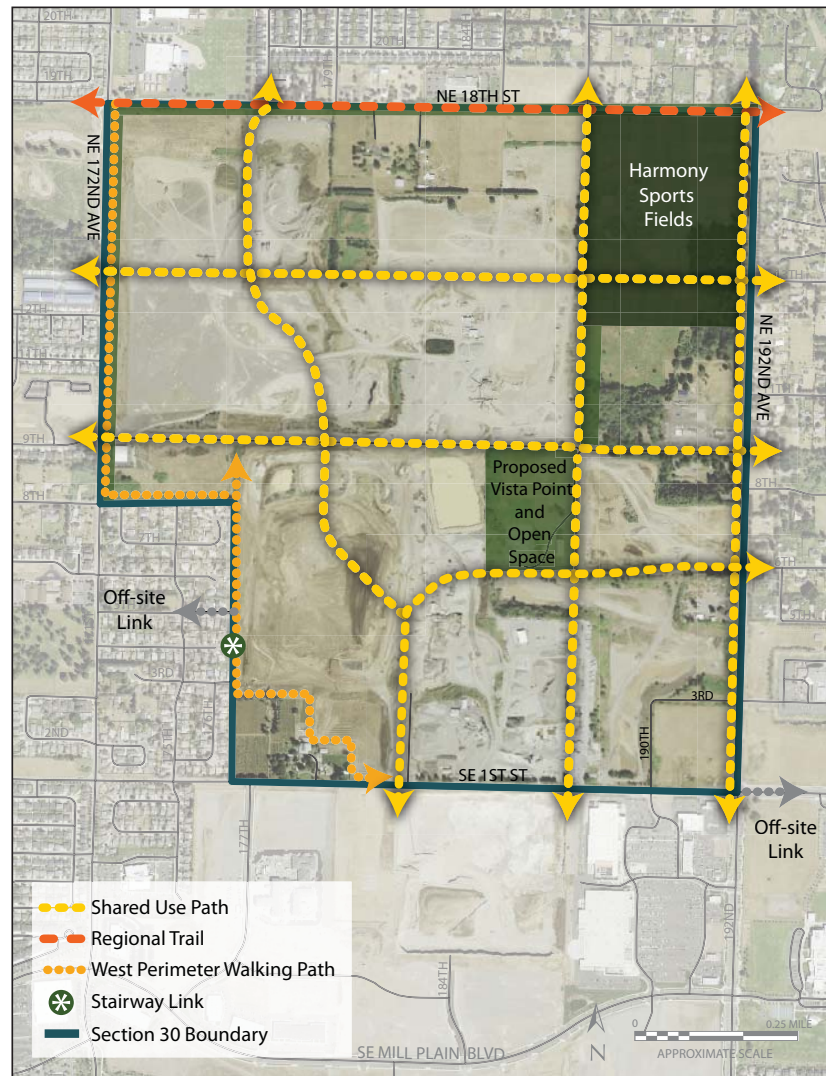


The plan encourages a connecting park, open space and trail system.



The plan promotes plazas as opportunities for informal public gathering places.

FIGURE 9. Parks, Trails and Open Space Concept



Open spaces are not limited to green parks, however. Central plazas, courtyards, promenades and other outdoor spaces provide opportunities for informal public gatherings, a farmer's market, or even organized musical events with graduated seating elevations incorporated into the built environment. These spaces can be designed to complement nearby development and connect different land uses. They can also be marketed as a premium amenity. The spaces can range in scale from small seating areas at sidewalk intersections to larger gathering places that allow for social interaction.

Opportunities

Regional Trail Linkages

The VCPRD Comprehensive Plan and the Clark County Regional Trails Plan identifies two major trails within the Section 30 Plan area – a link of the planned east/west LaCamas/Vancouver Regional trail system following the north edge of Section 30, and a north/south link of the 192nd Avenue shared-use path located along the eastern boundary of Section 30. It is essential that these two trail links are completed with the future development of Section 30 to contribute to the larger connecting regional trail system. The conceptual plan shows one possible alignment for the two trails within Section 30. Other alignments are certainly possible. To assure an integrated pedestrian system within the plan area, additional shared-use path alignments are depicted in concert with the transportation system.

West Perimeter Trail and Open Space buffer

The Section 30 parks, trails and open space concept also envisions the construction of a walking path following the west perimeter quarry slopes. Such a trail and open space amenity would significantly benefit Section 30 development by creating a natural buffer and connection

to existing adjacent neighborhoods and park facilities, preserving and enhancing the permeability of the existing slopes for possible stormwater infiltration, and increasing the aesthetics and value of future development. Presently, the western quarry slopes are steep and high. To successfully construct a west perimeter trail and open space system that allows for both north/south and east/west pedestrian travel, a set of staircases as shown on the concept plan may be the most feasible and cost effective means to achieve the east/west connections.

“Vista Point” Open space on the Closed Solid Waste Facility

The existing Clark County Closed Solid Waste Facility provides a potential site for a future public overlook park. This is the highest elevation in Section 30, and developing it into a multi-faceted public space with a primary vista point at the top would offer a great amenity to the area. The regulations tied to the cap on the landfill may limit park development opportunities on the actual elevated lands. The 15-acre parcel size could potentially support enough infrastructure (parking and restrooms) to allow some active recreation programming. Using the unconstrained flatter acreage to complement the overlook would provide the diversity in programming uses that creates a successful public park. An open space connection that could link this public space to the Harmony Sports Fields to the north would compliment the park amenities.

Harmony Sports Fields Potential Relocation

The conditions that would need to be met to relocate Harmony Sports fields will be challenging to meet. However unlikely it seems today that this facility would be relocated it would be remiss to simply ignore the future possibility. Therefore, this Plan illustrates three possible location alternatives that may yield a level, buffered, well accessed, and adequately sized site for developing sports fields equal to or better than the existing facility (See Figure 10). Any plans to relocate the fields need

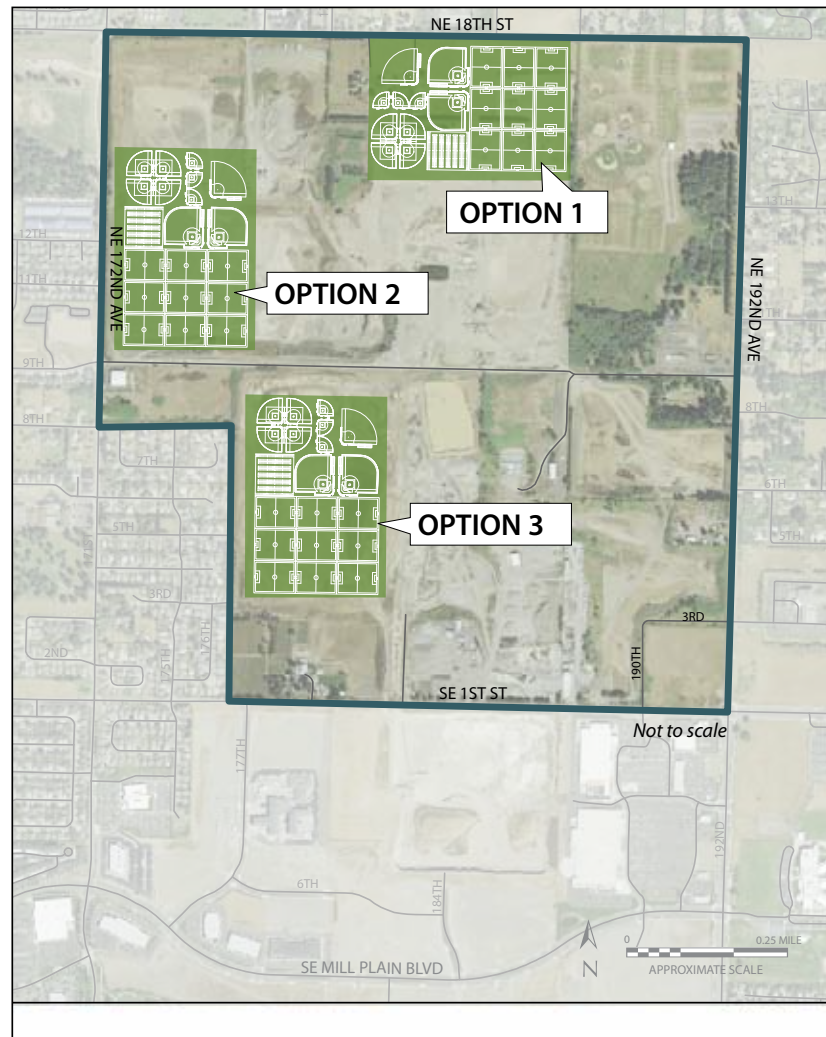


There may be an opportunity for a “Vista Point” on the closed solid waste facility.

The plan promotes trails and open space as a unifying design element.



FIGURE 10. Possible Harmony Field/Miracle Field Relocation Areas



to ensure that the sports fields are accommodated at a level that meets or exceeds current field standards. Currently planned improvements for the Miracle Field and GCPD field improvements will continue to proceed until such time as a relocation of the fields has been negotiated.

Open Space, Trails, Public Facility Policy

General

- OS – 1 Construct trails, plazas, and parks in conjunction with master planned development. Locating and construction of parks and recreation amenities should not be undertaken at the last moment. The City should partner with the developers to ensure that parks and trails are available as the different phases of development occur.
- OS – 2 Open spaces, parks and trails should be configured generally as indicated in Figure 9, allowing for adjustments in the master planning process. Provision of more open space, trails, and a variety of different types of parks, open space, and recreation areas is encouraged.
- OS – 3 Park and recreation amenities should be located in convenient proximity to residential areas located within the plan area and on the perimeter of the plan area.
- OS – 4 Promote the combination of passive open space with stormwater facilities or areas where major storm events may cause temporary flooding as much as practicable.
- OS – 5 Encourage the integration of greenways, trails, and shared paths with stormwater facilities or areas as much as practicable.



- OS – 6 Open spaces near residential development should be designed to provide space for community gardens or mini-farmers' markets to encourage the use of local food sources.
- OS – 7 Open spaces, trails and community gardens should incorporate a rainwater management system and stormwater management facilities to provide onsite irrigation.

Trail Linkages (See also the transportation section.)

- OS – 8 The Section 30 links of the proposed east/west Vancouver/Lacamas Regional Trail and the north/south shared-use path of 192nd Avenue should be provided for as indicated in Figure 9, allowing for alignment adjustments in the master planning process.
- OS – 9 An internal network of multi-purpose trails, pathways, and sidewalks connecting to adjacent neighborhoods, parks and schools should be developed as conceptually shown on Figure 9.
- OS – 10 Non-motorized trails and pathways should be developed to connect residential areas to active recreation areas such as parks and sports fields.
- OS- 11 Trail connection opportunities between recreational and open space sites should be maintained.
- OS – 12 Trail connections may be achieved using stairways if suitable alternative routes are available that meet Americans with Disability Act requirements.
- OS – 13 Trail designs shall minimize the use of large slope easements.

West Perimeter Slope

- 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.



Closed Solid Waste Facility as park/open space

- OS – 15 The VCPRD should consider converting the Closed Solid Waste Facility into a multi-faceted park with a trail leading to the top and complimentary recreational programming.
- OS – 16 Development of buildings and streets adjacent to the closed solid waste facility shall minimize soil disturbance.

Harmony Sports Facility

- OS – 17 The City of Vancouver, Clark County, and the Harmony Sports Association (and the individual leagues who utilize the field space) should plan cooperatively for the future redesign of Harmony Sports Facility to more efficiently and effectively serve the needs for youth sports, as relocation opportunities arise.
- OS – 18 If an agreement is reached to relocate Harmony Sports Fields, the new location should be within Section 30 or in the district serving all parties associated with the Harmony Sports Association.



Public Utilities & Services

Sanitary Sewer and Water

The City of Vancouver will be the purveyor of both water and sanitary sewer as Section 30 develops. The utility concept plans show the approximate location of the water and sewer mains needed to complete a connected system to serve Section 30.

Twelve inch sanitary sewer and water mains should be sufficient for most development; however, if an exceptionally large water user for example an industry like Wafertech were to locate in Section 30, additional improvements may be necessary to handle the intensive industrial water and wastewater needs.

Stormwater

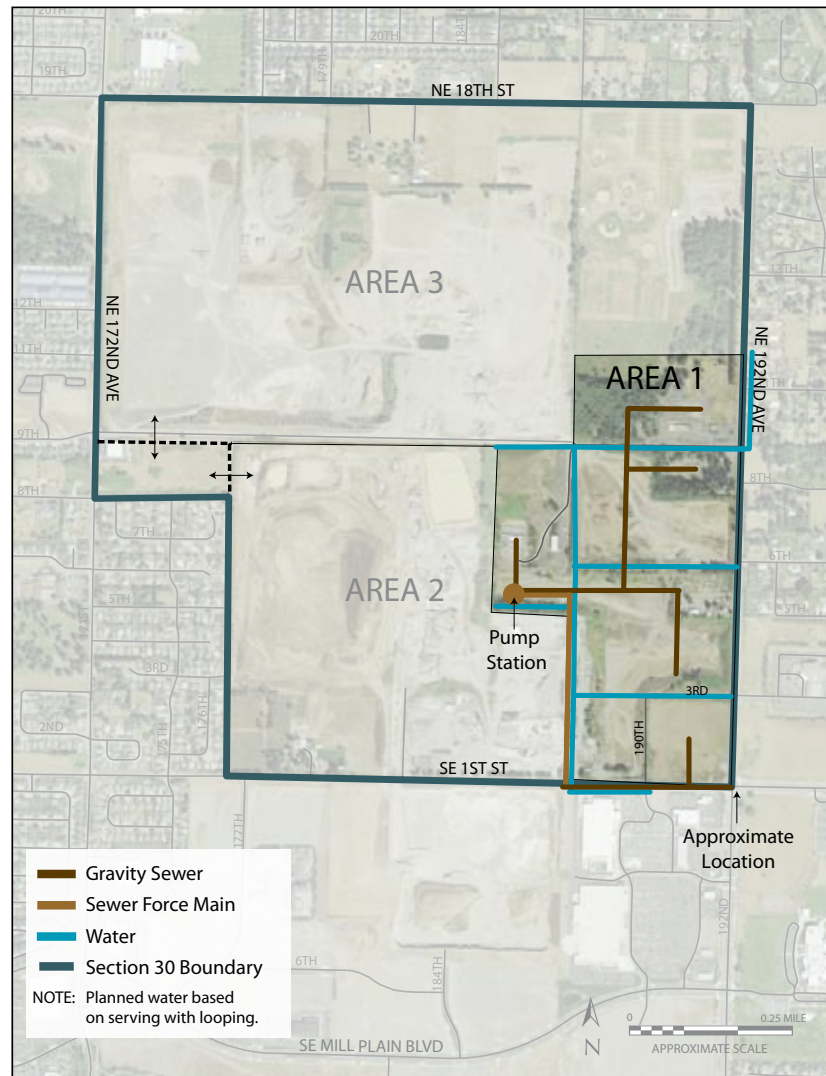
The ability to manage stormwater through infiltration into the ground will have a significant impact on developable acres and overall urban design of Section 30. Some areas, particularly around the perimeter of the basin created through mining, are seen as likely areas of use for infiltration of stormwater. As projects are developed within Section 30, there will be the “low point(s)” where Stormwater will either infiltrate or pond based on soil permeability or stormwater management facilities constructed (above or below ground). These site conditions and potential design challenges will not be fully known until geotechnical analysis is done within all of Section 30. This analysis will likely be done at the time of individual developments.

The City of Vancouver recognizes that optimal stormwater solutions are those that include low impact development (LID) methods, methods that most mimic natural processes of infiltration and biofiltration. Trees, vegetation, and permeable soil slow surface water flow rates and improve water quality. Among the acceptable LID options for private systems are pervious paving, eco-roofs/roof gardens; infiltration planters; flow through planters; sand filters; and tree boxes. Acceptable LID options for public systems include street swales, vegetated-filter strips, and vegetated-infiltration basins.

Low impact development is the preferred stormwater treatment methodology for the Section 30 plan area. However, the varied site features and potential land uses in Section 30 will require a need to assess stormwater methods on a site-by-site basis. The most suitable method would consider a combination of site features, land use, and current regulatory requirements. If low impact



FIGURE 11. Area 1 Utility Concept



development methods alone do not meet needed stormwater requirements, a combination of low impact development and regional facilities may be the most suitable approach to addressing stormwater issues.

Utility Concepts for Sanitary Sewer and Water Service

Three sewer and water utility service concepts are provided for the plan area. Each service concept was designed to stand alone without the requirement of prior development. The concepts took into account the property owner's suggested finish grades, likely transportation rights-of-ways, the location of existing water and sanitary sewer main lines and the most probable property clusters to develop. For efficiency and cost effectiveness, a maximum of two public pump stations should be sited to serve all of Section 30. These utility concepts represent only one efficient method of service - other approaches are possible. For example, if one large development occurs, adjustments to utility service approaches by remaining undeveloped properties may be needed.

Public Utility Policy

General Utility

- 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.

FIGURE 12. Area 2 Utility Concept

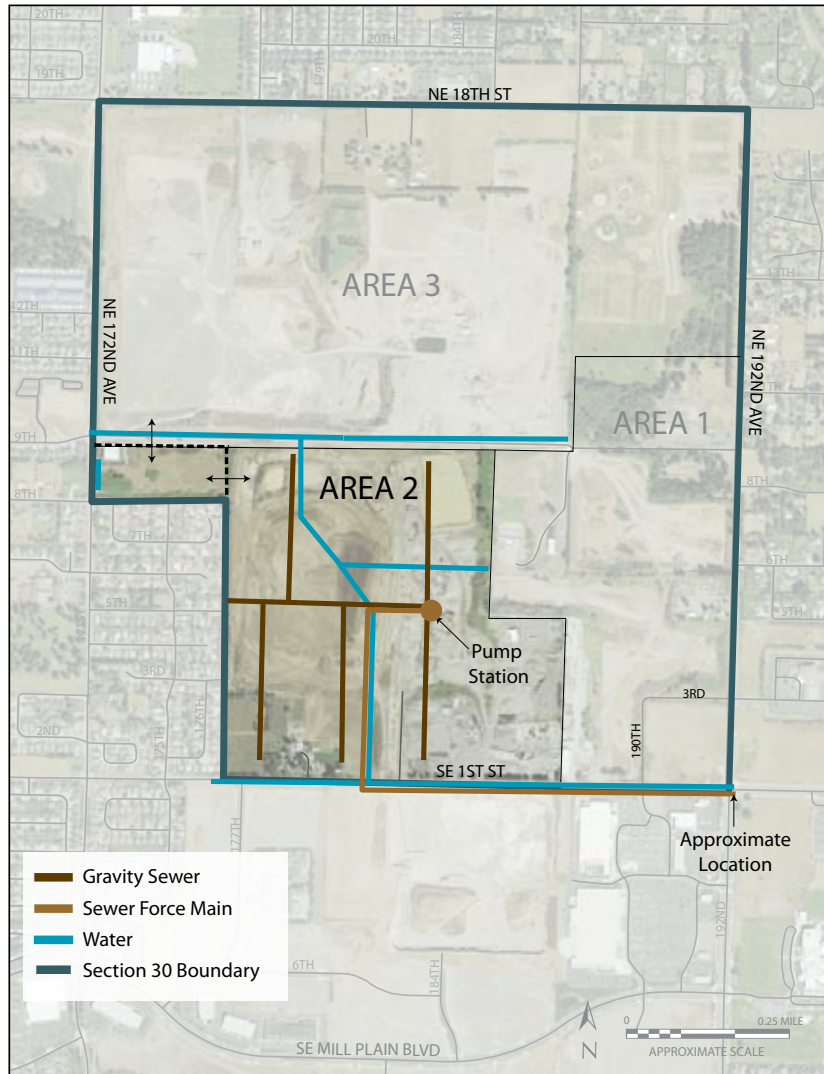
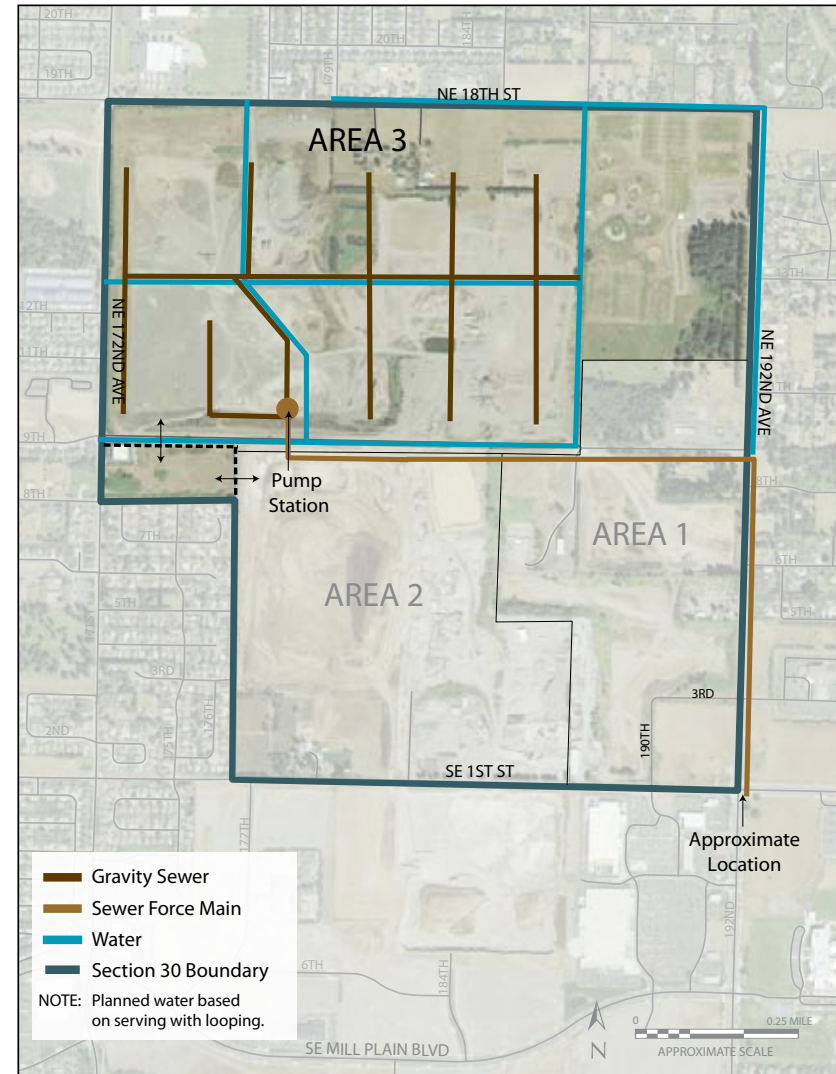


FIGURE 13. Area 3 Utility Concept



- 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.

Sanitary Sewer

- 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 – 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.
- PU – 10 Design new sewer lines to allow for sequential development.

Water

- PU – 11 Promote sustainability through water conservation and the use of water collection systems and existing wells.
- PU – 12 Design new internal water line systems to maximize system looping.
- PU – 13 Design new internal water lines to allow for sequential development.
- 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.



- PU – 15 Development with more intensive water service needs, including fire flow and unique pressure requirements, shall be responsible for any needed additional improvements.

Stormwater

- 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 openspace for accommodating the 100 year storm event may be allowed.



Infrastructure Costs

Overview

General concepts for the provision of basic infrastructure are illustrated and described in the Transportation and Public Utilities & Services sections. These infrastructure concepts are meant to inform and guide future development decisions; however, in all likelihood, the final right-of-way alignments and infrastructure improvements will vary from these descriptions. Therefore, the rough cost estimates based on the Plan's concepts provide information to give an idea of what one approach would look like and might cost.

Not shown and not included in these initial cost estimates are the local streets and sewer/water connections which will be the responsibility of individual developers as specific land parcels are developed. Also, due to the site's grade and soil variability stormwater cost estimates are not included. Finally, it is anticipated that infrastructure improvements and extensions outside of Section 30 will be needed to serve Section 30 developments and it is anticipated that, for the most part, these will be funded through impact fee assessments on developments, which are over and above the costs associated with development within Section 30.

A range of strategies are available to fund the shared Section 30 infrastructure improvements and these are described in the section *Strategies and Next Steps*. These optional strategies rely primarily on the initiative of the owners/developers or some form of public-private approach.

Public Utilities Services

Cost Estimate Methodology

The following cost estimates for water and sewer infrastructure improvements are based on the previous descriptions and use the three utility concept area boundaries to assist in identifying both



needed improvements and costs. These are “magnitude of cost” estimates and are based on 2008 unit costs (inclusive of materials and labor), do not reflect future changes in costs or right-of-way costs, but do include a contingency of 40 % that covers soft costs (20% construction contingency, 10% design engineering, and 10% legal/administration/permitting/environmental).

Public Utility Services Cost Estimates

Table 4. Water and Sewer Improvements/Cost Estimates for Section 30 Concept Plan

Assumptions:

1. Based on Utility Concept figures shown in this plan;
2. Intent of cost estimates are to be order of magnitude only for preliminary planning purposes; and
3. No surface restoration is included for any utilities.

Area 1

Item	Amount	Unit Price	Cost Estimate
Water			
12-inch water line	9400	\$45.00	\$423,000.00
12-inch valves	20	\$2,500.00	\$50,000.00
Fire hydrant/valve	20	\$3,000.00	\$60,000.00
1-inch service line	3600	\$12.00	\$43,200.00
Contingency (40%)		\$384,133.00	\$384,100.00
Subtotal – Water			\$960,300.00
Sewer			
8 – 10 inch gravity sewer	6000	\$35.00	\$210,000.00
Manholes	12	\$3,000.00	\$36,000.00
6-inch service line	3600	\$15.00	\$54,000.00
Sewer pump station	1	\$500,000.00	\$500,000.00
8-inch sewer force main	2300	\$30.00	\$69,000.00
Contingency (40%)		\$579,333.00	\$579,300.00
Subtotal - Sewer			\$1,448,300.00
Total Estimated Cost			\$2,408,600.00

Note: Stormwater facilities are not included in the following infrastructure cost estimates.



**Area 2**

Item	Amount	Unit Price	Cost
Water			
12-inch water line	12200	\$45.00	\$549,000.00
12-inch valves	25	\$2,500.00	\$62,500.00
Fire hydrant/valve	25	\$3,000.00	\$75,000.00
1-inch service line	4500	\$12.00	\$54,000.00
Contingency (40%)		\$493,666.00	\$493,700.00
Subtotal – Water			\$1,234,200.00
Sewer			
8 – 10 inch gravity sewer	7500	\$35.00	\$262,500.00
Manholes	15	\$3,000.00	\$45,000.00
6-inch service line	4500	\$15.00	\$67,500.00
Sewer pump station	1	\$500,000.00	\$500,000.00
8-inch sewer force main	4500	\$30.00	\$135,000.00
Contingency (40%)		\$673,333.00	\$673,300.00
Subtotal - Sewer			\$1,683,300.00
Total Estimated Cost			\$2,917,500.00

Area 3

Item	Amount	Unit Price	Cost
Water			
12-inch water line	19000	\$45.00	\$855,000.00
12-inch valves	38	\$2,500.00	\$95,000.00
Fire hydrant/valve	38	\$3,000.00	\$114,000.00
1-inch service line	9000	\$12.00	\$108,000.00
Contingency (40%)		\$781,333.00	\$781,300.00
Subtotal - Water			\$1,953,300.00
Sewer			
8 - 10 inch gravity sewer	15100	\$35.00	\$528,500.00
Manholes	30	\$3,000.00	\$90,000.00
6-inch service line	9000	\$15.00	\$135,000.00
Sewer pump station	1	\$500,000.00	\$500,000.00
8-inch sewer force main	6500	\$30.00	\$195,000.00
Contingency (40%)		\$965,666.00	\$965,700.00
Subtotal - Sewer			\$2,414,200.00
Total Estimated Cost			\$4,367,500.00



Transportation Infrastructure Cost Estimates

Table 5. Transportation Improvements/Cost Estimates
for Section 30 Concept Plan

Note: Intent of cost estimates are to be order of magnitude only for preliminary planning purposes.

Item	Amount	Unit Price	Cost Estimate	Add 30% Contingency
2-3 Lane Collector Arterial	5.3 miles	\$7.65 million	\$41 million	\$54 million
100' Inscribed Radius Roundabout Intersections	6	\$.5 million	\$3 million	\$4 million
4-5 Lane Principal Arterial	2.7 miles	\$9.8 million	\$26.5 million	\$35 million
Stormwater Treatment	3 each	\$.3 million	\$.9 million	\$1.2 million
Total Roadway Cost				\$95 million



Strategies and Next Steps

Over the life of this Section 30 Plan, many important decisions will be made impacting how development evolves. Cooperation between property owners will be a most important determinate in the creation of quality urban communities and economic success of any pursued ventures.

Cooperation is essential because of the challenges of topography, the large size of the plan area and the provision of public services. These words must take the form of action to realize the vision and policies of Section 30. Listed below are both longer term frameworks for implementing the development of Section 30 and immediate steps needed to start development in all areas of Section 30.

Funding Strategies, Grant Opportunities and Partnerships

A range of ways are available to fund the basic and shared Section 30 infrastructure; with local site specific infrastructure connections being the responsibility of the developers of individual sites.

The options vary with respect to the degree to which the City engages in and assists with provision of the basic infrastructure; and are based on the degree to which development occurs in response to market opportunities. The following is a list of options and a brief description of each; and some of these may be combined to provide other options.

Private Agreement Options

There are several ways individual property owners can group together to accomplish jointly held goals in developing Section 30.

- Private Agreements: Owners/developers enter into agreements with each other; form a separate legal entity to act on their behalf or one party is authorized to commit or obtain private financing to provide shared infrastructure



- Private corporation: A private corporation, such as a limited liability corporation, could be formed by all the owners and that LLC would take on the responsibility of developing a detailed plan and infrastructure financing
- Private Agreements with a Lead Developer: A lead developer agrees to front-end the costs of the shared infrastructure, and is reimbursed by others as development on other properties occur

Agreements between the City and Private Property Developments

Resources currently available to the city to build the needed infrastructure are extremely scarce. The city has had more abundant funds in the past that could support infrastructure projects, and hopefully, those times will return. However, the city does have some tools that help facilitate infrastructure development.

- Reimbursement Contract Agreement: The City enters into a contract and sets up an accounting system to reimburse a developer for the cost of extending off-site water and sewer mains to reach their property. Later developers that utilize the main installed by the first developer will pay for their share of the costs of installing the main. Costs are based on the length of the main across the frontage of the later developed properties.
- Public-Private Development Agreements: New development agreements between the City and all or some of the property owners specify financing needs and responsibilities for area wide infrastructure needs.
- Tax increment financing (TIF) or community redevelopment financing is a method of distributing property tax collections within designated areas to finance infrastructure improvements within these designated areas. Under the TIF method, infrastructure is financed by the incremental increase in tax revenue that is made possible by infrastructure improvement within the designated area.
- Local Improvement District (LID): The City working with owners/developers establishes a local improvement district which includes an agreed-upon repayment schedule based on agreed-upon equitable criteria; the city sells bonds to cover the costs of infrastructure to be built within the district, and the owners/developers pay off the bonds through regular payments usually over a 10 to 20 year period.



- **Impact Fee Overlay District:** The costs of infrastructure are estimated and a fee is established that represents the degree to which a development is anticipated to have an impact, i.e. place a demand on services); and as developments are permitted, impact fees are paid. This fee would be in addition to any system-wide impact fee requirements but these overlay funds would be designated for use in the Section 30 only; and the City could sell bonds to pay for the infrastructure improvements in anticipation of receiving these overlay fees.
- **Public Development Authority (PDA) (RCW 35.21.730-35.21.755):** The PDA established by City Council would have a board of directors appointed by the City. The PDA staff would be charged with developing and carrying out the plan's implementation and would have the powers of a public corporation and could seek federal or state grants to pay for improvements, own and sell real property, etc. The City Council is responsible for PDA oversight. This would require that all parties agree to a specific shared master development plan and infrastructure development plan.
- **Community Renewal District (RCW 35.81):** A community renewal district could be formed which in this instance is based on a finding of blight that Section 30 lacks infrastructure and that this is a deterrent to private development. A renewal agency, i.e. the City Council, is responsible for developing a community renewal plan which addresses provision of infrastructure in accord with a plan that encourages economic growth through job creation. The agency can issue bonds to pay for the planning, infrastructure and other investments to be repaid by the jurisdiction in accord with RCW 35.81.100.
- **A Section 30 Land Trust** could be formed to pay property owners for dedications for public open space (trail corridors, parks, plazas, etc.), with reimbursement coming from incremental increases in property taxes as development occurs. This concept has not been done before in Vancouver, but the feasibility is worth exploring, as it addresses the need to establish open space before development occurs.

Grant Opportunities

While no specific grant opportunities have been identified that would be a good match for needed improvements in Section 30, over the 30 year period of development, grant opportunities will likely emerge.





Section 30 includes aspects that should make it attractive for grants that promote economic development, especially in these current times of economic recession. Here are two areas that should be carefully and continuously monitored for opportunities to inject capital into Section 30's development.

- Large tracts of land with access challenges are good candidates for transportation grant funding that target's economic development opportunities. Grants could assist in financing arterial street upgrades and even the collector system within Section 30.
- Section 30 is well positioned to obtain grants promoting new industrial sectors, especially the solar and wind energy areas. A number of clusters of activity in this area are emerging in the Vancouver/Portland metropolitan area. These types of grants usually subsidize site development costs.

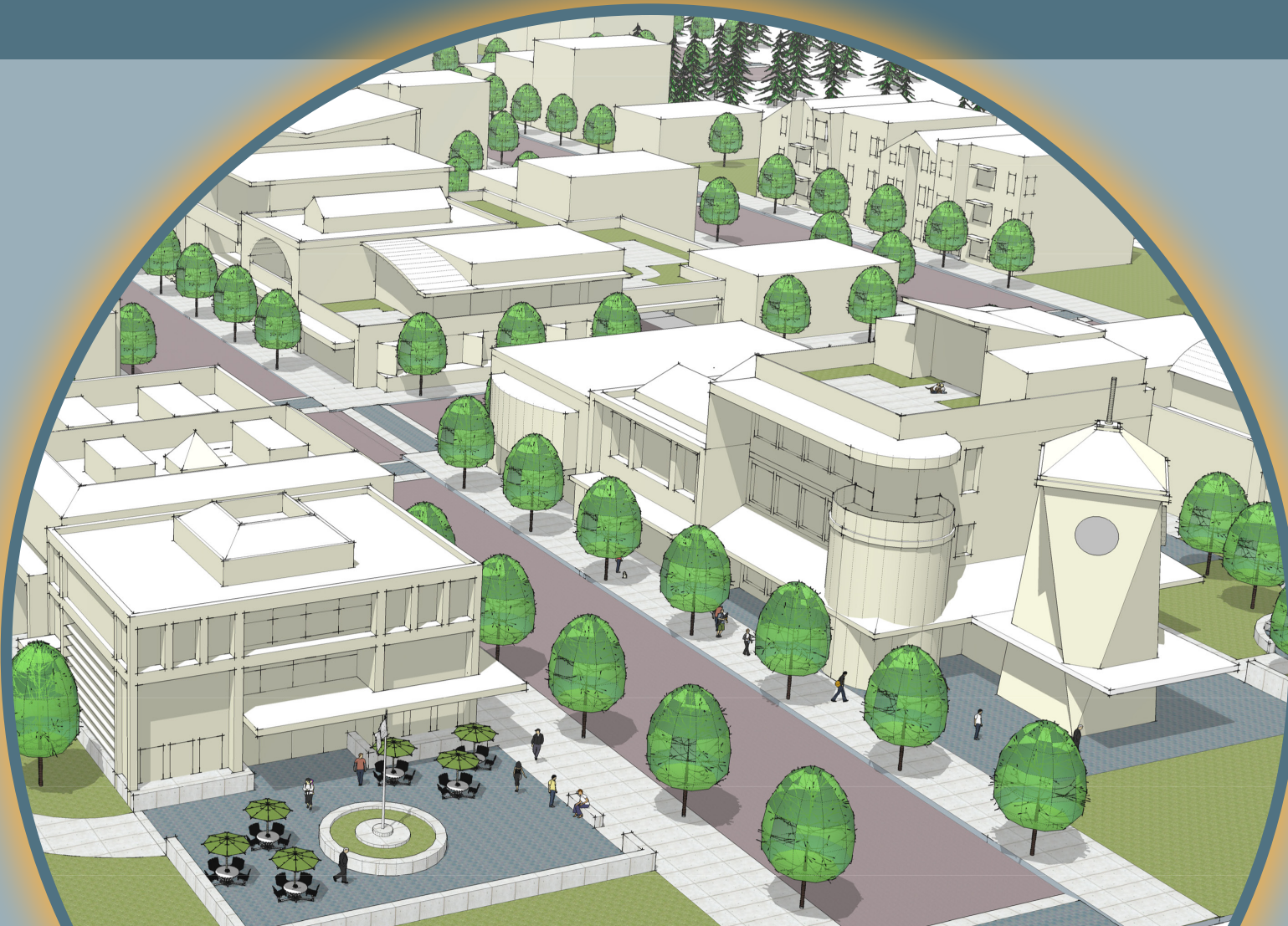
Marketing and Branding Section 30

"Section 30" is not a very exciting name for a new, 21st Century community. Marketing and, especially the concept of "branding," have become important components of the successful development of new communities.

Unless Section 30 develops with one developer or a "master developer," a marketing campaign with an appropriate brand for the area will only occur with the united support of all the property owners in Section 30. Such a marketing program with an established brand for the area will further demonstrate the common vision and cooperation among the property owners.

The City of Vancouver Economic Development Department in partnership with the private sector may assist in developing a branding program in which all owners can participate. This effort will help with individual property owner's marketing efforts, regional marketing by public and private groups and be an important component in seeking grants.

- A Marketing and Branding package may include more specific design guidelines for such elements as lighting, street furniture, and signage.



SECTION 30 | Urban Employment Center Design Guidelines

October 5, 2009

Section 30 Design Guidelines



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Introduction

Background

For more than four decades property owners used the bulk of the planning area for gravel mining and mining-related uses. Over time, the mining has provided a growing Clark County with a significant economic resource in the form of sand and gravel for roads and buildings. Today, owners of the gravel mine sites are no longer extracting gravel and the majority of mined sites are vacant and in various stages of reclamation. Some of the mine sites have completed reclamation and are filling and grading in preparation for future development. A few sites continue with mining related activities, such as gravel processing, asphalt batching and concrete manufacturing.

Section 30 is a large area of 553 acres located in a key area between Eastern Vancouver and Camas and is expected to be influenced by Camas growth to the Northeast. In this larger context of east Vancouver and west Camas, several major employers have sited their headquarters or branch offices. Depending on national employment growth and market conditions in the Vancouver/Portland Metropolitan Area, Section 30 is projected to fully develop over a 20 to 30 year planning horizon.

Purpose of these Guidelines

Thoughtful urban design is a critical tool to guide private development in a way that can help realize the plan's goals and objectives. Ultimately, these design guidelines are intended to:

- Implement the Section 30 Urban Employment Center Plan vision.
- Provide clear objectives for those embarking on the planning and design of projects in the subarea.
- Encourage development of a sustainable urban employment center.
- To maintain and enhance property values.

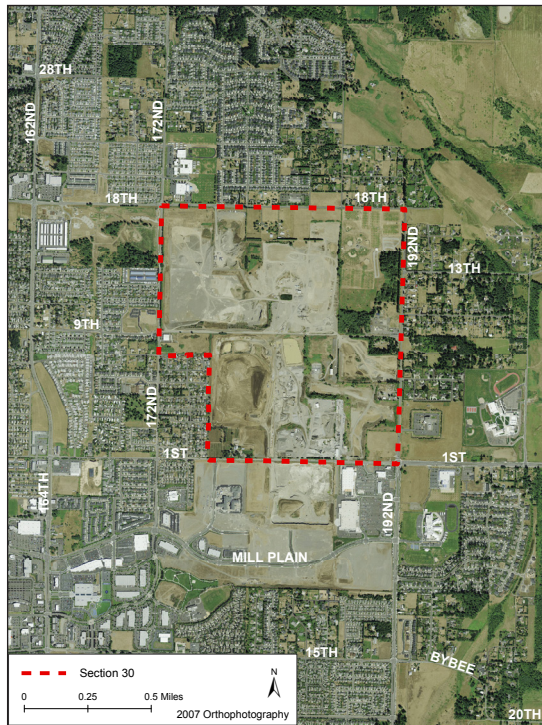


Figure 1. Map of Section 30
The Section 30 Design Guidelines apply to urban development within the plan area.

Application of the Guidelines

These design guidelines are intended to be used by applicants and the City as a “guide” for implementing the goals, policies, and vision for master plan development of the Section 30 Urban Employment Center. Whereas the regulatory provisions of VMC 20.690 set minimum standards for development within Section 30, these guidelines are intended to be a tool in helping to shape the overall character and function of development within the plan area. They illustrate design techniques that can be used to meet the goals and policies of the Subarea Plan related to site planning, circulation, building design, and landscaping.

The framework provided by these guidelines allows the applicants some flexibility in how the development is ultimately configured. For example, an approved master plan may comply with “most” of these guidelines. For those areas where the proposed project departs from the Subarea Plan’s guidelines, the applicant will be asked to demonstrate how proposed departures meet the intent of these guidelines.

The “guideline” approach is more appropriate to Master Plans due to the required approval process for these plans. The more prescriptive design standard approach is better suited to the review of individual projects that are likely to be developed in phases after master plans are approved.

Organization of the Guidelines

The design guidelines are organized by subject and related specific sub-titles. In addition, design guidelines are either:

- 1) General therefore applicable for both Employment Center Mixed-use (ECX) development and the Optional Urban Neighborhood Overlay development; or
- 2) Applicable to only the Employment Center Mixed-use (ECX) development; or
- 3) Applicable only to the Optional Urban Neighborhood Overlay development, which may include two sub-categories, Urban Neighborhood Mixed-use Center and Urban Neighborhood Residential area.



Section 30 Urban Employment Center

Vision

Envisioned as one of Vancouver's largest 21st Century urban employment centers, Section 30 will attract emerging technology and provide for growth in family wage jobs. Unique urban neighborhoods where people live and shop are neatly interwoven with enterprising workplaces. Workers and residents benefit from convenient shopping, available recreation, walking and driving on attractive interconnecting trails and tree lined streets, and the amenities of interesting vistas, public plazas, and green spaces that promote a healthy, prosperous economy and lifestyle.

Master Planning Required

The plan area's size of approximately 550 acres, the number of property owners, the absence of urban infrastructure, and the physical characteristics of the area (especially varying elevations from past mining) present a challenge to implementing the vision of a cohesive integrated urban employment center. Master planning in accordance with VMC 20.690 is required to:

- Ensure that ultimate development of the site meets the goals and achieves the vision of the Section 30 Employment Center Plan
 - Ensure that all the pieces of the development have individual character but fit together and create a dense, vibrant urban center.
 - Ensure that early phases of the redevelopment are buffered from the adverse impacts of continued mining.
 - Ensure finished elevations are appropriately determined to allow for balanced grade transitions between properties and to maximize land development.
 - Ensure equitable development of infrastructure.
 - Ensure adequate access and efficient internal circulation.
-

Figure 2. Overall Concept Map

The Concept Plan illustrates how Section 30 Employment Center development may look like consistent with the community's vision.



A. Site Planning Guidelines

A.1 Grading and Elevations

Intent

- To create a distinctive character using grade transitions as a design asset.
- To maximize developable lands with well-planned, balanced grade transitions between properties.
- To establish grading plans for an area that allows for interesting and cohesive development, including moderate street/sidewalk grades.
- To establish grades consistent with overall plans for gravity flows for sanitary sewer and storm drainage systems.
- To minimize tall berms and retaining walls over 6 feet.

Guidelines

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. Specifically:

- Grading plans should provide for coordinated grading between properties that makes a design asset of varying elevations within and outside of the proposed development.
- Terracing development or creating plateaus of varying elevations where development occurs on each plateau may be a viable approach to developing Section 30 in a cohesive interconnecting manner.
- Grading plans should fairly balance responsibilities to cut or fill between two properties when significant grade adjustments are made to accommodate streets, utilities or proposed building sites.

6



Figure 3. Examples of terracing development or creating plateaus of varying elevations.

- d. Grading plans should fully take into account the efficient provision of street extensions and utilities within and outside of the proposed development.
- e. Applicants are encouraged to enter into private agreements with adjoining properties that describe grading responsibilities.

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.

A.2 Building Location and Orientation

Intent

- To create a distinctive character and identity.
- To create an active and safe pedestrian environment by encouraging development to orient towards the street.
- To create pedestrian-oriented focal points or centers in the Urban Neighborhood areas.
- To enhance the appearance of streets.
- To mitigate the visual impact of surface parking lots on the streetscape and pedestrian environment.

Guidelines

A.2.1 Employment Center Mixed-use (ECX)

Buildings should orient to a frontage street and include a 10 foot landscaped setback.

An exception for up to a 20 foot maximum setback is allowed for the following:

- a. Green street features, refer to B.2.3.
- b. Publicly accessible plazas or courtyards provided there is a clear pedestrian access between the plaza/courtyard and the street.



Figure 4. Good example of a departure from landscape setback.

Figure 5. Examples of buildings fronting the street and adjacent to sidewalks with no setbacks in the Urban Neighborhood Overlay Mixed-use Center



Figure 6. Examples of residential development meeting street front orientation and landscape setback guidelines.



A.2.2 Urban Neighborhood Overlay

Urban Neighborhood Overlay Mixed-use Center – Buildings should be oriented to front a street and be located adjacent to sidewalks with no setback with exceptions as noted below. Specifically:

- Buildings may be organized around a courtyard provided there is a clear pedestrian access between the courtyard and the street.
- Buildings may be set back no more than 20 feet if providing for publicly accessible plazas, which may also be used for outdoor dining.

Urban Neighborhood Overlay Residential Area

- Buildings should be oriented to front the street with a minimum 10 foot and maximum 20 foot setback from sidewalks.
- At least one fully functional and visibly identifiable public entrance shall be provided along each street that the building abuts.
- Ground floor building levels should include architectural elements that provide a transitional space between the public and private realm such as, but not limited to, indoor or outdoor foyers, courtyards, front porches, stoops, archways, and special landscaped areas.
- Buildings may be organized around a courtyard provided there is a clear pedestrian access between the courtyard and the street.
- At least 15% of the building façades should be transparent.

A.3 Gateway Streets

Intent

- To enhance the character of the entrances to Section 30 by promoting distinctive design treatments at the location of all collector streets entering the area.
- To create an identity and “edge” for the Section 30 neighborhood.

Guidelines

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. Specifically:

- Entrance corners should include distinctive architectural elements. This could be the special architectural treatment of a building located adjacent to the corner; or a freestanding architectural element, such as a water feature; or a pedestrian plaza.
- Entry monuments identifying a branding theme for Section 30 are encouraged.
- Special landscaping elements that contribute to the character and identity of Section 30 should be integrated with entrance corner designs.



Figure 7.
Street corner/
gateway design
examples





Figure 8.
Examples of small
plazas creating
welcoming
entrances.



A.4 Open Space and Plazas

Intent

- To provide for a connected network of attractive and diverse open spaces and pathways that provide visual and recreational amenities to residents, visitors and those who work in the Section 30 Plan area.
- To integrate small urban plazas into overall building and landscaping designs.
- To provide for organizing elements for the Urban Neighborhoods
- To provide for usable open space for residential uses.

Guidelines

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.

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.

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

Urban mixed use centers should be organized around a special design element, be it a central plaza, main street, central park or lake. The organizing element should be a focal point for community activities, commerce, a gathering place, and point of reference to each urban neighborhood mixed use center.

- a. The focal point should be designed to accommodate public gatherings and special events.
- b. The focal point should be integrated with the mixed use developments and should include pedestrian connections, to the residential area of the Urban Neighborhood.
- c. If the focal point is an element other than a “Main Street”, the recommended minimum size is 10,000 square feet with no dimension less than 80 feet.
- d. The focal point should include distinctive paving treatments, a water feature, and/or other similar pedestrian amenities, and attractive landscaping elements.



Figure 9.
Focal points
should include
pedestrian
amenities and
attractions.





Figure 10. Examples of multifamily open space.



Figure 11. Site designs that highlight a lake or waterway as an amenity.

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

Open space could include shared courtyards, rooftop decks, children's play areas, private balconies or patios, private or shared porches, and indoor recreational space. Ideally, a combination of these spaces are used. Balconies should be designed large enough to accommodate barbecuing and other human activities (at least 48 square feet with no dimension less than 6 feet). A reduced amount of private open space may be acceptable for developments adjacent to a park.

A.5 Creating a Lake

Intent

- To add to the distinctive character of the area, providing a visual interest and open space.
- To provide an organizing element for an urban neighborhood or business/office park development.

Guidelines

A.5.1 Lake(s) as amenities to the site

If a lake(s) is envisioned, the functions may include passive recreation, wildlife habitat, and storm water management. Site design should highlight the lake as an amenity to the site and as a focal point in terms of location of development and street patterns. Lake design should include a passive park along most of the shoreline that may include plazas, decks and terraces, pathways, open space, and attractive native plantings.

A.6 Special Treatment of Westside Quarry Slopes

Intent

- To encourage design approaches to more fully utilize the major side slopes on the western side of Section 30.
- To provide pedestrian connections along the western boundary of the Section 30 plan area, connecting regional trails, parks, the English Winery and other amenities located along the western boundary of Section 30.

Guidelines

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.

- With proper geotechnical analysis and findings, buildings could be set significantly into the side slope, and ground floors could be used for structured parking. Care should be taken to consider the impact of proposed construction within 500 feet of homes adjacent to the southwest quarry slope on existing views of Mt. Hood.
- The toe of the side slope should offer opportunities for storm water infiltration. Infiltration trenches at the toe of the western side slopes may be an effective use of the land, and a cost effective development strategy, especially if future infiltration trenches serve a significant part of the Section 30 plan area.
- A portion of the western quarry slope should be used for a natural surfaced walking pathway extending from N.E. 18th St. to S.E. 1st St. A walking pathway may be located on the top or bottom of the slope or at varied elevations along the slope. The walking pathway should be at least 4 feet wide, where feasible.

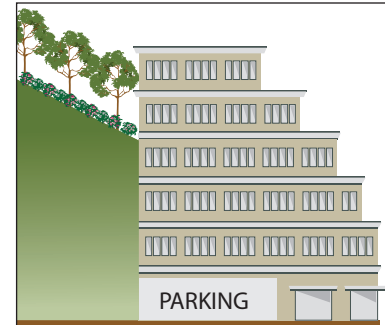


Figure 12.
Creative use of
quarry slopes
with structures
built into the
side slope.

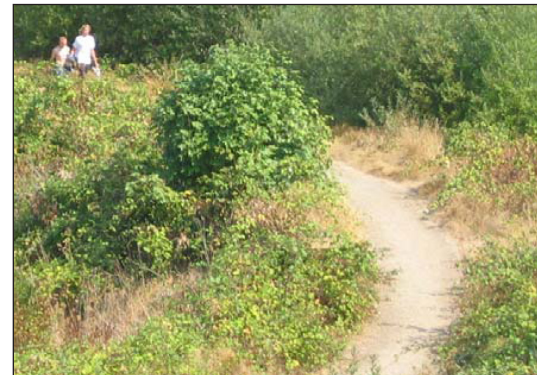


Figure 13.
An example
of a natural
surfaced
walking
pathway.

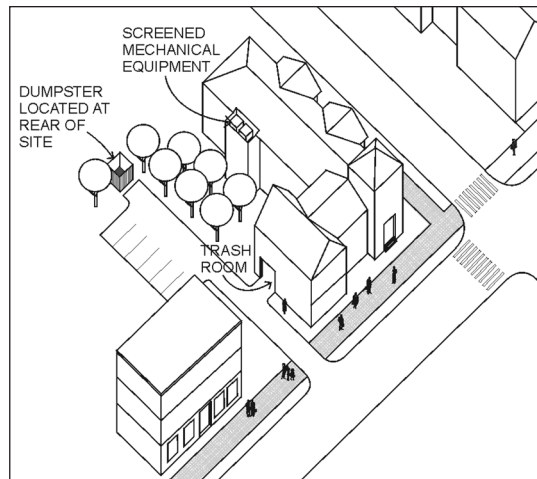


Figure 14.
Remaining quarry slopes
should be landscaped
for both stability and
aesthetics.





Figure 15.
Service element
location.



- d. Remaining quarry slopes should be landscaped for both stability and aesthetic reasons. Landscaping should include both evergreen and deciduous trees, shrubs and evergreen ground cover. Native plants should be used (ivy is not permitted).

A.7 Service Elements

Intent

- To minimize adverse visual, olfactory, and auditory impacts of mechanical equipment and service areas at ground and roof levels.
- To encourage more thoughtful siting and design of trash containers, service areas and utility elements.

Guidelines

A.7.1 Dry Utilities

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

A.7.2 Service Enclosures

- a. Service areas should be enclosed and screened around their perimeter by a wall or fence at least six feet high, and should have self-closing doors.
- b. Service enclosures should be designed consistent with the architecture of the primary structures. This included the use of similar material and/or detailing. Acceptable materials include masonry, ornamental metal or wood, or some combination of the three.

- c. If the area is adjacent to a public or private street, sidewalk, or internal pathway, a landscaped planting strip, minimum three feet wide, should be located around the walls of the facility.

A.7.3 Service Element Location

Service and storage areas should be located the side or rear of the buildings to minimize impacts on the pedestrian environment and adjacent uses. Service elements should generally be concentrated and located where they are accessible to service vehicles and convenient to tenants and residents. Where available, alleys are the preferred location for service elements.

A.7.4 Roof-Mounted Mechanical Equipment

Roof-mounted mechanical equipment should be located so as not to be visible from the street, public open space, parking areas, or from the ground level of adjacent properties. Screening features should utilize similar building materials and forms to blend with the architectural character of the building.

A.7.5 Utility Boxes and Meters

Utility boxes and meters should be located to the side or rear of buildings, in order to minimize impacts to the pedestrian environment.



Figure 16.
Avoid exposed
utility meters
like this.



B. Access, Circulation and Parking

B.1 Street Pattern and Layout

Intent

- To create and maintain a safe, convenient network of streets that enhances the area's function as a pedestrian-oriented employment center and neighborhood center.
- To provide complete urban multimodal transportation infrastructure that makes it safe, convenient, and pleasant to make shorter trips within the district by means other than the single-occupant motor vehicles.
- To achieve a modest level of vehicle trip reduction to effectively reduce needed mitigation for nearby arterial facilities that serve the plan area. The success of vehicle trip reduction or "internal trip capture" depends on achieving a mix and density of land uses, an internal transportation network of connected streets, bikeways, sidewalks, trails and open space, and good external connections to local and regional transportation facilities.

Guidelines

Developments shall meet the requirements of VMC Title 11 unless otherwise noted in the Plan District Zoning Code.

B.1.1 Hierarchy of Connected Streets

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

- a. The location of the street should provide for a convenient and connected circulation system while enhancing the character of the Section 30 Plan development and minimizing environmental impacts.



- b. The layout of streets should maintain a hierarchy of streets to provide organized circulation that promotes use by multiple transportation modes, and to avoid over-burdening the roadway system. The hierarchy will consist primarily of collector arterials (as identified in the Section 30 Plan), local circulator streets, and public or private alleyways.
- c. The internal collector arterial system alignment should roughly correspond with the conceptual alignments illustrated on Figure 17. Collector arterial connections external to the site should be consistent with the connections illustrated on Figure 17.

B.2 Street Design

Intent

- To create safe, attractive, and functional streets that enhance the area's ability to function as a pedestrian-oriented employment center and neighborhood mixed-use center accommodating multiple modes of travel.
- To encourage pedestrian activity.
- To encourage low-impact street design.

Guidelines

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.

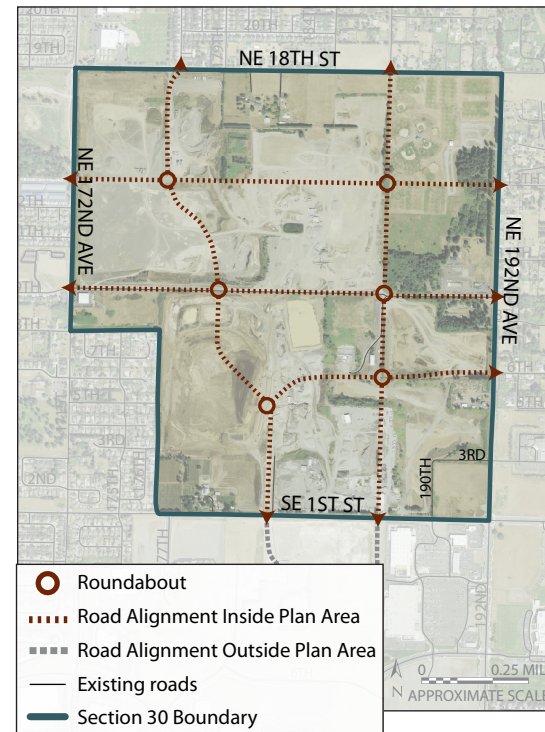


Figure 17. Flexible Collector Street Concept



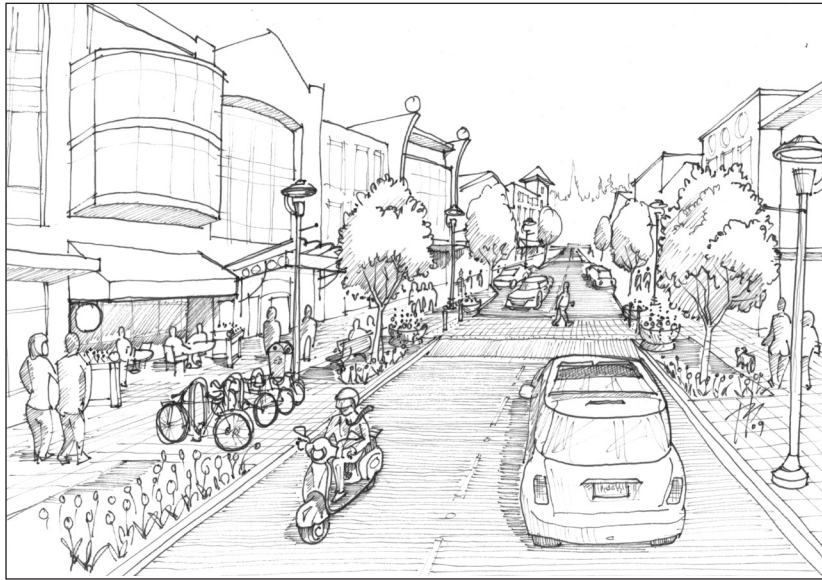
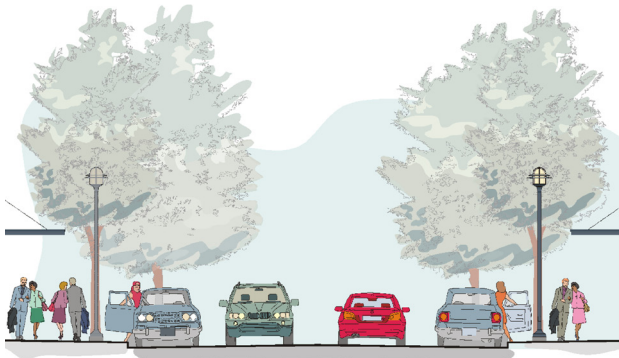


Figure 18.
Examples of pedestrian-
oriented
Main Street
designs.



- a. Generally, the street and sidewalk or public walkway infrastructure should be provided in a grid pattern with a maximum grid size of 600 feet.

B.2.2 Street Design – Urban Neighborhood Overlay

Because of the mixed-use and residential character of the Urban Neighborhoods, more pedestrian demand highlights the need for safe crossings, slow travel speeds, and good visibility for pedestrians.

- a. Generally, the street and sidewalk or public walkway infrastructure should be provided in a grid pattern with a maximum grid size of 300 feet.
- b. Urban Neighborhood Mixed-use Center – Streets should be designed with the same principles included in this document for the entire district, but should include traffic calming elements that create a street design sensitive to the pedestrian context of the Urban Neighborhood Center. The street, for example, should accommodate retail parking spaces, adequate pedestrian facilities, adequate public sidewalk space for events, street furniture, and daily interaction, a design that creates a “town center” feel, and recognition that all modes of travel will use the streets.

c. Urban Neighborhood Overlay Residential Area

1. Streets should be designed as local residential streets with sidewalks and landscaping on both sides of the street.
2. Driveway access for residential developments should be served from public alleyways behind residential buildings. The front of residential buildings should be easily accessible via a convenient and pleasant pedestrian environment.



Figure 20. Examples of residential alleyway access with garage entrance plantings.

B.2.3 Low Impact Street Design

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

- a. Streets should be designed, where possible, to minimize impervious surface and incorporate passive stormwater systems. This may include integrating street storm systems with District green spaces, or integrating a swale system that spans multiple parcels.
- b. Streets should be designed to minimize long-term maintenance cost by using landscaping that does not require additional water and that is easy to maintain, building roundabout intersections that operate without signals or other traffic control that requires maintenance, low-voltage lighting,



Figure 19. Good example of residential street, sidewalk, and landscape design.



Figure 21. Example of rain garden.





Figure 22.
Example of
roundabout
with
pedestrian
circulation.

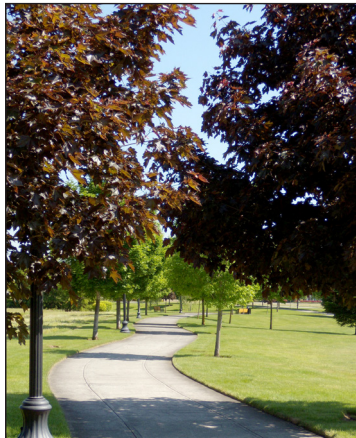


Figure 23. Examples of off-street
pedestrian and bike connections.

and any other elements that will reduce future operating expenditures.

- c. Streets should be designed to accommodate slow, but constant travel speeds to minimize the need for acceleration and braking and to make the streets safe for all modes of travel. Generally, streets within the district should be designed to accommodate maximum speeds of 25 miles per hour.

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.

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.

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.

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 by:

- a. using shared access and parking for adjacent and nearby similar land uses where possible.
- b. making pedestrian connections convenient and safe, especially between the public walkway system and on-site facilities such as building entrances and walkways through parking lots.
- c. providing adequate bike parking that considers the demand for both long (generally for employees and residents) and short term (generally for retail, other commercial access, or recreation) bike parking facilities.
- d. building shower and locker facilities into commercial properties to make it convenient for employees to walk or bike to work or use transit in combination with some other mode.

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.



Figure 24. Convenient, safe, and attractive pedestrian connections through parking lots.



Figure 25.
Distribute surface
parking lots in smaller
areas to the rear and
sides of buildings.



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.

Intent

- To maintain active pedestrian environments along streets by placing parking lots primarily in back of buildings
- To ensure safety of users of parking areas, increase convenience to businesses, and reduce the impact of parking lots where possible.
- To physically and visually integrate parking garages with other uses.
- To reduce the overall impact of parking garages when they are located in proximity to the designated pedestrian environment.

Guidelines

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. Specific recommendations:

- Distribute surface parking lots in smaller areas to the rear of buildings to provide convenience, but not in a way that dominates the site.



- b. Structured parking configurations where parking is below or behind storefronts are preferred.
- c. Provide attractive pedestrian connections between uses and through parking lots.
- d. Provide landscaping in parking lots.

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.

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. Specific guidelines and considerations for parking structures:

- a. No more than 100 feet of ground level building frontage should be occupied by parking. Parking structures wider than 100 feet are strongly encouraged to incorporate other uses along the street front to meet this requirement.
- b. Small setbacks with terraced landscaping elements can be particularly effective in softening the appearance of a parking garage.



Figure 26.
Example of
garages and
surface parking at
rear of buildings.



Figure 27.
A good example
of parking garage
screening.





Figure 28. Parking within or underneath structures is encouraged.



- c. Upper level parking garages should use articulation treatments that break up the massing of the garage and add visual interest.
- d. Parking garages visible from a street should be designed to be complementary with adjacent buildings. This can be accomplished by using similar building forms, materials, fenestration patterns, and/or details to enhance garages and the surrounding pedestrian environment.

B.6.4 Parking Garage Entries

- a. Parking garage entries (both individual private and shared parking garages) should not dominate the streetscape. They should be designed and sited to complement, not subordinate, the pedestrian entry. This applies to both public garages and any individual private garages, whether they front on a street or private interior access road.
- b. Garages fronting private alleyways or internal streets should incorporate planting strips to add color and visual interest to the alley or streetscape.
- c. Garage entries should be designed with recessed ticket gates so that vehicles do not block the sidewalk at the entry.

C. Public Facilities and Services

C.1 Storm Water Facilities and Passive Open Space

Intent

- To encourage efficient water conservation
- To facilitate development of storm water management systems.
- To provide for the efficient use of urban lands for multiple purposes.

Guidelines

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. Specifically:

- Plans to combine passive open space with stormwater facilities will need to meet city requirements including adequate access for maintenance.
- Areas of combined passive open space and stormwater facilities may be counted towards overall landscaping requirements.
- Passive open space may be designated as areas of intermittent flooding for major storm events.
- Stormwater ponds should be designed as an amenity to the site. Avoid standard utilitarian fenced-in ponds with steep walls.

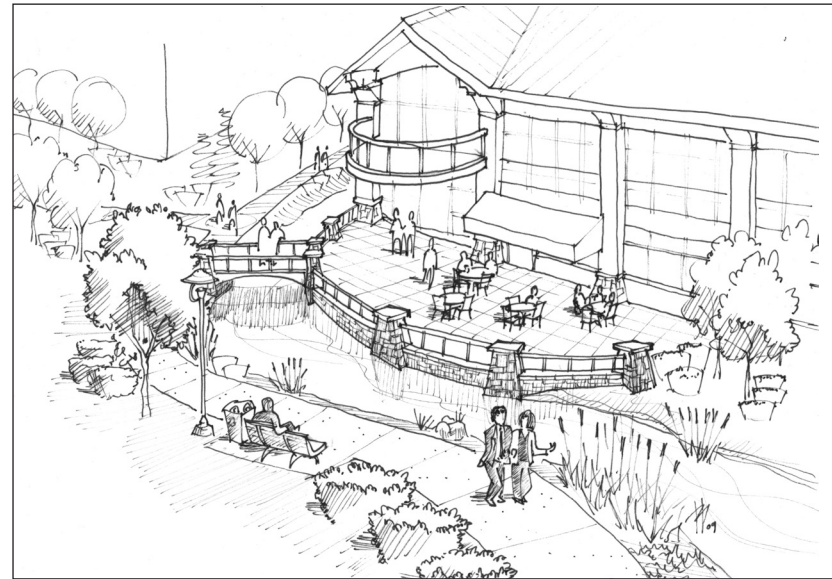
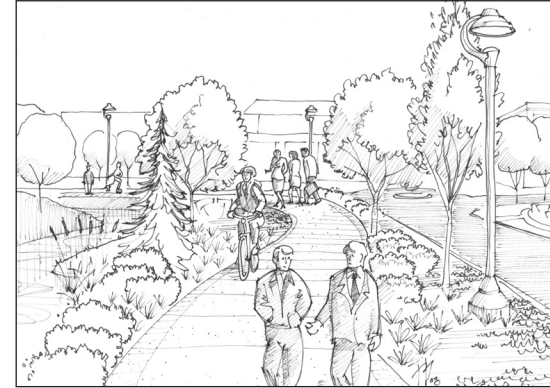


Figure 29. Examples of passive open space and stormwater facilities.



D. Building Form and Appearance

D.1 Architectural Character

Intent

- To provide the opportunity for the Section 30 to develop distinct architecture over time.
- To avoid generic corporate architecture that dilutes the character of the Section 30 plan area.

Guidelines

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.

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.

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.

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.



D.2 Architectural Scale and Building Mass

Intent

- To reduce the scale of large buildings and add visual interest.
- To encourage architectural design that enhances the pedestrian environment

Guidelines

D.2.1 Building Scale

a. Employment Center Mixed-use (ECX)

Building height should be a minimum of 24 feet, preferably with two useable floors.

b. Urban Neighborhood Overlay Mixed-use Center

Neighborhood mixed use centers should generally be scaled for ground floor retail with housing or office uses above. Mixed use buildings may have mezzanine level retail. Big box or standard suburban shopping center scale buildings are not appropriate.

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. At least two of the following additional features should be used.

- Repeating distinctive window patterns at intervals less than the articulation interval.
- Providing a covered entry or separate weather protection feature for each articulation interval.



Figure 30.
An effective
design treatment
to break up the
scale of large office
buildings.



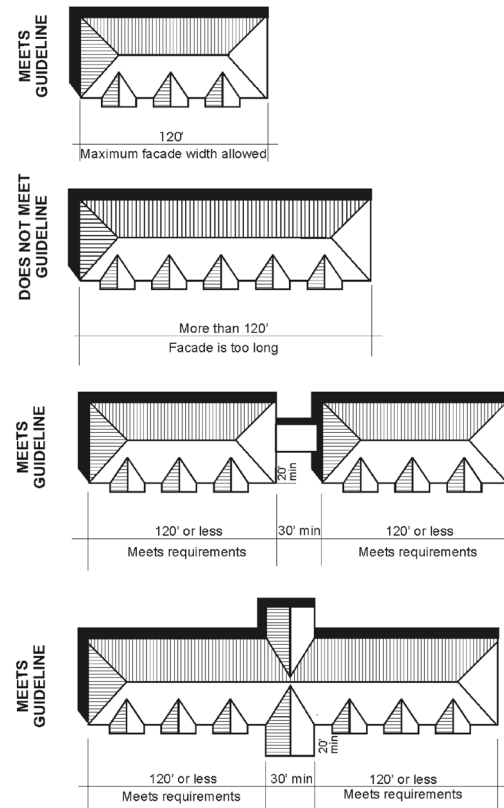


Figure 31.

- c. Changes of rooflines.
- d. Change in building material or siding style or color with a change in building plane.
- e. Providing lighting fixtures, trellises, trees or other landscape features within each interval.
- f. Other methods that meet the intent of the guideline.

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.

D.2.4 Storefront Articulation –

Urban Neighborhood Overlay Mixed-use Center

Building façades fronting the Urban Neighborhood focal point and all retail oriented streets in the mixed use center should be designed to include articulation features every 30 feet to create a pattern of small storefronts. At least two of the following methods should be employed:

- a. Use of window and/or entries that reinforce the pattern of small storefront spaces.
- b. Use of weather protection features that reinforce the pattern of small storefronts. For example, for a business that occupies three lots, use three separate awnings to break down the scale of the storefronts.
- c. Changes of rooflines.
- d. Placement of building columns that reinforce storefront pattern.
- e. Change in building material or siding style or color.
- f. Providing lighting fixtures, trellises, trees or other landscape features within each interval.
- g. Other methods that meet the intent of the guideline.

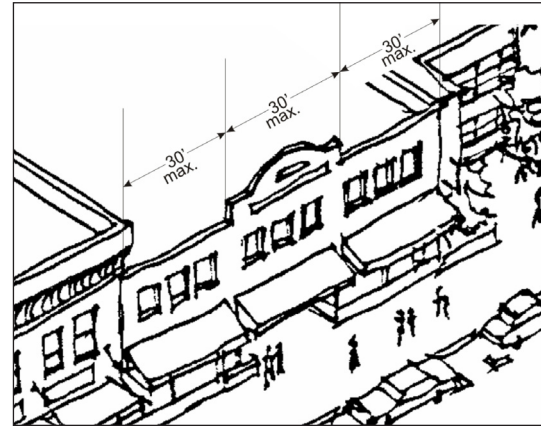


Figure 32. An example of building articulation at 30-foot intervals.



Figure 33. Example of façade articulated at less than 30-foot intervals.





Figure 34.
A good example
of building
articulation at
both 30 feet and
less, and varied
rooflines.



Figure 35.
An example
of façade
articulation at
less than 30-
foot intervals.



D.2.5 Residential Articulation – Urban Neighborhood Overlay Residential Area

Residential buildings, including residential portions of mixed use buildings should include articulation features along all primary façades.

- a. Providing building modulation of at least 2 (two) feet in depth and 4 (four) feet in width if combined with roofline modulation techniques or change in building or siding styles. Otherwise, the minimum modulation depth and width should be 10 (ten) feet.
- b. Repeating distinctive window patterns at intervals less than the articulation interval.
- c. Providing a covered entry or separate weather protection feature for each articulation interval.
- d. Changes of rooflines.
- e. Change in building material, siding style or color with the change in building plane.
- f. Providing lighting fixtures, trellises, trees or other landscape features within each interval.
- g. Other methods that meet the intent of the guideline.

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. Modulation should consist of either:

- a. A change in elevation of the visible roofline of at least 4 (four) feet if the particular roof segment is less than 50 (fifty) feet

wide and at least 8 (eight) feet if the particular roof segment is greater than 50 (fifty) feet in length.

- b. A sloped or gabled roofline segment of at least 20 (twenty) feet in width and no less than 3 (three) feet vertical in 12 (twelve) feet horizontal.
- c. A combination of the above.

Departures from this guideline will be considered provided the building and roofline design treatment reduce the perceived scale of the building from all observable distances and adds visual interest from nearby street and public spaces.



D.3 Blank Walls

Intent

- To avoid large blank walls visible from public areas and adjacent properties.
- To enhance the pedestrian environment.

Guidelines

D.3.1 Blank Walls

- a. Untreated blank walls visible from a public street or pedestrian pathway are strongly discouraged. A wall (including building façades and retaining walls) is considered blank if:
 - 1. A ground floor wall or portion of a ground floor wall over 6 (six) feet in height has a horizontal length greater than 30 (thirty) feet and does not include a transparent window or door; or
 - 2. Any portion of a ground floor wall having a surface area of 400 (four hundred) square feet or greater does not include a transparent window or door.
- b. Methods to treat blank walls can include:
 - 1. Transparent windows or doors.
 - 2. Display windows.
 - 3. Landscape planting bed at least 5 (five) feet wide or a raised planter bed at least 2 (two) feet high and 3 (three) feet wide in front of the wall with planting materials that are sufficient to obscure or screen at least 60% of the wall's surface within 3 (three) years.

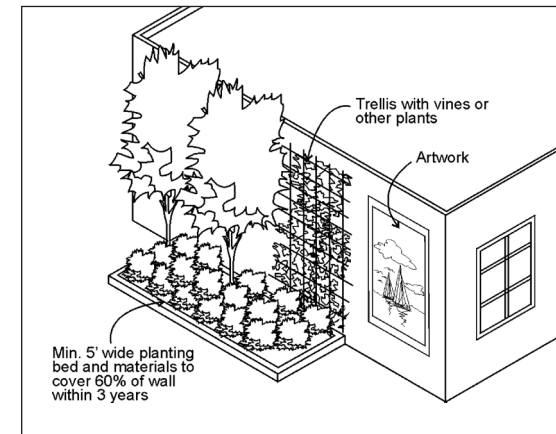


Figure 36. Blank wall treatment examples.



Figure 37. Incorporate details into façades.

4. Installing a vertical trellis in front of the wall with climbing vines or plant materials.
5. Special building detailing that adds visual interest at a pedestrian scale. Such detailing should use a variety of surfaces; monotonous designs will not meet the intent of the guidelines.

D.4 Building Details

Intent

- To encourage the incorporation of design details and small-scale elements into building façades that is attractive at a pedestrian scale.

Guidelines

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:

- a. Recessed entry.
- b. Decorative treatment of windows and doors, such as decorative molding/framing details around all ground floor windows and doors, decorative glazing, or door designs.
- c. Landscape trellises or other decorative element that incorporates landscaping near the building entry.
- d. Decorative light fixtures with a diffuse visible light source, such as globe or “acorn” that is non-glaring or a decorative shade or mounting.
- e. Decorative building materials, including one of the following:
 1. Decorative masonry, shingle, brick or stone.
 2. Individualized patterns or continuous wood details, decorative moldings, brackets, wave trim or lattice work, ceramic tiles, stone, glass block, carrera glass, or similar materials.
 3. Other materials with decorative or textural qualities.
(The applicant should submit architectural drawings and material samples for approval.)
- f. Decorative paving and artwork.

- g. Decorative pedestrian-oriented signage.
- h. Decorative railings, grill work, or landscape guards.
- i. Other details that meet the intent of the guidelines.

This guideline may be waived for buildings incorporating “exceptional design: that employs use of quality building materials and special design techniques that add visual interest at a pedestrian scale. Consideration will be given to the length of the façade, transparency, the “adaptability” of the design (to change uses/businesses over time), and views of the façade during business and non-business hours.

D.4.2 Details Toolbox – Urban Neighborhood Overlay

All buildings should be enhanced with appropriate details.

Urban Neighborhood Overlay Mixed-use Center

All new mixed use buildings should be required to include at least 3 (three) of the following elements on their primary façades; and

Urban Neighborhood Overlay Residential Area

All new residential buildings should include at least 2 (two) of the following elements on their primary façades:

- a. Windows divided into a grid of multiple panes
- b. Recessed entry (mixed use buildings) or decorative porch design with distinct design and use of materials (residential buildings).
- c. Decorative treatment of windows and doors, such as decorative molding/framing details around all ground floor windows and doors, decorative glazing, or door designs.
- d. Transom windows (mixed use buildings).
- e. Landscape trellises or other decorative element that incorporates landscaping near the building entry.
- f. Decorative light fixtures with a diffuse visible light source, such as globe or “acorn” that is non-glaring or a decorative shade or mounting.
- g. Decorative building materials, including one of the following:



Figure 38. Incorporate details into façades.





Figure 39. Acceptable window designs.



Figure 40. Unacceptable window designs.

1. Decorative masonry, shingle, brick or stone.
2. Individualized patterns or continuous wood details, decorative moldings, brackets, wave trim or lattice work, ceramic tiles, stone, glass block, carrera glass, or similar materials.
3. Other materials with decorative or textural qualities.

The applicant should submit architectural drawings and material samples for approval.

- h. Decorative roofline design, such as an ornamental molding, entablature, frieze, or other roofline device visible from the ground level. If the roofline decoration is in a form of a linear molding or board, then the molding or board should be at least 8 (eight) inches wide.
- i. Decorative paving and artwork.
- j. Decorative pedestrian-oriented signage.
- k. Decorative railings, grill work, or landscape guards.
- l. Other details that meet the intent of the guidelines.

This guideline may be waived for buildings incorporating “exceptional design: that employs use of quality building materials and special design techniques that add visual interest at a pedestrian scale. Consideration will be given to the length of the façade, transparency, the “adaptability” of the design (to change uses/businesses over time), and views of the façade during business and non-business hours.

D.5 Exterior Building Materials and Color

Intent

- To encourage the use of high-quality, sustainably-produced building materials that enhance the character of Section 30.
- To discourage poor materials with high life-cycle costs.
- To encourage the use of materials that adds visual interest to buildings.

Guidelines

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.

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.

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.

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.

D.5.5 Guidelines for Stucco or Other Similar Troweled Finishes

- a. Stucco and similar troweled finishes (including Exterior Insulation and Finish System or “EIFS”) should be trimmed in wood or masonry and should be sheltered from extreme weather by roof overhangs or other methods.
- b. Weather exposed horizontal surfaces should be avoided.
- c. Masonry, stone, or other durable permanent material is required near the ground level (first 2 {two} feet above sidewalk or ground level).





Figure 41. Mitigate the negative impacts of parking with landscape.

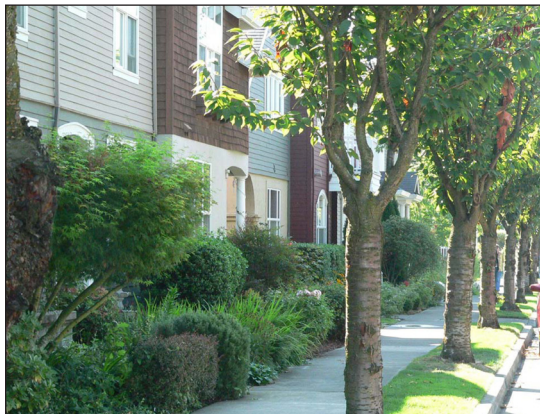


Figure 42. Good example of residential landscape setback.

E. Landscaping and Screening

E.1 Landscaping

Intent

- To create an attractive pedestrian environment.
- To provide attractive visual, dust, and noise buffers between uses, particularly between ongoing mining activities and urban development.
- To maximize an urban tree canopy.
- To promote the use of native plants for low-maintenance and water conservation.
- To use landscaping to reinforce the character and identity of Section 30.
- To utilize vegetation to reduce the impact of development on drainage systems and water quality.
- To mitigate the negative impacts of parking lots on the streetscape.

Guidelines

E.1.1 Landscaping Setbacks

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

- 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.
- 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.

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.

E.1.3 Full Site Landscaping

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

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.



Figure 43. Rain gardens may be counted as landscape areas.



Figure 44.
Good fence
example.



E.1.6 Green Roofs

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

E.2 Fences, Walls and Retaining Walls

Intent

To minimize the negative visual impacts of fences and retaining walls on the street and pedestrian environment.

Guidelines

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.

Urban Neighborhood Overlay –

Attractive pedestrian scale fencing should be provided when fencing is desired.

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.



Figure 45. Good examples of planted walls.



Figure 46. Example of retaining wall.





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May 4, 2021

**ORIGINAL BY HAND DELIVERY WITH ALL ENCLOSURES
AND COPY BY EMAIL** mark.person@cityofvancouver.us

Mayor and City Council Members, City of Vancouver
c/o Mark Person
P.O. Box 1995
Vancouver, WA 98668-1995

Re: Applicant's Response to Additional Public Comments
HP Master Plan – PRJ-165336/LUP-79900

Dear Mayor McEnerny-Ogle and Council Members:

This office represents HP Inc. ("HP") in its submission of the HP Master Plan. Please include this letter in the record as response to comments received in the above-referenced file. Since entering the HP-City of Vancouver Development Agreement (the "Development Agreement") in December 2019, HP has worked diligently to prepare its Master Plan in compliance with the standards vested under the Development Agreement to govern development of the HP property over the next 15-20 years and beyond.

HP has submitted its Master Plan and supportive materials, including a prior March 22, 2021 letter to the Planning Commission, and March 26, 2021 geotechnical memorandum responding to public comment presented to the Planning Commission. HP continues its responsiveness to public comment during City Council's review of the application with the submittal of this letter to further support approval of the HP Master Plan as submitted.

The public comments received in anticipation of the City Council, as well as feedback from the City Council during the workshop on April 19, 2021 have focused on two main areas – 1) standards and criteria applicable to the HP Master Plan; and 2) views from English Farm. Other comments have been raised about sustainability, the western perimeter trail, parking associated with building site one, and internet infrastructure. HP will address the two main areas in this letter, and the remaining items during its presentation at the public hearing.

I. Criteria that apply to the HP Master Plan review.

The Section 30 Urban Employment Plan (the "Subarea Plan"), Design Guidelines and applicable City Code (collectively, the "City Planning Documents") have been in place since 2009. As City staff accurately described at the City Council workshop, the Subarea Plan and Design Guidelines provide a framework for submission of master plans with approval criteria for

such applications under VMC 20.690.050(C) for the master plan, and that section's cross-reference to VMC 20.690.060(D) for the full site utilization plan ("FSUP"). Since HP has an approved Development Agreement, the applicable Subarea Plan, Design Guidelines, and Code provisions are vested as of December 16, 2019.¹ Therefore, the plan policies, design guidelines, and approval criteria cannot be changed during the review process of the HP Master Plan.

Significantly, the City Planning Documents were all subject to a public review process, including four work sessions before the Planning Commission, a public hearing before the Planning Commission, one joint work session with the Planning Commission and City Council, and a public hearing before City Council. See Attachment 1. The public had ample opportunity for over a year to participate in the formulation, language choice, and criteria to apply to master plans within Section 30. At the culmination of this planning effort, the City Council adopted the City Planning Documents that set forth conceptual plans and design guidelines to inform property owners about how to approach master planning.

A flexible approach to master planning is captured throughout the City Planning Documents. The Subarea Plan specifically states that it proposes a "long term vision with flexible plan implementation approaches."² The plan continues to acknowledge flexibility, "Planning must emphasize flexibility to allow different forms of buildings to house employment," and that the imagery used within the plan is "an illustration of one response to the site planning constraints and opportunities of the mined area."³ In addition, the plan recognizes that market dynamics create new development and the implementation strategy should afford a reasonable degree of flexibility.⁴

The Design Guidelines themselves state the document is intended as a tool, and that an approved master plan may comply with "most" of the guidelines.⁵ Significantly, the City did not make the Design Guidelines binding. Moreover, the approval criteria under VMC 20.690.050(C)(3) speaks to overall consistency with the Design Guidelines. Under VMC 20.690.060(D)(4) approval of a master plan requires a finding that the FSUP is consistent with the intent of the Section 30 Design Guidelines. Each guideline is prefaced by an intent section.

At the same time, VMC 20.690.050(C)(4)(a) requires the Master Plan achieve the provision for the potential of more intense urban development in the future and for compatibility between different land uses by meeting VMC 20.690.060 (the FSUP requirement to meet the intent of the Design Guidelines). In all respects, the Subarea Plan and Design Guidelines treat "more intense urban development in the future" to mean taller buildings in both their use of

¹ The City Council approval of the HP Development Agreement was subject to its own public review process, including several workshops and a public hearing before City Council. Building height was not an issue raised during the review.

² Subarea Plan, p. 1.

³ Subarea Plan, p. 14 and p. 18, respectively.

⁴ Subarea Plan, p. 30.

⁵ Design Guidelines, p. 3.

imagery and word choice.⁶ Notably, the City Planning Documents contain no specific sustainability targets and no height limits. Rather, the form of the Subarea Plan, with its inclusion of mixed employment uses and neighborhood overlays, as well as direction for compact urban form respond to the overall notion of smart planning for sustainable outcomes. The Design Guidelines continue to inform sustainable form of development and HP's Master Plan adheres to those guidelines, including a commitment to choose from building materials for their longevity. HP's Master Plan meets the approval criteria under VMC 20.690.050(C) and 20.690.060(D) as proposed, having addressed each applicable policy, guideline, and standard in the materials submitted in its application, and additional materials submitted in the public record.

As described in the opening of this letter, HP will more fully address sustainability during its public hearing presentation. A full discussion about building height is provided in the next section of this letter. Based on the framework above; the absence of height limits and sustainability criteria in the Code; and the presence of a Development Agreement vesting HP to the criteria in place in December 2019, are those to be applied to review of this application.

II. View impacts to English Farm resulting from the HP Master Plan are not significant.

Once more it is important to reiterate the criteria that applies to review of the Master Plan. Under VMC 20.690.050(C)(4)(a):

"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.*"⁷

Therefore, the compatibility between different land uses is directly correlated to the review criteria for the FSUP. Under VMC 20.690.060(D), building sizes (i.e. footprints) but not heights are required, and the City must make a finding that under subsection (D)(4) that:

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

Given this legal framework related to the applicable City Planning Documents, the record shows that the HP Master Plan provides for more intense urban development, and will act as a catalyst for the employment center with the first Master Plan application in the 12 years since the adoption of the Subarea Plan. Further, the record before the City shows that the proposed office, research and development, industrial services, manufacturing and production, light industrial uses, with potential for occupant-supported small scale retail, restaurant, accessory uses, as well

⁶ Subarea Plan, p. 26, reference to LU-7, and imagery on the front cover of the Subarea Plan. The Design Guidelines at Figure 7 show larger scale more intense urban development, and Design Guideline D.2.1 only has a required minimum building height for the ECX zone. Design Guidelines, pp. 9 and 27, respectively. See also, discussion under Section II.B of this letter.

⁷ Emphasis added.

as other uses allowed under the ECX zone and consistent with the Development Agreement to be built across the HP Property are compatible between different land uses because nothing HP proposes prevents continuation of any surrounding use.⁸

A. Evolution of Design Guidelines to address views from western property owners.

As described above, a more than year-long planning effort occurred in connection with the adoption of the City's Planning Documents. Planning Commissioner Bailey included a disclosure at the Planning Commission public hearing on the City Planning Documents. Commissioner Bailey explained that at the time he worked at the law firm Schwabe Williamson & Wyatt, and the firm represented English Farm.⁹ Commissioner Bailey continued to explain that Peter Livingston, a land use attorney at the same firm represented English Farm and was present at the meeting.¹⁰ No one objected to Commissioner Bailey participating in the process.¹¹

Carl English presented testimony at the Planning Commission public hearing on behalf of English Farm. Mr. English acknowledged that English Farm's Development Agreement allows continued use of the winery and vineyard uses, and expressed his support for the plan. Mr. English did raise concerns focused on potential problems associated with widening 1st Street to serve Section 30 and potential impacts to the English Farm property.¹² In contrast, a western residential neighbor, Chad McCabe, offered verbal testimony regarding views from his home to the surrounding mountains.¹³ After the July 14, 2009 public hearing, the Planning Commission left the record open for additional written testimony until July 23, 2009. Thus, English Farm, represented at the time by experienced land use counsel, had an opportunity to consider offering additional testimony related to views that had been raised by Mr. McCabe.

The recording for the July 28, 2009 deliberations of the Planning Commission reference three additional letters submitted during the open record period for written testimony. City staff represented that one of the letters was submitted by Mr. McCabe about the views.¹⁴ The City staff was responsive to Mr. McCabe's testimony and proposed an amendment to the Design Guidelines to require that property owners within Section 30 consider the views of Mt. Hood

⁸ A few surrounding property owners have voiced concerns about the HP Master Plan. However, none have claimed that their residential use cannot continue, and English Farm's testimony concedes that it can continue to grow grapes and sell wine, stating, in part, "While it is true that tall buildings obstructing views of Mt St Helens with not preclude English Farm from growing grapes and making wine..." English Farm, submitted April 12, 2021 Written Testimony, p. 9 (HP reads "with" as a typographical error meant to be "will").

⁹ Recordings of the CTVTV references in this letter are included in the enclosed thumb drive that is being submitted to make a complete record. CTVTV Recording, July 14, 2009, Planning Commission Public Hearing, at minute 1:17.

¹⁰ *Id.*

¹¹ *Id.*

¹² *Id.* at minute 1:46. Ms. English Wallenberg also concedes that she was part of the formulation of the Design Guidelines. See Ms. English Wallenberg Email to Planning Commission, February 9, 2021.

¹³ CTVTV Recording, July 14, 2009, Planning Commission Public Hearing, at minute 2:06-2:07.

¹⁴ CTVTV Recording, July 28, 2009, Planning Commission Deliberations, at minute 15:30-17:01.

under Design Guideline A.6.1.a.¹⁵ The amendment was adopted and Design Guideline A.6.1.a reads,

"With proper geotechnical analysis and findings, buildings could be set significantly into the side slope, and ground floors could be used for structured parking. Care should be taken to consider the impact of proposed construction within 500 feet of homes adjacent to the southwest quarry slope on existing views of Mt. Hood."¹⁶

This outcome is consistent with state law that provides no general protection of a neighboring property owner's views over adjoining property in the absence of an easement or restrictive covenant.¹⁷ The view issue was put to rest as Council Member Pat Campbell who spoke at the Joint Workshop on September 14, 2009, said "One thing I particularly like is doing away with the height restrictions of the area."¹⁸ By the time of the City Council public hearing on October 5, 2009, views were not mentioned and no one from English Farm testified.¹⁹

The HP Master Plan expressly address Design Guideline A.6.1.a and states, "Specifically, care will be taken to consider the impact of the Master Plan on the views to Mt. Hood from homes adjacent to the quarry slope on the west of the property."²⁰ Thus, the HP Master Plan complies with the applicable criteria related to view assessment.

B. The City's Planning Documents adopt no height limit in Section 30, and only reference a building height minimum.

As required by the City Planning Documents, and consistent with the Development Agreement, the HP Master Plan takes into consideration the views of project neighbors. At the same time, the un-appealed City Planning Documents have been part of the City's planning endeavor 12 years, and do not impose a height limit on development within Section 30. VMC 20.690.040(B) expressly states that "Building heights *shall not be restricted* within the ECX zoned properties of the Plan District."²¹ Further, neither the submittal requirements nor approval criteria require building heights to be included in the Master Plan.²²

¹⁵ *Id.* Ms. English Wallenberg describes that the City's decision not to mention views to Mt. St. Helens was an oversight. Ms. English Wallenberg Email to Planning Commission, February 9, 2021. However, this position is not substantiated by the public record, that shows an express decision to mention views of Mt. Hood.

¹⁶ Design Guidelines, p. 13.

¹⁷ *Collinson v. John L. Scott, Inc.*, 55 Wash.App. 481, 488 (1989).

¹⁸ CVTV Recording, September 14, 2009, Joint Planning Commission and City Council Workshop, at minute 26.

¹⁹ CVTV Recording, October 5, 2009, City Council Public Hearing.

²⁰ HP Master Plan, p. 36.

²¹ Emphasis added.

²² The City code does not require an applicant for a Master Plan to include building heights unless the applicant applies for a Master Plan under VMC 20.690.070 – the optional Section 30 Urban Neighborhood Overlay process. HP is not applying for a neighborhood overlay. Therefore, the HP Master Plan is not required to include building heights.

This makes sense as a policy within Section 30 because flexibility in design is necessary to attract employment center uses to a new urban center. The HP Master Plan retains this flexibility in its analysis of surrounding views by setting forth building footprints pursuant to the requirements for a full site utilization plan while deferring building height decisions until future site planning. Further, in response to public comment, HP provided an expanded description of view mitigation in its March 22, 2021 letter to the Planning Commission as it relates to western property owners' view of Mt. Hood that is mentioned in the Design Guidelines.

For certainty, HP offers the following statements directly from the Subarea Plan that speak to the anticipation of tall buildings and more intense urban form.

"For example, initially the market for office development may favor lower rise buildings of 2 to 3 stories. However, over the life of the plan, it is envisioned that a more urban form to maximize ratios of available land to family wage jobs would occur."²³

The figures within the Subarea Plan also look to higher buildings to reflect the more intensive urban form.²⁴ Land use policy, LU-7, states,

"Since Section 30 will likely develop over a 20 to 30 year period, site and development designs should plan for future more intense urbanization by considering and allowing for additional structures, *taller structures*, new access ways and structured parking critical to fulfilling Section 30's vision."²⁵

Land use policy, LU-10, states, "Encourage large site retention and property consolidation to provide opportunities for major employers to develop larger facilities, such as corporate headquarters or large manufacturing facilities needing 50 acres or greater."²⁶ As the City reaches the halfway point in the planning horizon anticipated within the Subarea Plan, very little redevelopment has occurred. Approval of the HP Master Plan is expected to catalyze development across Section 30, and it can do so because the City Planning Documents anticipated a more intense urban form.

Other land use policies also support HP's approach to building layout to provide for employment opportunities that can combine with future living opportunities within Section 30, under land use policy LU-2.²⁷ In addition, HP's proposal will promote the vertical mix of uses in individual buildings, as buildings combine office, research and development, industrial services, manufacturing and production, light industrial uses, with the potential for occupant-supported small scale retail, restaurant, accessory uses in compliance with land use policy LU-4.²⁸ Urban

²³ Subarea Plan, p. 21.

²⁴ *Id.*

²⁵ *Id.* at p. 26. Emphasis added.

²⁶ *Id.*

²⁷ *Id.*

²⁸ *Id.*

design polices were also included to encourage compact and urban forms of development under UD-3.²⁹ HP's concentration of development along the 184th Avenue main arterial achieves the compact urban forms contemplated under these policies.

Turning to the Design Guidelines, the HP Master Plan meets the intent of the guidelines as they implement the Subarea Plan by adhering to the direction to maintain a compact urban form and meeting the small width setbacks along 184th Avenue under Design Guideline A.2.1. Moreover, when read together much of the aesthetic guidelines speak to the pedestrian experience in relation to the built environment, including connectivity.³⁰ The focus on the pedestrian experience is reflected in the imagery within the HP Master Plan, as well as the layout linking open spaces between buildings, and including convenient access between streets and the recreational trail along 184th Avenue. Some of these guidelines also mention neighboring properties, such as A.7.4 that suggests rooftop mechanical areas should not be located to be visible from the ground level of adjacent properties, and others speak to connectivity.³¹ The HP Master Plan layout maintains an active street front and pedestrian area, and during site plan review will address the design specific guidelines as set forth in the HP Master Plan.

HP took the flexible framework within the Subarea Plan, and the direction to balance the Design Guidelines to achieve consistency with the intent of those aspirational goals, and complies with the approval criteria under VMC 20.690.050(C) as proposed, and unanimously recommended by the Vancouver Planning Commission.

C. English Farm can adapt to the changes in view from its property.

View impacts are a subjective measure, and as set forth above, the only way to protect a private view in Washington is to reserve it by easement or restrictive covenant.³² Nonetheless, to be fully responsive to English Farm and other members of the public who have commented on views from that property, HP wants to provide valuable context related to the surrounding area that already affect English Farm's views.

First, view impacts are informed by the English Farm property taken in context of other existing Section 30 uses. Attached here, as Attachment 2, is an existing conditions photographs showing the English Farm property and its immediate neighbors, including the asphalt plant and concrete plant to the east, vacant mined-property on the CTC Section 30, LLC property to the northeast, and the beginning of reclamation of the former mine site on the HP property to the north.³³ Thus, the immediate views from English Farm are industrial in nature. Further, the recent history of the property had English Farm bordered by loud mining equipment, followed by

²⁹ Subarea Plan, p. 31.

³⁰ Design Guidelines A.2.1, A.7.4, B.3, D.1.2, D.1.3, D.2.1, D.2.2, D.2.6, D.3.1, and D.4.1. See Design Guidelines, pp. 7, 15, 20, 26, 27, 30, 31, 32, 33, respectively.

³¹ Design Guidelines, p. 15, and 20, respectively.

³² *Collinson v. John L. Scott, Inc.*, 55 Wash.App. at 488.

³³ The photograph in Attachment 2 was taken August 11, 2020.

industrial storage prior to HP's purchase. Ongoing, intense industrial asphalt plant use, and concrete plant result in dust, noise, and smoke impacts on the surrounding property, including English Farm. In addition, within Section 30, two shooting ranges have operated, with the sound impacts travelling to the English Farm property.

For these reasons, it makes sense that English Farm operates its wine tasting internal to its property. Attachment 3. As shown in Attachment 3, the tasting room and associated patio do not have an unobstructed view of Mt. St. Helens, as the tasting room itself, and patio are both screened by the trees on the English Farm property to the north. When considering the context of the English Farm uses as internally focused in Attachment 3, and the photograph in English Farm's testimony showing the trees at the border of the property starting to leaf out and obscure the property owner's desired view to Mt. St. Helens reproduced in Attachment 4, it seems logical that English Farm would take steps to shield visitor views from surrounding industrial uses.³⁴ In magnifying the view of the English Farm submitted photograph, and also included in Attachment 4, the view from the tasting room and patio is of the mine operations that were occurring at that time on neighboring property, and the trees are a good screen of the surrounding industrial uses. No, view of Mt. St. Helens is apparent through the trees in either the submittal from English Farm, nor the magnified view in Attachment 4.

Significantly, the desired English Farm view requires its patrons to walk the grounds to observe Mt. St. Helens during much of the year, due to the tree leaf obstruction and the location of the tasting room and patio. Ms. English Wallenberg recognizes this in her testimony where she states, "visitors have enjoyed strolling through the vineyards at English Estate."³⁵ As HP has said, no designs have been finalized that include height calculations because the Master Plan does not require height delineations.³⁶ Nonetheless, HP has considered the potential impact to the view from English Farm if Phase 1 of the HP Master Plan (Buildings 1-4) were realized, for illustrative purposes only, with an unlimited height, i.e. buildings that are infinitely tall.³⁷ Even considering this impossible scenario, English Farm would still have a significant portion of its northern frontage that would provide a view of Mt. St. Helens for visitors to walk to and observe. Attachment 5 shows that a significant portion of the English Farm property would retain a view of Mt. St. Helens after the completion of Phase 1 in this unlimited height illustration.

For purposes of the Master Plan review, contemplation of Phase 1 impacts to English Farm's view of Mt. St. Helens is an appropriate timeframe for measurement because it aligns

³⁴ Source photograph found in Ms. English Wallenberg Testimony, April 19, 2021, p. 6.

³⁵ Ms. English Wallenberg Testimony, April 13, 2021, p. 11.

³⁶ English Farm has relied heavily on the cross-sections on page 36 of the HP Master Plan. These cross-sections are a point of reference that show HP's buildings will be constructed at the base of the current basin and utilize the below grade area for much of the massing. Although the viewshed will change as buildings are constructed across the site, the scale of the cross-section in the Master Plan is very rough at about 1:3500, leaving significant room for calculation error, and was not meant to calculate heights.

³⁷ Such a high building would likely interfere with views of Mt. Hood for western property owners in contravention to Design Guideline A.6.1.a, and thus this discussion is meant only as an illustration.

with several pertinent timelines. First, as English Farm has explained, it has an existing English Farm Development Agreement with the City of Vancouver that expires December 28, 2027. Attachment 6. Second, English Farm has a recorded Memorandum of Option to Purchase with Columbia Tech Center, L.L.C. that expires on February 12, 2030. Attachment 7. These two timeframes indicate that many changes to the English Farm property could occur between the present and 2030 in ways that cannot be currently defined or anticipated. These kinds of undefined changes are similar to the idea in the Subarea Plan that amphitheater seating at English Farm would be a possibility.³⁸ However, the terraced portion of the English Farm property was sold to HP and has been graded as part of the mine permit reclamation. Suffice it to say that over the next 7-10 years significant changes in circumstances on the English Farm property could occur, as evidenced by past actions, and possible actions that could be taken under the English Farm Development Agreement or by sale of the property, and there is no justification to limit HP's use of its land, especially given the uncertain plans of its neighbor.

Under the English Farm Development Agreement, there are several options for English Farm to adapt to changing development patterns. Pursuant to section 5 of that agreement, English Farm is expressly allowed to construct new buildings or modify existing buildings. In addition, the winery and vineyards are designated a nonconforming use that benefit from both the City of Vancouver and Clark County code provisions governing such uses. Any difference between the two codes is to be resolved in favor of English Farm. Clark County Code is much more liberal in relation to expansion or alteration of nonconforming uses than the City Code.³⁹ English Farm can alter its property under the nonconforming use provisions to adapt to changing circumstances. Finally, under section 7 of that agreement, English Farm could opt to use the current code provisions under VMC Ch. 20.690 and build a new structure that has no height limit.

Since English Farm is at a higher elevation, it is likely that *if* HP's development disrupts English Farm's desired view, that property owner could construct a new building or structure, or modify an existing building to view Mt. St. Helens. Alternately, English Farm may opt to improve a viewing area near its northern border to take advantage of HP's new development screening the industrial uses further to the east. As HP's development screens English Farm from surrounding industrial uses, a winery experience could be created to take advantage of the more serene setting. Other actions could allow English Farm to take advantage of vistas of both Mt. St. Helens and Mt. Hood. Creative thinking and ingenuity could lead to limitless possibilities for improving visitor experience at English Farm, and these are only a few examples to show that any alteration of existing views is insignificant given the available options for English Farm to adapt to changed circumstances.

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³⁸ Subarea Plan, p. 23.

³⁹ Clark County Code 40.530.010, as compared to VMC Ch. 20.930.

D. English Farm has no right to a protected view of Mt. St. Helens.

The HP Master Plan is subject to SEPA and the SEPA checklist does include consideration of views. HP's SEPA Checklist states:

"Final building heights have not yet been determined. 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. Plans have not been finalized but masonry, metal panels, and glass are likely to be the principal exterior materials."

The City correctly issued its Determination of Nonsignificance because no development application has been submitted with the Master Plan, and no environmental impacts have been identified. Consistent with state law and the Development Agreement, City staff has appropriately included condition of approval 2 to govern future SEPA compliance during site plan review.

While SEPA does include consideration of views, even if assuming *arguendo* a view impact were found and the City Council contemplates mitigation, any mitigation must be tied to applicable code.⁴⁰ Given that the City Planning Documents neither mention protection of views of Mt. St. Helens and specifically state that building heights "shall not be restricted", it would be inconsistent with state law for the City to use SEPA as a mechanism to condition protection of the English Farm view of Mt. St. Helens at its desired location.⁴¹

This is particularly the case where, under state law, absent a view easement or restrictive covenant, a landowner has no right to an unobstructed view over adjoining property.⁴² As English Farm concedes, it sold a portion of its property that is now owned by HP, "After all, I sold them the key piece of acreage that allowed this project to go forward, giving them access to Southeast 1st St."⁴³ In that sale, English Farm did not reserve any view easement or impose any restrictive covenant related to views. Similarly, English Farm never entered a view easement over the 60 acres north of English Farm from the previous owners, who were family members of the English Farm operators, prior to the sale of the larger parcel to HP.

Based on the foregoing, English Farm has no basis to request protection of a desired view of Mt. St. Helens at the current location referenced in its testimony, and the City has no standard that protects English Farm's view of that mountain.

⁴⁰ VMC 20.790.230(B)(1)(c). RCW 43.21C.060.

⁴¹ VMC 20.690.040(B). This same analysis would apply to imposing specific sustainability criteria that are not currently contained in the City Planning Documents.

⁴² *Collinson v. John L. Scott, Inc.*, 55 Wash.App. at 488.

⁴³ April 19, 2021 Testimony of Ms. English Wallenberg, p. 3.

CONCLUSION

As set forth above, the City Council can make a finding that the HP Master Plan, inclusive of the FSUP, is consistent with the intent of the Design Guidelines. None of the listed intents within the Design Guidelines protects a single property owners' view at the cost of development potential to achieve a more urban form on neighboring property. HP appreciates the opportunity to present its Master Plan to the City Council as part of the public review process. Based on the foregoing responses to public comments, and all of the information in the record, HP respectfully requests that the City Council approve the Master Plan.

Sincerely,



Jennifer M. Bragar

Enclosures:

Attachment 1: Ordinance M-3930
Attachment 2: Existing Conditions Photograph
Attachment 3: Aerial Photograph Labelled with English Farm Uses and Surrounding Uses
Attachment 4: Photograph included in English Farm's April 19, 2021 Testimony, and Magnified
Attachment 5: View Zone Diagram
Attachment 6: English Farm Development Agreement
Attachment 7: Memorandum of Option to Purchase
Thumb Drive with CVTV Recordings

cc: (all by email, without Thumb Drive Materials)
client
Greg Turner
Chad Eiken
David Galazin
Jonathan Young

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9/28/09
10/05/09

ORDINANCE NO. M-3930

AN ORDINANCE of the City of Vancouver, Washington relating to comprehensive planning under Chapter 36.70A, declaring as part of the comprehensive plan, a vision for the build-out of this subarea; setting forth development visions, policies, and associated implementation measures amending Vancouver Municipal Codes, and comprehensive plan designation and zone maps; incorporate the Section 30 Urban Employment Center Subarea Plan into the Vancouver Comprehensive Plan; amending the Vancouver Municipal Code by adding a new Chapter, Section 30 Employment Center Plan District, VMC 20.690; adopting new Section 30 Urban Employment Center Design Guidelines; adopting and incorporating subarea plans known as the Section 30 Urban Employment Center; and relating to land-use and zoning providing for policies and implementation measures in the Section 30 Plan area; providing for an effective date.

WHEREAS, in 2004 the City of Vancouver adopted a Comprehensive Plan for the Vancouver Urban Growth Area under the provisions of Chapter 36.70A RCW; and

WHEREAS, the Comprehensive Plan provides for development and adoption of a subarea plan for Section 30 located within the urban growth boundary; and

ORDINANCE - 1

A9091404/BB:ST:MW

WHEREAS, the City of Vancouver has developed the Section 30 Urban Employment Center Subarea Plan for all of Section 30 located within the Vancouver City limits to guide future development and improvements via policies, implementation measures and direct City participation; and

WHEREAS, the Subarea Plan was developed with the input of local property owners and stakeholders, and the community at large; and

WHEREAS, the Subarea Plan, Plan District and Design Guidelines are consistent with the policies of the comprehensive plan; and

WHEREAS, the City of Vancouver has analyzed the future development anticipated within the Section 30 Subarea Plan, and the future Master Plan review processes required prior to such development, and has issued a Determination of Non-Significance (DNS) determination pursuant to the State Environmental Policy Act (SEPA), Chapter 43.212C RCW; and

WHEREAS, adopting the Section 30 Urban Employment Center Subarea Plan as part of the Comprehensive Plan and adopting the Section 30 Employment Center Plan District and associated changes to the Vancouver Municipal Code requires amending the Comprehensive Plan and Vancouver Municipal Code; and

WHEREAS, the Vancouver Planning Commission held duly advertised work sessions on September 23rd and December 9th, 2008, April 14th, May 12th and June 23rd 2009, and a duly advertised public hearing on July 14, 2009 to consider the above referenced Subarea Plan and proposals to amend the development code; and did take public testimony; and did close oral public testimony on July 14, 2009; and continued written public testimony to a date certain on July 23, 2009; and continued Planning Commission deliberation to a date certain on July 28, 2009 to consider the Subarea Plan, Plan District, Design Guidelines, associated code

ORDINANCE - 2

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amendments, and public testimony; and by a unanimous vote of 4 to 0 recommend approval of the Subarea Plan, Plan District and Design Guidelines, and associated code amendments; and

WHEREAS, the City Council held a duly advertised work session on September 14, 2009 and a duly advertised first reading of this ordinance on September 28, 2009 followed by a duly advertised second reading and public hearing of this ordinance on October 5, 2009 to consider the Planning Commission recommendations of July 28, 2009 and public testimony; and also considered the cumulative impacts of approving the Section 30 Urban Employment Center Plan and implementing standards along with other comprehensive plan amendments currently being considered in 2009. Such other changes include capital facilities plan updates for the Camas and Vancouver school districts (CPZ 2009-00006 and 2009-00007); amendments to the Vancouver-Clark Comprehensive Parks, Recreation, and Open Space Plan (CPZ 2009-00009); adoption of the 2009 Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan for Clark County as components of the Vancouver Comprehensive Plan (CPZ2009-00012); amendments to the Vancouver City Center Vision Plan related to the routing of high capacity transit and replacement of on-street parking (CPZ 2009-00011); amendments to the Comprehensive Plan definitions for commercial districts (CPZ 2009-00013); amendments to the Development Code related to applicable zoning upon annexation (CPZ 2009-00014); amendments to the Development Code that provide greater consistency with the County development code (CPZ 2009-00002, 2009-00003, 2009-00004); site specific rezones related to a future annexation (CPZ 2009-00015 Grimm); and updates to Comprehensive Plan Appendix E, Documents Adopted by Reference, including the Spring supplemental budget adjustments in capital project appropriations; and

WHEREAS, the City Council desires to amend Appendix E of the Vancouver

ORDINANCE - 3

A9091404/BB:ST:MW

Comprehensive Plan to accurately reflect all plans and documents adopted by reference as components of said Plan; and

WHEREAS, after taking testimony and reviewing the Planning Commission record the City Council adopts the Section 30 Urban Employment Center Subarea Plan as part of the Comprehensive Plan, and adoption of the Section 30 Employment Center Plan District and associated amendments to VMC 20.540, 20.440 and 20.130, and adoption of the Section 30 Urban Employment Center Design Guidelines; and

WHEREAS, the City Council of the City of Vancouver adopts this Ordinance as set forth below and shall be known as the Section 30 Employment Center Ordinance and so referred to herein.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. Purpose. The City Council declares that the purpose of this Section 30 Urban Employment Center Ordinance is to:

- A. Declare, as part of the comprehensive plan, a vision for the build out of this subarea;
- B. Set forth development visions, policies, and associated implementation measures amending the Vancouver Municipal Codes, and comprehensive plan designation and zone maps.
- C. Incorporate the Section 30 Urban Employment Center Subarea Plan into the Vancouver Comprehensive Plan.
- D. Amend the Vancouver Municipal Code by adding a new Chapter, Section 30 Employment Center Plan District, VMC 20.690.
- E. Adopt the new Section 30 Urban Employment Center Design Guidelines.

ORDINANCE - 4

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F. Adopt an amended Vancouver Comprehensive Plan Appendix E to accurately reference all plans and documents adopted by reference as components of said Plan

Section 2. Findings

A. Findings related to the Comprehensive Plan Designation and Zone Map Amendments (CPZ2009-00010)

The City Council finds:

1. The proposed change (CPZ2009-00010) in Comprehensive Plan designations from Commercial and Mixed-use to Industrial, as indicated on the attached map in Exhibit C meets approval criteria VMC 20.285.060.B(1)(a). The proposed amendment complies with Vancouver Comprehensive Plan policies, particularly Policy CD-4, by facilitating the full potential of existing and emerging urban activity centers and the corridors that connect them; Policy EC-1, by increasing the ratio of jobs to residents in the City of Vancouver and the regions; Policy EC-2 by prioritizing and promoting family-wage employment in land use policies and practices; Policy EC-6, by maximizing efficient use of employment land; and Policy PFS-10, by managing vehicular traffic to encourage livability, interaction and a sense of community and or district ownership in linkage with the land use. CPZ2009-00010 meets approval criteria VMC20.285.060.B(1)(b) by encouraging more intensive employment development within an existing larger substantial employment base context; by providing significant family wage employment opportunities and broadening of the Vancouver economy; by prioritizing family-wage employment in land use policies and practice, and by reinforcing a unique identity or function of the Section 30 urban center. The designation change will provide for adequate services through subsequent required master planning. The proposed designation changes will be processed concurrently with other annual review changes to consider the cumulative

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transportation, land supply, and environmental impacts of other plan amendments proposed within the 2009 annual review cycle.

2. The proposed change in zoning designations from Office Commercial Industrial (OCI), Light Industrial (IL), Mixed- Use (MX), and Commercial (CC) to Section 30 Employment Center Mixed Use (ECX) shown on the attached map in Exhibit C meets approval criteria by maintaining consistency with the proposed Comprehensive Plan map amendments, and establishing a new plan district zone within the plan area.

B. Findings related to Chapter 36.70A RCW and Chapter 43.21C RCW

City council makes the following legislative findings:

1. A subarea plan has been prepared under the provisions of the Growth Management Act, Chapter 36.70A RCW, for the geographic area located within the Vancouver Urban Growth Area commonly known as the Section 30 plan area and is consistent with the Vancouver Comprehensive Plan adopted May 2004 providing for the planned build out of the Section 30 plan area over a twenty to thirty year planning period.

2. A Determination of Non-Significance ("DNS") has been prepared and adopted pursuant to Chapter 43.21C RCW in conjunction with the adoption of the Subarea Plan and associated implementing amendments.

Section 3. Adoption of the Section 30 Urban Employment Center Subarea Plan. The Vancouver Comprehensive Plan is amended by adopting the Section 30 Urban Employment Center Subarea Plan as attached hereto as Exhibit "A".

Section 4. A new chapter 20.690 is added to the Vancouver Municipal Code to read as follows:

Chapter 20.690
Section 30 Employment Center Plan District

Sections:

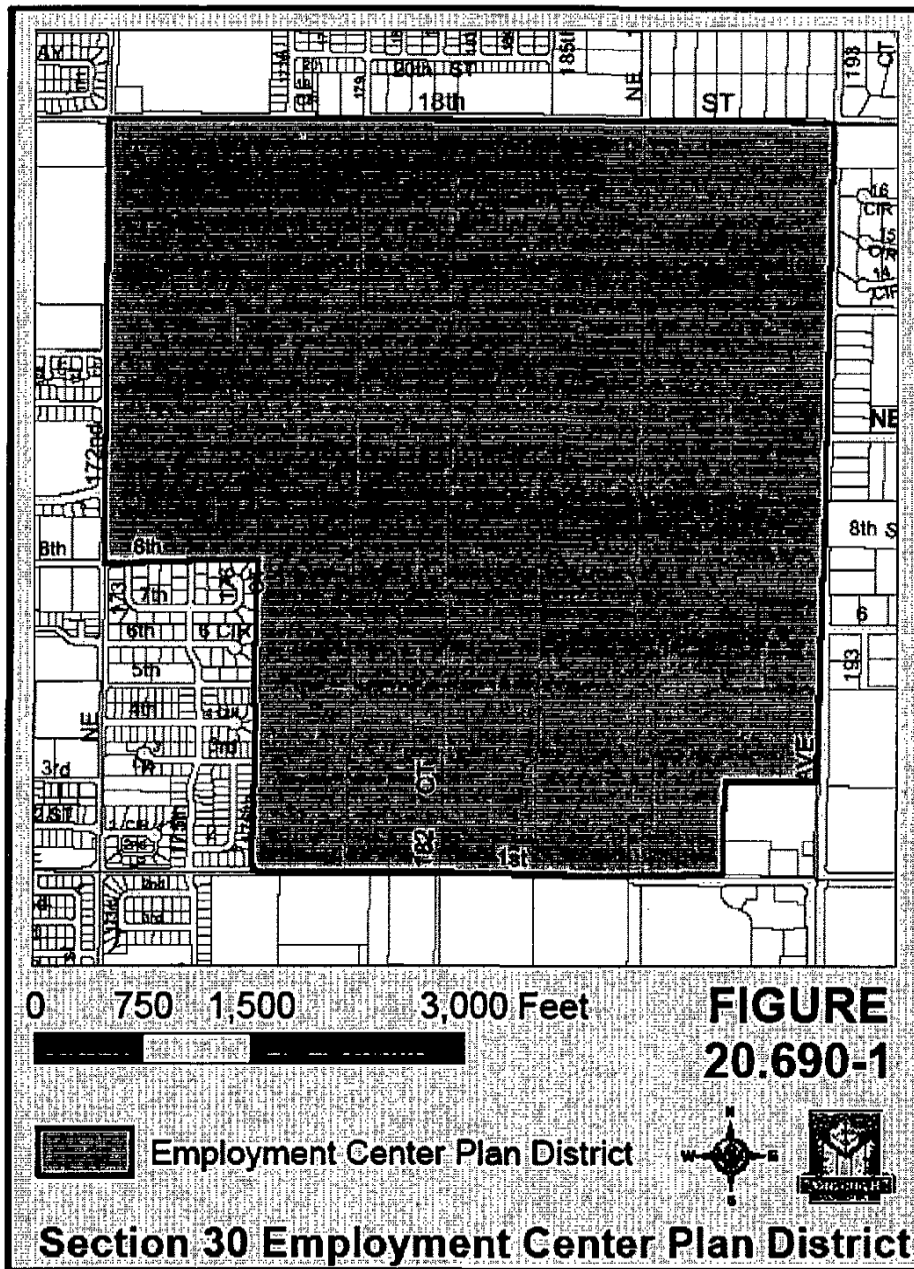
- 20.690.010 Purpose
- 20.690.020 Applicability
- 20.690.030 Allowed Uses
- 20.690.040 Development Standards
- 20.690.050 Master Planning
- 20.690.060 Full Site Utilization Plan (FSUP)
- 20.690.070 Section 30 Urban Neighborhood Overlay

20.690.010 Purpose

The Section 30 Employment Center Plan District (Plan District) intends to promote and guide private development as directed by the vision, goals, and policies of the adopted Section 30 Employment Center Plan (M - _____); provide clear objectives for those proposing to develop in the Section 30 Plan area; maintain and enhance property values; promote economic provision of public services; and ensure that each development or project fits with its neighbors and within the Subarea.

20.690.020 Applicability

In general, 18th Street to the north, 192nd Avenue to the east, 1st Street to the south, the boundary of an existing subdivision in the southwest corner, and 172nd Avenue to the northwest define the plan area, as illustrated in Figure 20.690-1.



20.690.030 Allowed Uses

A. Development Agreements in existence on the effective date of this ordinance control the uses and development standards of some of the properties in the Plan District. In order to protect the investments made in reliance upon such agreements, improvements made or site plans approved consistent with these agreements shall not be deemed non-conforming.

B. Zoning designations. Property within the Plan District is zoned Employment Center Mixed-use (ECX). Additionally, an Urban Neighborhood Overlay that may be located in two areas of the Plan District is established under 20.690.070, Section 30 Urban Neighborhood Overlay. The zone designations and overlay enable development in accordance with the adopted policies of the Section 30 Employment Center Plan.

C. Properties with recorded Development Agreements, following the provisions of this Plan District related to allowed uses and development standards is optional. Properties with a Development Agreement shall develop under one of the following choices:

1. Under the provisions for uses and standards determined by the recorded Development Agreements, or
2. Under the provisions of the zoning code as it exists on the date of application including uses and standards, or
3. Under the provisions for uses determined by the Development Agreements and code standards existing on the date of application.

D. Master Planning Required. All development, including properties with an existing Development Agreement shall be subject to the master plan process contained in VMC 20.690.050, Master Planning. Properties applying for an existing use expansion, 20.690.030E are exempt from the Master Plan Process.

E. Existing use expansion. Existing uses established before the time of the adoption of this ordinance may expand subject to VMC 20.690.050C, Review Criteria and Process and VMC 20.210, Decision Making Procedures.

F. Mining and related uses are allowed as specified in VMC 20.540, Surface Mining Overlay District, and as permitted in Development Agreements.

G. Future urban uses are allowed as specified in Table 20.440.030-1 for the ECX zone.

20.690.040 Development Standards.

Development within the Plan District shall be subject to the development standards contained in Section 20.440.040 and Section 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.

A. New Heavy Industrial (IH) land uses allowed by recorded Development Agreements shall not abut an existing Urban Neighborhood Overlay development unless separated by a major

physical barrier (such as topographic break, collector street, water feature, or open space) that will reduce impacts to any commercial and residential activity.

B. Maximum Building Heights - Building heights shall not be restricted within the ECX zoned properties of the Plan District. Refer to the Section 30 Design Guidelines for proposed development along the southwestern quarry slope.

C. Drive-through uses shall be limited to within parking structures or building.

D. Building Setbacks

1. Any development adjacent to the Principal Arterial streets bordering the Section 30 Plan District shall provide a 20 foot minimum landscaped setback from the back of sidewalk.
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.

E. Parking spaces provided for individual uses shall be no less than 80% of the minimum required indicated in VMC Table 20.945.070-1, and no more than 115% to the amount provided in Table 20.945.070-1. 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 VMC20.945.060. Structural parking shall count toward the minimum but not the maximum number of parking stalls.

F. A shared use path shall be developed along 192nd Avenue and shall be designed at a minimum similarly to the existing shared use path on 192nd Avenue south of SE 1st Street.

G. Roadways and Access

1. Collector arterial roadway alignment shall be consistent with the conceptual roadway alignments shown in the Section 30 Employment Center Plan document.
2. Connections to streets that border Section 30 Plan District shall be substantially as shown in the Section 30 Employment Center Plan document.
3. All collector arterial to collector arterial intersections internal to the Plan District (excludes the four surrounding arterials) shall be roundabout intersections. Use of roundabouts for local roadway connections is also encouraged to promote system efficiency and create a unique identity.
4. Traffic calming and context sensitive design shall be incorporated into the design of all internal roadways.

5. The maximum block face length within the Plan District shall be 600 feet generally, and 300 feet in the Urban Neighborhood Overlay areas.
6. All new streets and street improvements shall meet the intent of the Section 30 Design Guidelines.

H. For collector arterial streets, street trees that provide a large, wide canopy shall be selected from the Street Tree Selection List found in Appendix A of the City's 'Street Tree Manual'.

20.690.050 Master Planning

A. Overall. An approved Master Plan as described herein is required prior to development in the Plan District in order to ensure development is consistent with the Section 30 Employment Center Plan. Mining activities are expected to continue on portions of this site for several years, but portions may redevelop in the near future. Master plans shall address long term development of the entire Plan District as shown in Figure 20.690-1, and shall include consideration of long term development of the entire plan area, particularly in regard to street and pedestrian connectivity, transitional grades between developments, stormwater management, open space connectivity, utility service and traffic impacts.

B. Contents. Master Plans shall address the following:

1. Proposed grading and final elevations for all portions of the site, including transitional grades to adjacent properties.
2. Proposed employment uses, including location, lot size, and floor area ratio for industrial, office and commercial uses.
3. Proposed residential uses including location, number of dwelling units and density.
4. Proposed location of any Urban Neighborhood Overlay areas governed by VMC 20.690.070.
5. Transportation analysis that:
 - a. Demonstrates consistency with the Section 30 Employment Center Plan and meets the intent of the Section 30 Design Guidelines.
 - b. Includes a map and narrative of the following:
 - i. On site public and private roads, alleys, parking and circulation including, an exhibit of roadway functional classifications, typical section, and design parameters, such as street grades, "green" strategies, and traffic calming for local roadways, bicycle and pedestrian facilities.
 - ii. Future street circulation and connectivity plan covering adjacent properties within 600 feet of subject property.
 - iii. Traffic Analysis and Mitigation plan.
 - iv. Trip Reduction and Transportation Demand Management Plan.
 - v. Parking Management plan if variance from parking requirements is proposed.
6. Utility and Facility analysis that includes a map and narrative of the following:
 - a. Public sewer, water and stormwater systems, demonstrating consistency with the Section 30 Employment Center Plan;
 - b. Parks, open spaces, plazas, and trails, demonstrating consistency with the Section 30 Employment Center Plan;
 - c. Private utilities - location; and

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- d. Schools, if any
 7. Analysis of impacts to the adjacent properties and mitigation proposed to achieve development envisioned in the Section 30 Employment Center Plan including future streets, roundabouts, grading, utility service, site drainage, trails and open space and land use location.
 8. Full Site Utilization Plan, refer to VMC20.690.060.
 9. A master landscape plan.
 10. Anticipated phasing of development, site ownership, or common management provisions, if any.
 11. Provisions for buffering adjacent mining or heavy industrial activities if applicable, at a level of detail sufficient to judge adequacy of buffering from adverse noise, dust and visual impacts. Noise attenuation shall meet standards for maximum permissible environmental noise levels contained in WAC 173-60-040 for proposed uses.
 12. Consistency between the Master Plan and the Section 30 Employment Center Plan and Plan policies.
 13. Modification. Modifications to design and development standards may be processed as part of the request for master plan approval if the applicant can demonstrate compliance with the following approval criteria:
 - a. The modification(s) is warranted given site conditions and/or characteristics of the design; and
 - b. The proposed change meets the intent of the development standards and Section 30 Employment Center Plan and is consistent with the Design Guidelines; and
 - c. The proposed change will not result in a substantial impact to transportation, water, sewer, or storm water management systems; and
 - d. The proposed change is consistent with Vancouver Municipal Code and Vancouver Comprehensive Plan.

C. Review Criteria and Process. Master Plans shall be processed as a Type IV application considered initially by the Planning Commission with final decisions made by the City Council. The Master Plan shall be approved, approved with conditions, or denied upon findings that:

1. The Master Plan implements the Section 30 Employment Center Plan and requirements of this chapter.
2. Impacts from ongoing heavy industrial uses on adjacent properties will be buffered and mitigated.
3. The Master Plan is consistent with the Section 30 Design Guidelines or proposes standards that will achieve at least equal quality site development.
4. The Master Plan achieves the following objectives:
 - a. Provides for the potential of more intense urban development in the future and for compatibility between different land uses by meeting VMC20.690.060, Full Site Utilization Plan requirements.
 - b. Provides safe, cohesive and connecting street and sidewalk system that is consistent with the Section 30 Employment Center Plan.
 - i. Plans and allows for connections to future development in the entire Plan District.

- ii. Generally meets the future collector street locations and substantially meets connections to streets outside of Section 30 as shown in the Section 30 Employment Center Plan document.
- iii. Provides a logical extension, continuation and interconnection of streets and bike/pedestrian access ways to serve circulation and access needs within the Section 30 Employment Center Plan document and adjoining neighborhoods.
- iv. Provides a multi-directional access and circulation to the street system similar to that provided by a traditional street grid with streets intersecting at 90 degree angles at regular intervals of 200 to 600 feet.
- v. Provides full multimodal infrastructure and on-site facilities that promote the use of transit, pedestrian, and bike modes, as contemplated in the Section 30 Employment Center Plan.
- c. Provides for a cohesive public utility (water, sewer, and stormwater) network that facilitates service to all areas within the Plan District, meets Section 30 Employment Center Plan policies and 20.690.060, Full Size Utilization plan.
- d. Provides for an integrated park/open space and trail network that meets the standards of the Vancouver-Clark Parks & Recreation Comprehensive Parks, Recreation & Open Space Plan and substantially meets the intent of the Section 30 Employment Center Plan Open Space, Trails and Public Facility policies.
- e. Provides landscaping that includes trees that will create an attractive community, maximize the use of native plant materials and meet the intent of the Section 30 Design Guidelines.
- f. Establishes property grades and finished elevations that allow for balanced grade transitions between properties.
- g. Retaining walls shall meet the intent of Section 30 Design Guidelines.
- h. Provides for shared parking where feasible.
- i. Meets SEPA requirement.

D. Master Plan Modification

- 1. Process
 - a. No Amendment. Development applications, which differ from adopted Master Plans as follows, require no additional review under Title 20 VMC.
 - i. Changes to phasing, provided proposed development is fully identified in the Full Site Utilization Plan, 20.690.060 in the adopted Master Plan.
 - ii. Refinement of building footprint, use mix, access, parking and landscaping provided the resulting site plan is consistent with the Full Site Utilization Plan, adopted Master Plan and the Section 30 Design Guidelines.
 - iii. Changes in the location and design of trails, so long as they are consistent with the adopted Master Plan, the Section 30 Employment Center Plan and Design Guidelines.
 - iv. Changes to the buffering provided for new development from adverse impacts of ongoing heavy industrial uses on adjacent properties, provided the result is the same or better attenuation of noise and dust and visual impacts.
 - v. Changes to the location of uses.

- b. Type I Review - Changes to the Master Plan design guidelines provided proposed changes are consistent with the Section 30 Employment Center Plan and Design Guidelines and will not compromise the ability to achieve the overall quality of development proposed in the Master Plan.
 - c. Type II Review
 - i. New buildings, so long as the additional development can be accommodated with only minor changes to the transportation, water, sewer, storm drainage systems, or the Full Site Utilization Plan, 20.690.060 in the approved Master Plan.
 - ii. Significant changes to street locations or capacity.
 - iii. Significant reduction in the amount of public open space.
 - d. Type III Review - New buildings that result in the need for a significant change in the transportation, water, sewer, storm drainage systems, or the Full Site Utilization Plan, 20.690.060 in the approved Master Plan.
 - e. Interpretation. The City of Vancouver retains the authority to assign the appropriate review process where application of this chapter is unclear, or inappropriate given the size of the modification involved.
2. Modification Approval Criteria
- a. The proposed change meets the intent of the Section 30 Employment Center Plan and is consistent with the Design Guidelines; and
 - b. The proposed change will not result in a substantial impact to transportation, water, sewer or storm water management systems; and
 - c. The proposed change will not result in adverse impacts to adjacent properties or uses; and
 - d. The proposed change is consistent with Vancouver Municipal Code and Vancouver Comprehensive Plan.

20.690.060 Full Site Utilization Plan

A Purpose: As Section 30 develops over the next 20 to 30 years; careful site design can provide opportunities for additional development including additional buildings and structural parking. To fully realize future development opportunities, thoughtful placement of initial buildings and parking areas is essential. A Full Site Utilization Plan (FSUP) creates a vision of how a site can reach full urban center densities through phasing of development over time or through demonstrating development potentials by showing a “shadow” plat or site plan of future development.

B. Applicability: All project proposals requiring a Master Plan shall submit an FSUP unless the project proposes urban density equal to or greater than a Floor Area Ratio of one.

C. Submittal Requirements: Show the following using the proposed Master Plan site plan as a base map:

- 1. Locations of potential future building pads or locations of potential parking structures.
- 2. Locations of potential future street rights-of-way that would create a more urban street grid.

3. Narrative describing potential building types, mix of uses, density achievements and vehicle parking requirements.
4. Anticipated phasing of development and potential site plan submittal timelines.

D. Review Criteria and Process: In reviewing a proposed FSUP, the planning official shall approve the FSUP upon finding that:

1. The FSUP demonstrates a realistic assessment of future building types and sizes, and future parking needs.
2. The FSUP provides for realistic areas for future building pads and structured parking facilities.
3. The FSUP adequately represents the potential to achieve the street grid and circulation requirements of 20.690.040.
4. The proposal meets the intent of the Section 30 Design Guidelines.

20.690.070 Section 30 Urban Neighborhood Overlay (Optional)

A. Purpose

The purpose of the Urban Neighborhood Overlay is to allow for the location of mixed use urban activity centers with quality living, shopping and gathering places for those working and living within the Section 30 urban employment center as described in the Section 30 Employment Center Plan vision, goals, and policies. This urban neighborhood balances livability with auto-oriented accessibility and incorporates design features and uses to encourage active pedestrian environments and a sense of community. The provisions of the urban neighborhood overlay shall determine the size, character and location of a proposed urban neighborhood.

B. Applicability

No more than two urban neighborhoods may be proposed and located within the Section 30 Plan District boundary, Figure 20.690-1. The general locations of the overlays depicted in the Section 30 Employment Center Plan document are conceptual. The Urban Neighborhood Overlay is applicable to the entire area shown on Figure 20.690-1.

C. Urban Neighborhood Form

The urban neighborhood includes both a mixed use center and an adjacent residential area that is master planned as a cohesive whole. Each urban neighborhood shall be no larger than 50 acres and include no less than 850 housing units. If the minimum average density is not achieved at the outset, the required FSUP included with the Master Plan shall demonstrate how the density can ultimately and realistically be achieved. A variety of unit types shall be provided. The urban neighborhood shall be organized around a commercial and public activity center with traditional neighborhood patterns and design.

1. Urban Neighborhood Mixed Use Center - This area is the organizing element and activity center for the urban neighborhood. The mixed use center is built around a focal point, whether it is a main street, or an amenity such as a plaza, a park or a lake. Multi-story mixed use buildings with commercial or office uses on the ground floor and housing above reinforce the center's character. A minimum of 15% of the total urban neighborhood housing units shall be located in the mixed use center.

2. Urban Neighborhood Residential Area - This area is organized around the neighborhood mixed use center and includes a mix of housing and densities achieving an average minimum net density of 18 units an acre. A maximum of 85% of all housing units shall be substantially clustered within ¼ mile of the urban neighborhood mixed use center. The ¼ mile shall be measured in a straight line from the outer boundaries of the neighborhood to the nearest boundary of the mixed use center.
3. Future Urban Uses are allowed as specified in Table 20.430.030 for the MX zone with the following exceptions:
 - a. Footnotes 2 and 6, subject to provisions of the Mixed Use zone district does not apply instead the future urban uses allowed within a designated Section 30 Urban Neighborhood Overlay are subject to provisions of this section 20.590.
 - b. Colleges, as defined in Section 20.160, Use Classifications are prohibited.
 - c. Emergency Services, as defined in Section 20.160, Use Classifications require a conditional use permit governed by VMC 20.245, Conditional Uses.
 - d. Medical Centers as defined in Section 20.160, Uses Classifications are prohibited.
 - e. Religious Institutions as defined in Section 20.160, Uses Classifications require a conditional use permit governed by VMC 20.245, Conditional Uses.
 - f. Commercial Lodging limited to bed and breakfast establishments, subject to the provisions in VMC 20.830 and lodging establishments with no more than 50 rooms as defined in Section 20.160, Uses Classifications.
 - g. Bulk Sales as defined in Section 20.160, Uses Classifications, is prohibited.
 - h. Non-Accessory parking surface lots as defined in Section 20.160, Uses Classifications, are prohibited. Non-accessory parking structures are permitted.
 - i. All uses under Industrial heading, as defined in Section 20.160, Uses Classifications are prohibited.
 - j. Heliports, as defined in Section 20.160, Uses Classifications are prohibited.
 - k. Wireless Communication Facilities are permitted subject to the provisions of VMC 20.890.060B, Higher-density Residential Districts.
4. No more than 50% of the total square footage envisioned by the Master Plan for any one major use type (commercial, office or residential) can be granted site plan approval until site plan approval is provided for at least 25% of the total square footage of all remaining use types envisioned in the Master Plan. This requirement may be waived by the planning official, if the applicant provides a security or other form of binding assurance that the remaining major use types contemplated in the Master Plan will be built.

D. Development Standards - Urban Neighborhood Mixed Use Center(s)

1. Urban Center Focal Point
 - a. Urban Neighborhood Mixed Use Centers shall be organized around a focal point, which could include a main street, town square, plaza, park, or water feature consistent with the Section 30 Urban Employment Center Plan.
 - b. When a linear Main Street acts as the Mixed-use Center's focal point both sides of the street shall include a mix of uses with 75% of the uses within vertical mixed-use buildings.

2. Density
 - a. An average minimum of 18 units a net acre as measured by total number of residential units divided by the net site acreage of the Urban Neighborhood Overlay area.
 - b. Residential uses are not allowed on the ground floor.
3. Building Height
 - a. Mixed-use buildings shall be at least 30 feet in height and shall include a minimum of two useable stories.
 - b. Ground floor spaces shall be designed to accommodate active pedestrian uses and shall have a minimum floor to ceiling height of 15 feet.
 - c. Maximum building heights shall not be restricted provided architectural methods are applied to reduce the building scale and mass of at least the first 3 floors (including ground floor).
4. Building Setbacks
 - a. All new construction along the street frontages shall extend to the edge of the street right-of-way line for the first two stories. Exception may be given when a public open space such as a courtyard or plaza is provided.
 - b. Mixed use buildings facing the Urban Center focal point shall comprise 75% of the street frontage. Parking garages where the ground floor is commercial or office uses may be counted for this requirement.
5. Building Orientation
 - a. At least one fully functional and visibly identifiable public entrance shall be provided along a street frontage. Buildings organized around a courtyard may feature entrances facing the courtyard provided there is a clear pedestrian access between the courtyard and the street.
 - b. Service entrances shall be in the rear of the buildings.
6. Rain Protection
 - a. Rain protection shall be provided on buildings facing the Urban Center focal point.
 - b. Rain protection features shall provide cover of at least 6 feet in depth over the sidewalk or other surfaced pedestrian way, but shall not extend closer than 2 feet to the curb line.
 - c. Rain protection features on each building shall be designed to abut or adjoin rain protection features provided or to be provided on adjacent buildings along the same street frontage to the greatest extent possible to ensure a continuous protected pedestrian walkway.
7. Building Form and Appearance
 - a. Blank walls in excess of 15 lineal feet along sidewalks or other pedestrian areas are not permitted.
 - b. Transparent windows/doors shall be provided along at least 75% of the ground floor façades and the base of the windows shall be between 1 and 3 vertical feet above the ground or sidewalk.
8. Buffering and Landscaping
 - a. All setback areas shall be landscaped consistent with the Section 30 Design Guidelines or developed as hardscape plazas.

- b. Street trees that provide a medium to large, wide canopy over the streets of the Mixed-use Center shall be selected from the Street Tree Selection List found in Appendix A of the 'Street Tree Manual'.
- 9. Streets and Access
 - a. Context Sensitive Design
 - i. The block face length shall be at most 300 feet.
 - ii. All sidewalks shall be at least 12 feet wide.
 - iii. The street(s) facing or as a part of the focal point of the Mixed-use Center shall include pedestrian amenities such as benches, special plantings, art work.
 - iv. Street Lighting - Pedestrian scale street lighting shall be used to meet minimum lighting standards.
 - b. Traffic Calming measures to achieve average automobile travel speeds of 25 miles per hour or lower are required as follows.
 - i. The main commercial street shall be constructed with raised concrete intersections, or
 - ii. Equivalent traffic calming measures shall be constructed that may include some combination of
 - (a). Curb extensions to provide short pedestrian crossing distances,
 - (b). Raised crosswalks
 - (c). Concrete or brick pavers for intersection pedestrian crossings
 - (d). Speed cushions
 - (e). Narrow travel lanes
 - (f). On-street parking
 - c. Access
 - i. Vehicular access to off-street parking behind or within buildings, and to loading docks and service areas shall be through public or private alleys. If structural parking is provided access may be located on the street frontage.
 - ii. Direct driveway access to the surrounding arterials, SE 1st Street, NE 192nd Avenue, NE 18th Street, and NE 172nd Avenue shall be prohibited.
- 10. Parking
 - a. Parking spaces provided for individual uses shall be no less than 60% of the minimum required indicated in VMC Table 20.945.070-1, and no more than 115% to the amount provided in Table 20.945.070-1. The planning official may approve parking beyond the maximum or a parking reduction from the required minimum based on a parking study that justifies the need.
 - b. On street parking spaces immediately, adjoining a property may be counted towards a development's overall parking requirement.
 - c. Structural parking shall count toward minimum but not the maximum number of parking stalls.
 - d. Joint parking and parking for mixed use projects shall be governed by VMC 20.945.030 (B) and (C).
 - e. Off street parking shall be located to the rear of buildings.
 - f. Parking shall meet the Section 30 Design Guidelines.

- E. Development Standards - Urban Neighborhood Residential Area(s) - Development within the Urban Neighborhood Residential Area(s) shall be subject to the development standards contained in Section 20.420.050 for the R-22 zone unless modified as follows.
1. Density and Location of Uses – An average minimum density of 18 units a net acre, as measured by total number of residential units divided by the net site acreage of the Urban Neighborhood Overlay area shall be provided.
 2. Open Space for Residential Uses – Private open space at a minimum of 100 square feet per dwelling unit shall be provided and shall meet the Section 30 Design Guidelines.
 3. Building Height – Maximum building heights shall not be restricted provided architectural methods are applied to reduce the building scale and mass of at least the first 3 floors (including ground floor).
 4. Building Setbacks
 - a. Urban Neighborhood Residential area boundary abutting the ECX zoned area outside of the overlay boundary shall provide a minimum 20 foot landscaped setback that meets the intent of the Design Guidelines.
 - b. Street frontage setbacks shall be provided with a 10 foot minimum and 20 foot maximum and meet the intent of the Design Guidelines.
 5. Building Orientation
 - a. At least one fully functional and visibly identifiable public entrance shall be provided along a street frontage with an exception for buildings organized around a courtyard or plaza with entrances facing the courtyard/plaza provided there is a clear pedestrian access between the courtyard/plaza and the street.
 - b. Buildings that are visible from the street shall be oriented to face the street.
 - c. Service entrances shall be in the rear of the buildings.
 6. Building Form and Appearance. Building form and appearance shall be consistent with Section 30 Design Guidelines.
 7. Landscaping and Fencing
 - a. A minimum 4 foot wide landscape strip shall be provided between garage entrances along the alley applicable for both free standing and attached garages.
 - b. Landscaping and fencing shall be consistent with the Section 30 Design Guidelines.
 8. Street Lighting. Pedestrian scale street lighting shall be used to meet minimum lighting standards.
 9. Streets and Access
 - a. Vehicular access to off-street parking including garages behind or within buildings, and to service areas shall be through public or private alleys. One access driveway to the alley per block may be provided.
 - b. Direct driveway access to the surrounding arterials, SE 1st Street, NE 192nd Avenue, NE 18th Street, and NE 172nd Avenue shall be prohibited.
 - c. The maximum block face length within the Urban Neighborhood Overlay shall be 300 feet.
 10. Parking
 - a. Parking spaces provided for individual uses shall meet the requirements of VMC Table 20.945.070-1. The planning official may approve a parking reduction based on VMC 20.945.070E. In addition to the reductions allowed in VMC 20.945.070E,

further reductions may be allowed for motorcycle/scooter parking spaces (4 ft by 8 ft). For every 4 motorcycle/scooter parking spaces provided, the number of vehicle parking spaces required may be reduced by one.

- b. Structural parking shall count toward the minimum but not the maximum number of parking stalls.
- c. On street parking spaces immediately adjoining a property may be counted toward a development's overall parking requirement.
- d. Joint parking and parking for mixed use projects shall be governed by VMC 20.945.030 (B) and (C).
- e. Off street parking shall be located within or to the rear of buildings.

F. Master Planning

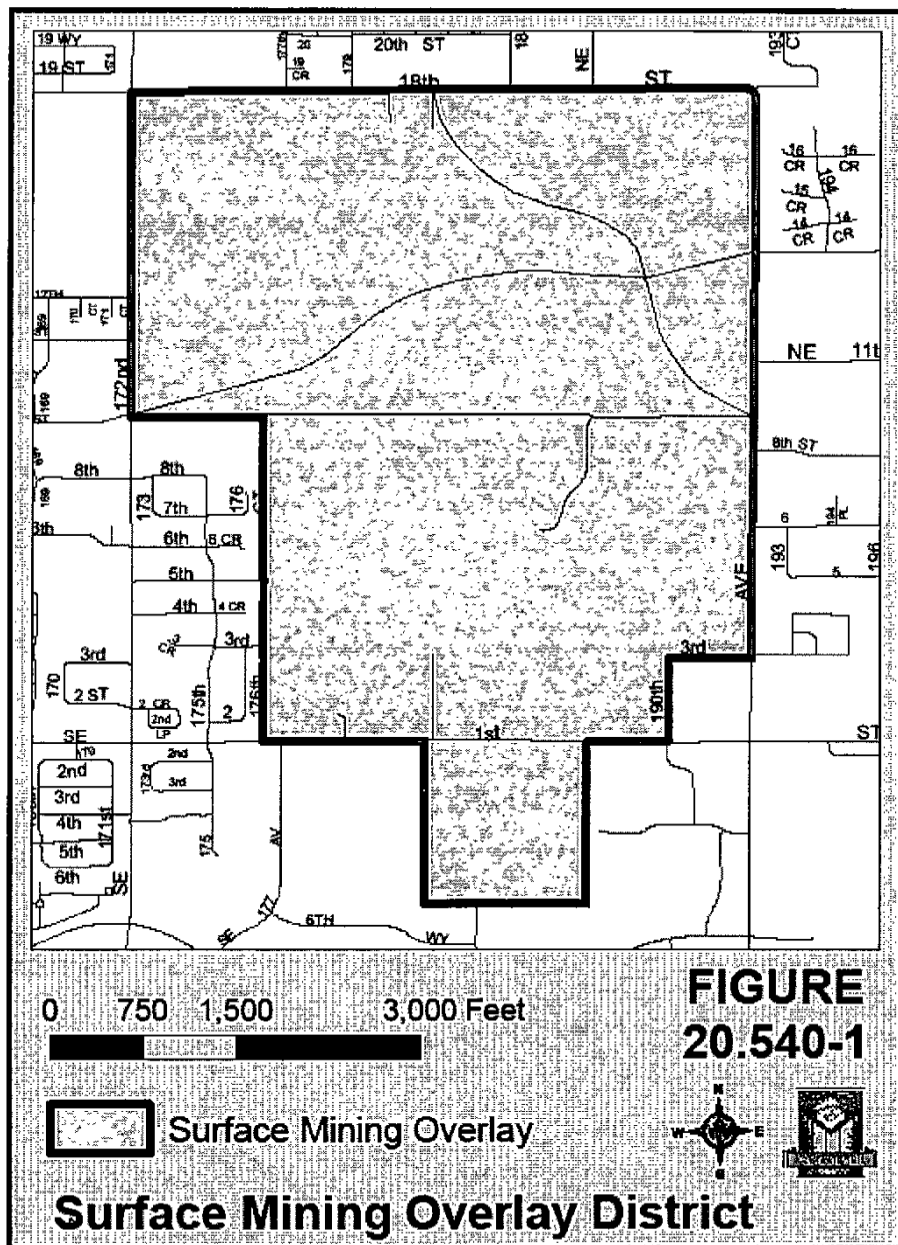
- 1. Overall. Master Plans as described herein are required prior to all development in the Urban Neighborhood Overlay in order to ensure proposed development is consistent with the Section 30 Employment Center Plan. Master plans shall address long term development of the entire Section 30 Employment Plan District as shown in Figure 20.690-1, particularly in regard to street and pedestrian connectivity, transitional grades between developments, stormwater management, open space connectivity, utility services and traffic impacts.
- 2. Contents of Submittal - Master Plans shall include the submittal requirements included in VMC 20.690.050B as applicable, with the following additions:
 - a. Urban Neighborhood Mixed Use Center
 - i. Location and size of associated land area;
 - ii. Map and written description of the urban form of the Mixed Use Center's focal point;
 - iii. Building elevations, including building height;
 - iv. Identify the number of residential units and density and the square footage of commercial uses.
 - b. Urban Neighborhood Residential Area
 - i. Location and size of associated land area;
 - ii. Identify the number of residential units and density;
 - iii. Building elevations, including building height;
 - c. Street, Access, and Circulation Plan
- 3. Review Criteria and Process. Master Plans shall be subject to VMC 20.690.050C, Section 30 Employment Plan District, Master Planning with the following revisions:
 - a. The Master Plan implements the Section 30 Employment Center Plan and the requirements of the Urban Neighborhood Overlay.
 - b. Provides mixed use buildings of commercial, office and residential uses designed around an urban organizing focal point.
 - c. Provides a multi-directional access and circulation to the street system similar to that provided by a traditional street grid with streets intersecting at 90 degree angles at regular intervals of 200 to 300 feet, if topography allows.
- 4. Master Plan Modification. Master Plans shall be subject to VMC 20.690.050D, Section 30 Employment Plan District, Master Plan Modification.

Section 5. VMC Section 20.540.020 reserved for future use by M-3643 is added to read

as:

Section 20.540.020 Establishment of Boundaries

Boundary Map. The boundaries of the Surface Mining Overlay zone are shown on Figure 20.540-1.



Section 6. VMC Section 20.440.020 as adopted by M-3643 and last amended by M-3730 is amended to read as follows:

ORDINANCE - 22

A9091404/BB:ST:MW

Section 20.440.020 List of Zoning Districts

A. OCI: Office Commercial Industrial. The OCI zoning district provides appropriate locations for office, light industrial and small-scale commercial uses (e.g., restaurants, personal services and fitness centers) either singly or in combination. Only those light industrial uses with no off-site impacts, e.g., noise, glare, odor, vibration, outdoor storage, or process visibility are permitted in the OCI zone. In addition to mandatory site plan review, design and development standards in the OCI zone have been adopted to ensure that developments will be well-integrated, attractively landscaped, and pedestrian friendly. The OCI zone combines two zones that were referred to as the Office Campus (OC) and Industrial Commercial (MC) zones prior to March 11, 2004.

B. IL: Light Industrial. The IL zoning district provides appropriate locations for combining light, clean industries including industrial service, manufacturing, research/development, warehousing activities, and general office uses and limited retail. These activities do not require rail or marine access and have limited outdoor storage.

C. IH: Heavy Industrial. The IH zoning district provides appropriate locations for intensive industrial uses including industrial service, manufacturing and production, research and development, warehousing and freight movement, railroad yards, waste-related and wholesale sales activities. Activities in the IH zone include those that involve the use of raw materials, require significant outdoor storage and generate heavy truck and/or rail traffic. Because of these characteristics, IH-zoned property has been carefully located to minimize impacts on established residential, commercial and light industrial areas.

D. A: Airport. The A zoning district provides land use regulations for public use aviation areas that are designated as such on the Comprehensive Plan Map. This district allows for aviation use and those activities that support or are dependent upon aviation activity when such activities benefit from a location within or immediately adjacent to primary flight operations.

E. ECX: Employment Center Mixed-Use. The ECX zoning district is designed to provide for a concentrated urban mix of office, light industrial and small-scale commercial uses (e.g., restaurants, personal services and fitness centers) either singly or in combination in the Section 30 Employment Center Plan District. Only those light industrial uses with no off-site impacts, e.g., noise, glare, odor, vibration, outdoor storage, or process visibility are permitted in the ECX zone. In addition, the ECX zoning district provides for optional Urban Neighborhood Overlay(s), allowing for two concentrated urban mixed-use commercial/residential neighborhoods. Mandatory master planning and development standards in the ECX zone have been adopted to ensure that developments will be well-integrated, attractively landscaped, and pedestrian friendly.

Section 7. VMC Section 20.440.030 as adopted by M-3643 and last amended by M-3922

Section 25 is amended to read as follows:

Section 20.440.030 Uses.

ORDINANCE - 23

A9091404/BB:ST:MW

Table 20.440.030-1
Industrial Zoning Districts Use Table

USE	OCI ²⁰	IL ¹	IH	ECX ²⁷
RESIDENTIAL				
Household Living	L ²	L ²	L ²	<u>L²⁸</u>
Group Living	P ²¹ /X	X	X	<u>P²¹/X</u>
Transitional Housing	P ²¹ /X	X	X	<u>P²¹/X</u>
Home Occupation	L ³	L ³	L ³	<u>L³</u>
HOUSING TYPES				
Single Dwelling, Attached	L ²	X	X	<u>L²⁸</u>
Single Dwelling, Detached	X	X	X	<u>X</u>
Accessory Dwelling Units	X	X	X	<u>X</u>
Duplexes	L ²	X	X	<u>L²⁸</u>
Multi-Dwelling Units	L ²	L ²	X	<u>L²⁸</u>
Existing Manufactured Home Developments	X	X	X	<u>X</u>
Designated Manufactured Homes	X	X	X	<u>X</u>
New Manufactured Homes	X	X	X	<u>X</u>
CIVIC (Institutional)				
Basic Utilities	P	P	P	<u>P</u>
Colleges	X	X	X	<u>C</u>
Community Recreation	L ²⁴	P	X	<u>L²⁴</u>
Cultural Institutions	X	P	X	<u>P</u>
Day Care				
- Child Care Center	L ⁴	L ⁴	X	<u>L⁴</u>
- Adult Day Care	P	P	X	<u>P</u>
Emergency Services	P	P	P	<u>P</u>
Human Service Facilities	L ²⁵	X	X	<u>L²⁵</u>
Medical Centers	C	X	X	<u>P</u>
Parks/Open Space				

USE	OCI ²⁰	IL ¹	IH	ECX ²⁷
- Neighborhood Parks	P	C	C	<u>P</u>
- Community Parks	C	C	C	<u>C</u>
- Regional Parks	C	C	C	<u>C</u>
- Trails	C	C	C	<u>P</u>
Postal Service	X	P	P	<u>X</u>
Religious Institutions	X	X	X	<u>X</u>
Schools	X	X	X	<u>X</u>
Social/Fraternal Clubs	X	X	X	<u>X</u>
Transportation Facility	P/X ²⁶	P	P	<u>P/X²⁶</u>
COMMERCIAL				
Commercial Lodging	X	X	X	<u>P</u>
Eating/Drinking Establishments	L	L ⁵	L/C ⁶	<u>L⁶</u>
Entertainment-Oriented				
- Adult Entertainment	X	L ⁷	L ⁷	<u>X</u>
- Indoor Entertainment	X	X	X	<u>X</u>
- Major Event Entertainment	X	X	X	<u>X</u>
Artisan Small Scale Manufacturing	X	X	X	<u>P</u>
General Retail				
- Sales-Oriented	L	L ⁶	L/C ⁶	<u>L⁶</u>
- Personal Services	L	L ⁶	X	<u>L⁶</u>
- Repair-Oriented	L	L ⁶	X	<u>L⁶</u>
- Bulk Sales	X	X	X	<u>X</u>
- Outdoor Sales	X	X	P	<u>X</u>
Motor Vehicle Related				
- Motor Vehicle Sales/Rental	X	X	X	<u>X</u>
- Motor Vehicle Servicing/Repair	X	L ⁸	L ⁸	<u>X</u>

USE	OCI ²⁰	IL ¹	IH	ECX ²⁷
- Vehicle Fuel Sales	X	X	L ⁸	<u>L^{8, 29}</u>
-Elec. Vehicle Recharging Station	P	P	P	<u>P</u>
Office				
- General	P	P	L/C ⁹	<u>P</u>
- Medical	P	P	X	<u>P</u>
- Extended	P	P	X	<u>P</u>
Marina (See also VMC 20.760)	X	C	X	<u>X</u>
Non-Accessory Parking	X	L ¹⁰ /X	X	<u>L³⁰</u>
Self-Service Storage	P	P	X	<u>X</u>
INDUSTRIAL				
Industrial Services	P	P	P	<u>P</u>
Manufacturing and Production	P	P ¹¹	P ¹¹	<u>P</u>
Railroad Yards	X	X	P	<u>X</u>
Research and Development	P	P	C	<u>P</u>
Warehouse/Freight Movement	X	L ¹²	P	<u>X</u>
Waste-Related	X	L ²²	P	<u>X</u>
Wholesale Sales	P	L ¹²	X	<u>X</u>
OTHER				
Agriculture/Horticulture	X	P	P	<u>X</u>
Airport/Airpark	X	L ¹⁹	P	<u>X</u>
Animal Kennel/Shelters	X	L ¹⁷	L ¹⁷	<u>X</u>
Cemeteries	X	X	C	<u>X</u>
Detention & Post Detention Facilities	X	C/X ¹³	C ¹⁴	<u>X</u>
Dog Day Care	L ¹⁵	L ¹⁵	L ¹⁵	<u>L¹⁵</u>
Heliports	C	C	C	<u>C</u>
Mining	C ¹⁸	C ¹⁸	C ¹⁸	<u>C¹⁸</u>

USE	OCI ²⁰	IL ¹	IH	ECX ²⁷
Rail Lines/Utility Corridors	P/X ²³	P	P	P/X ²³
Wireless Communication Facilities	L ¹⁶	L ¹⁶	L ¹⁶	L ¹⁶

¹ Due to the unique character and combination of uses in the Columbia Business Center area, uses existing prior to March 11, 2004, on parcels zoned IL in the Columbia Business Center may be altered, expanded or replaced regardless of use limitations in Table 20.440.030-1.

² In the IL and OCI zone, multi-family housing allowed above ground floor only unless part of a Planned Development, pursuant to Chapter 20.260 VMC; in all industrial zones, one caretaker residence permitted per use.

³ Subject to the conditions in chapter 20.860 VMC Home Occupations.

⁴ Child care centers allowed as a Limited (L) use, subject to a Type II procedure. Child care centers are permitted in order to provide service for those employees working in the IL district, subject to provisions in Chapter 20.840 VMC Child Care Centers.

⁵ If within an industrial building, these uses shall consume no more than 10% of the building's total gross square footage. If freestanding, they shall be considered together with the rest of the project and shall consume no more than 10% of the site's total gross square footage.

⁶ These limited uses, separately or in combination, may not exceed 20% of the entire building square footage within a development complex. No retail uses shall exceed 40,000 gross square feet (gsf) per building or business; retail uses greater than 40,000 gsf but less than 60,000 gsf require conditional use review.

⁷ Subject to provisions in Section 20.820 VMC Adult Entertainment.

⁸ Subject to provisions in Section 20.895.070 Motor Vehicle Fuel Sales and Repair.

⁹ Offices not accessory to a permitted use may not exceed 40,000 gsf; offices greater than 40,000 gsf but less than 60,000 gsf require conditional use review.

¹⁰ Only non-accessory surface parking is permitted. Non-accessory structured parking is prohibited.

¹¹ Subject to NAICS Table 20.440-2.

- ¹² Permitted as limited use provided all activities, except outdoor storage of materials, are wholly contained within building(s).
- ¹³ Secure Community Transition Facilities as per 20.150 are prohibited.
- ¹⁴ In addition to other detention and post-detention facilities, Secure Community Transition Facilities are allowed by conditional use permit, subject to criteria set forth in 20.855.020(B)(6)(a).
- ¹⁵ Subject to provisions in Chapter 20.850 VMC Dog Day Care.
- ¹⁶ Subject to requirements in Chapter 20.890 VMC Wireless Telecommunications Facilities.
- ¹⁷ Subject to provisions in Section 20.895.020 Kennels/Shelters.
- ¹⁸ Surface mining is only allowed by conditional use on sites of 20 acres or larger which are adjacent to existing mining operations. Reclamation activity for existing mining operations approved by the Washington State Department of Natural Resources is a permitted use in any non-residential zoning district.
- ¹⁹ Allow airport/airpark related activities such as hangars, air cargo, and warehousing, pilot schools, aircraft sales and repairs, aviation clubs, and museum in the Light Industrial District (IL). New airports/airparks are prohibited.
- ²⁰ All uses locating the OCI zone shall comply with the special use limitations of 20.440.040(C) VMC and 20.440.050(A) VMC. Development agreements in existence on the effective date of this ordinance shall control the uses and development standards of the affected properties. In order to protect the investments made in reliance upon such agreements, improvements made or site plans approved consistence with these agreements shall not be deemed nonconforming.
- ²¹ Existing legally established group living and transitional housing uses are permitted. New group living and transitional housing uses are prohibited.
- ²² 10-day hazardous waste handling and transfer facilities, excluding facilities handling radioactive or high explosive materials, are allowed, provided such facilities: a) do not repackage waste (except as necessary to address damaged or improper packaging); b) are located at least 200' from any residential zoning district; and c) do not store hazardous wastes (except for "universal wastes," as that term is defined in Code of Federal Regulations, Title 40, Part 273) for more than ten days.
- ²³ Prohibited within 200' of a residential zone.
- ²⁴ Subject to provisions of Chapter 20.895.040 VMC Community Recreation and Related Facilities.

²⁵ Subject to provisions of Chapter 20.870 VMC Human Service Facilities.

²⁶ Transportation facilities are permitted except for large or land-intensive facilities such as park-and-ride lots and water taxi and ferry stations.

²⁷ All uses locating in the ECX zone shall comply with VMC 20.690, Section 30 Employment Center Plan District. Development agreements in existence on the effective date of this ordinance shall control the uses and development standards of the affected properties, unless property owners choose differently as provided under VMC 20.690.030. In order to protect the investments made in reliance upon such agreements, improvements made or site plans approved consistent with these agreements shall not be deemed nonconforming.

²⁸ In the ECX zone, multi-family housing is allowed above ground floor only; and one caretaker residence permitted per use.

²⁹ Vehicle fuel sales is limited to one operation within the Section 30 Plan District

³⁰ Non- accessory structural parking only is permitted.

Section 8. VMC Section 20.130.040, as adopted by M-3643 and last amended by M-

3911, Section 7 is amended to read as follows:

Section 20.130.040 Amendments to Map and Text

A. Amendments. Amendments may be proposed by City Council on its own motion or may be proposed by the Planning Commission on its own motion, or such an amendment may be proposed by an applicant or city staff pursuant to Chapter 20.210 VMC, Decision Making Procedures. A correct copy of each amendment to the text or to the map established by this Title shall be maintained on file in the offices of the City Clerk and the planning official.

B. Timing and responsibility for updating official Zoning Map. All amendments hereafter made to the Zoning Map by ordinance shall be shown on such map(s) and it shall be the responsibility of the planning official to keep the maps up to date at all times. Any amendments to the zoning map shall be made in accordance with the Comprehensive Plan Map, as amended.

Table 20.130.040-1 is intended to identify base zoning districts that are consistent with comprehensive plan designations. Those zoning districts that are not included within a given plan designation are inconsistent with the Comprehensive Plan Map and are not permitted within that designation.

TABLE 20.130.040
COMPREHENSIVE PLAN AND CORRESPONDING
ZONING DISTRICT DESIGNATIONS

Comprehensive Plan Designation	Corresponding Zoning Districts
Urban Lower Density	R-2 (2 du/ac) R-4 (4 du/ac) R-6 (6 du/ac) R-9 (9 du/ac)
Urban Higher Density	R-18 (18 du/ac) R-22 (22 du/ac) R-30 (30 du/ac) R-35 (35 du/ac) MX Mixed Use
Commercial and Mixed Use	CN Neighborhood Commercial CC Community Commercial CG General Commercial CX City Center WX Waterfront Mixed Use CPX Vancouver Central Park RGX Riverview Gateway (1) MX Mixed Use
Industrial	OCI Office Commercial Industrial <u>ECX – Employment Center Mixed-use</u> IL Light Industrial IH Heavy Industrial A Airport

Open Space	GW Greenway NA Natural Area P Park
Public Facility	All Zones

(1) RGX Riverview Gateway is also consistent with Low Density and High Density Residential, and Industrial Comprehensive Plan designations.

Section 9. The Section 30 Urban Employment Center Plan Design Guidelines attached hereto as Exhibit "B" are hereby adopted.

Section 10. Severability. Should any section, subsection, paragraph, sentence, clause, or phrase of this ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to any other person or situation.

Section 11. Effective Date. This ordinance shall take effect 30 days following passage and publication.

Read first time: September 28, 2009

PASSED BY THE FOLLOWING VOTE:

Ayes: Councilmembers *Campbell, Smith, Leavitt, Stewart, Harris, So Clota, Pollard*

Nays: Councilmembers *None*

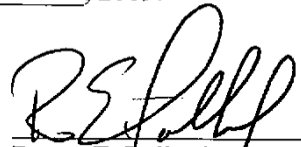
Absent: Councilmembers *None*

Read second time: October 5, 2009

PASSED BY THE FOLLOWING VOTE:

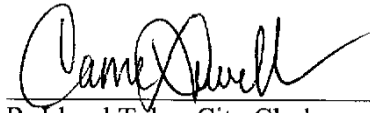
Ayes: Councilmembers *Campbell, Smith, Leavitt, Stewart, Harris, Dillota, Pollard*
Nays: Councilmembers *None*
Absent: Councilmembers *None*

SIGNED this 5th day of October, 2009.



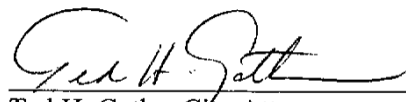
Royce E. Pollard, Mayor

Attest:



R. Lloyd Tyler, City Clerk
By: Carrie Lewellen, Deputy City Clerk

Approved as to form:



Ted H. Gathe, City Attorney

EXHIBITS:

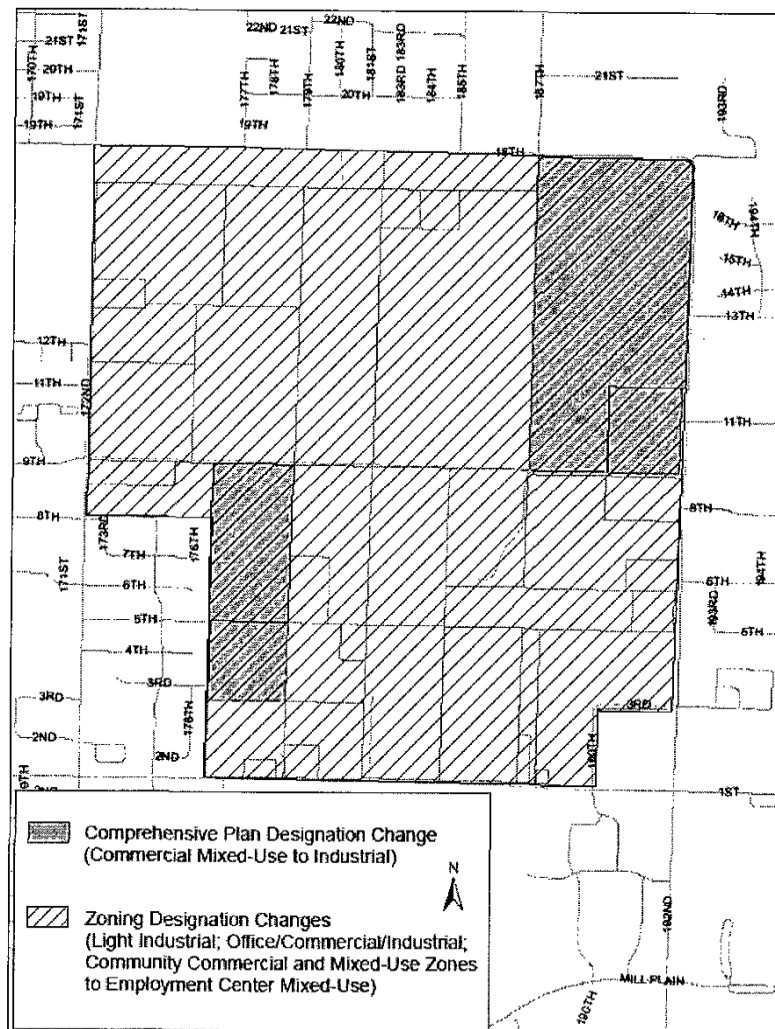
Exhibit A, Section 30 Urban Employment Center Subarea Plan
Exhibit B, Section 30 Urban Employment Center Design Guidelines
Exhibit C, Section 30 Comprehensive Plan Designation and Zone amendments

SUMMARY

ORDINANCE NO. M-3930

AN ORDINANCE of the City of Vancouver, Washington relating to comprehensive planning under Chapter 36.70A, declaring as part of the comprehensive plan, a vision for the build-out of this subarea; setting forth development visions, policies, and associated implementation measures amending Vancouver Municipal Codes, and comprehensive plan designation and zone maps; incorporate the Section 30 Urban Employment Center Subarea Plan into the Vancouver Comprehensive Plan; amending the Vancouver Municipal Code by adding a new Chapter, Section 30 Employment Center Plan District, VMC 20.690; adopting new Section 30 Urban Employment Center Design Guidelines; adopting and incorporating subarea plans known as the Section 30 Urban Employment Center; and relating to land-use and zoning providing for policies and implementation measures in the Section 30 Plan area; providing for an effective date 30 days following passage and publication.

- 1) Change the zone from Office/Commercial/Industrial (OCI) to Employment Center Mixed-use (ECX):** 176410000, 176395000, 176389000, 176369000, 176386000, 176416000, 176420000, 176372000, 176414000, 176417000, 176424000, 176380000, 176374000, 176385000, 176411000, 176378000, 176368000, 176382000, 176415000, 176419000, 176418000, 176401000, 176379000, 176371000, 176375000, 176409000, 176381000, 176400000, 176383000, 176373000, 176391000, 176396000, 602888000, 608372000.
- 2) Change the zone from Light Industrial (IL) to Employment Center Mixed-use (ECX):** 176412000, 176364000.
- 3) Change the comprehensive plan designation and zone from Commercial & Mixed-use designation and Community Commercial (CC) zone to Industrial designation and Employment Center Mixed-use (ECX) zone:** 176384000, 176367000.
- 4) Change the comprehensive plan designation and zone from Commercial Mixed-use and Mixed-use zone to Industrial designation and Employment Center Mixed-use (ECX) zone:** 176387000, 176376000.









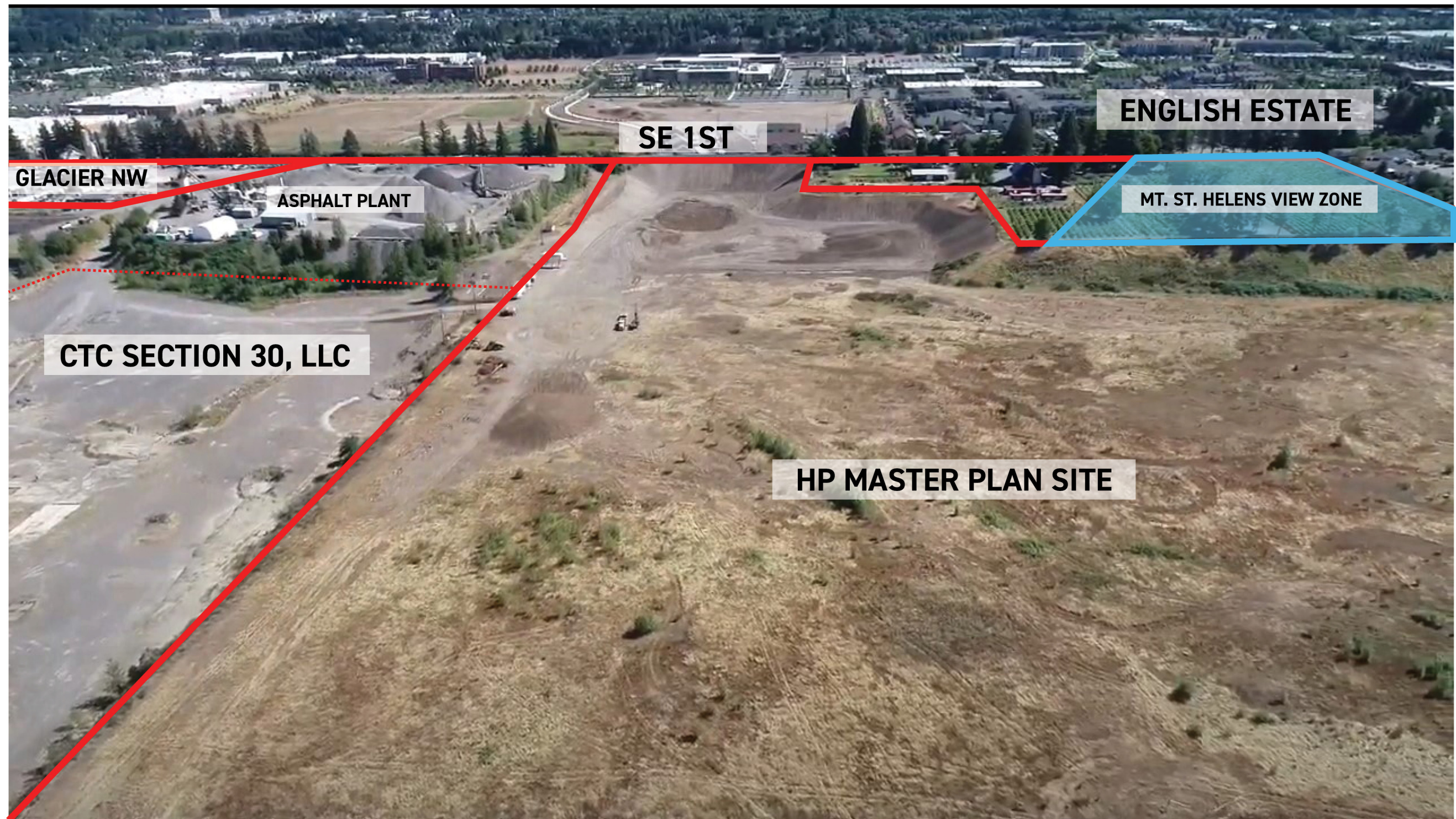
Photograph included in English

Page 476 of 498 in April 19, 2021 Testimony, p. 6.

Attachment 4

Page 1 of 2





VIEW ZONE DIAGRAM

RecFee - \$104.00 Pages: 13 - CITY OF VANCOUVER
Clark County, WA 01/16/2008 12:05

CITY OF VANCOUVER
City Clerk's Office
P.O. Box 1995
Vancouver, WA 98668-1995

Sharon Frost
Signature of Requesting Party

TO BE RECORDED

RETURN ADDRESS

City of Vancouver
City Clerk's Office
PO Box 1995
Vancouver, WA 98668-1995

Grantor : Carl D. and Gail D. English; Jennifer J. English; and, Kenneth and Kelly Emerson
Grantee : City of Vancouver, a Washington municipal corporation
Abbreviated Legal : SW ¼ Section 30 T2N R3E WM
Assessor's Tax Parcel Nos. : 176382-000, 176415-000, 176418-000, and 176419-000
Prior Excise Tax No. : NA
Other Reference No(s). : NA

PRE-ANNEXATION/ DEVELOPMENT AGREEMENT

1. **Parties:** Carl D. and Gail D. English, Jennifer J. English, and Kenneth and Kelly Emerson ("English Family"); and

The City of Vancouver, Washington, a Washington Municipal Corporation ("City").

2. **Recitals:**

2.1 The English Family owns four parcels, legally described in Exhibit "A" attached. The parcels described in Exhibit "A" (hereafter "Properties") are located in the Section 30 Annexation Area (hereafter "Section 30"), as depicted in Exhibit "B" attached.

2.2 In an agreement dated December 30, 1996, the City and several of the Section 30 property owners, entered into a Pre-Annexation Agreement (hereafter "1996 Agreement"). In the 1996 Agreement, the City agreed not to initiate, promote or further annex Section 30 until surface mining operations have ceased and these properties are made available for other development, or requested by the property owner(s).

Carl English Family
Pre-Annexation Development Agreement – Page 1

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2.3 On December 18, 2006, at the request of several property owners, the City Council unanimously voted to support annexation of Section 30 and apply comprehensive plan and zoning designations that correspond to those designations currently in effect in Clark County in accordance with VMC 20.230.030 (M-3593).

2.4 The City is authorized under RCW 35.13 *et. Seq.*, RCW 36.70B.170 *et seq.* and VMC 20.250.010(B) to enter into agreements for real property outside its boundaries as part of a proposed annexation or service agreement in order to minimize any existing or potential dispute regarding the continued use and future development of the properties. These provisions may govern and vest the use, development or redevelopment, and mitigation of development impacts of the real property for the length of time specified in the agreement.

2.5 The parties desire to enter into this Pre-Annexation / Development Agreement (hereafter "Agreement") to clarify the parties' vested rights related to the current winery uses, and to govern the Properties' future development potential, as the City proceeds with the annexation of the Properties.

IN CONSIDERATION of the terms and conditions in this Agreement, the English Family and the City agree as follows:

3. Uses on the Properties. The following is a list of permitted or legal nonconforming residential and winery-related ("Uses") currently associated with the Properties. The Uses listed below shall not be subject to any land use laws, regulations, or ordinances enacted after said Uses became vested. Any one or all of such Uses listed in this section 6 shall be allowed on the Properties until the English Family abandons current or planned Uses on the Properties, or portion thereof:

3.1 There are two residences located on the property.

3.1.1 The first residence was built in 1917; located on parcel 176382-000.

3.1.2 The second residence was built in the 1930s; located on parcel 176418-000.

3.2 The English Winery uses are located across all four parcels.

3.2.1 Vineyards

3.2.2 Retail / wholesale

3.2.3 Wine processing

3.2.4 Office and administrative uses

3.2.5 Events

Carl English Family
Pre-Annexation Development Agreement – Page 2

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Clark Auditor Wed Jan 16 12:05:35 PST 2008 4413045 Page 3

3.2.6 The Properties contain several agricultural buildings such as the barn, sales shop, and other ancillary structures.

3.3 On December 18, 2006, the City adopted a resolution (M-3593) determining the comprehensive plan and zoning designations to be applied to the Properties upon the annexation.

3.4 Some of English Family's existing uses were allowed prior to Clark County's requirement of permits for said uses. For instance, the vineyards were initially planted in 1980 and 1983 when the property was zoned Agriculture.

4. Legally Established Non-Conforming Use. The City hereby agrees to recognize the English Family's existing uses as legal nonconforming uses, so long as the uses are not legally abandoned pursuant to the Vancouver and Clark County municipal codes or common law. Any differences between Clark County's and the City's respective ordinances and common law shall be resolved in favor of the English Family.

5. Future Uses of the Properties. The City and the English Family in this Agreement hereby agree that the English Family can: continue expanding the vineyards on the Properties; continue using the two residential dwellings as residences; convert the residential dwellings to other uses related to the winery, such as but not limited to, restaurant, tasting room, gift shop, bed-and-breakfast; and, construct new buildings, or modify current buildings. The English Family shall complete all applicable land use reviews and obtain any required building permits as related to any changes in use of existing buildings, and new construction.

6. Section 30 Subarea Plan. In 2003/04, Clark County and the City of Vancouver, in cooperation with area property owners and residents, developed the "Section 30 Subarea Master Plan". In 2007/08, the City of Vancouver will once again work with area property owners and residents to further refine the plan in anticipation of the Section 30 annexation in order to prepare for the redevelopment anticipated for much of the annexation area. The English Family participated in the original 2003/04 effort, and will be asked to participate in the 2007/08 effort as well. The elements of this development agreement will be taken into consideration as the refinement efforts are undertaken.

Once the refined Section 30 plan is completed, new comprehensive plan and zoning designations may be applied to the Properties in order to implement the plan. The new designations will be applied after the annexation is complete and the plan is adopted, whichever happens last. Changes to the designations as a result of the refined plan will not negate the provisions outlined in this agreement.

7. Vested Rights. Consistent with the Vested Rights Doctrine recognized in Washington, any inconsistent or more restrictive land use policies, ordinances or regulations adopted by the City after the date that any of the uses above were legally established on the Properties, whether

as a permitted use or nonconforming use, shall not apply to the Properties; provided, however the English Family may, at any time during the term of this Development Agreement, elect to site land uses allowed by the VMC existing on the date of the filing of the pre-application for this development in accordance with VMC 20.010.080 or as the VMC may be amended during the duration of this Development Agreement, as provided for in VMC 20.210.010C. In the event the English Family makes the election to apply a subsequently amended zoning provision, the development regulations subsequently amended or enacted shall also apply.

8. Relationship of the Parties. No party is an agent, employee, partner, or joint venturer of the other party and no party is granted any right or authority, express or implied, to assume or create any obligation or responsibility on behalf of or in the name of the other parties or to bind the other parties in any matter. No party shall be entitled to share in the profits and losses of the other parties.

9. Binding on Successors. This Agreement shall be recorded and is binding upon the parties, their respective heirs, legatees, devisees, executors, administrators, guardians, conservators, successors, purchasers, tenants, encumbrancers, donees, grantees, mortgagees, lienors, and assigns.

10. Nonwaiver Clause. Failure by any party at any time to require performance by the other party of any of the provisions hereof shall in no way affect the parties' rights hereunder to enforce the same, nor shall any waiver by the party of the breach hereof be held to be a waiver of any such succeeding breach or waiver of this nonwaiver clause.

11. Governing Law. This Agreement shall be construed with and governed by the laws pertaining to contracts of the State of Washington. The parties agree to venue in Clark County, State of Washington.

12. Severability. If any portion of this Agreement, other than the performance provisions described herein, shall be invalid or unenforceable to any extent, the validity of the remaining provisions shall not be effected thereby.

13. Amendment and Modification. This Agreement in its entirety shall supercede any prior agreements except as otherwise provided. Subsequent revisions to this Agreement may only be amended by mutual agreement of the parties.

14. Reserved Authority of City. Anything in this Agreement to the contrary notwithstanding, the City of Vancouver, shall have the authority to impose new or different regulations to the extent required by a serious threat to public health and safety as required by RCW 36.70B.170(4), provided, however, that such action shall only be taken by legislative act of the City Council after appropriate public process.

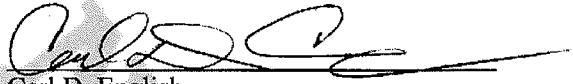
15. Term. The term of this Development Agreement shall be twenty (20) years.

Carl English Family
Pre-Annexation Development Agreement – Page 4

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16. Public Hearing. The City Council has approved execution of this Agreement by resolution after a public hearing.

ENGLISH FAMILY



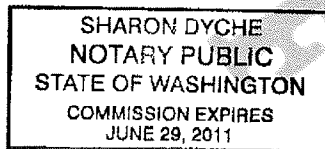
Carl D. English

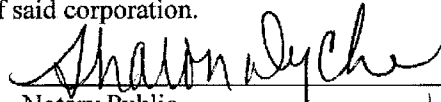
Dated 12/26/07

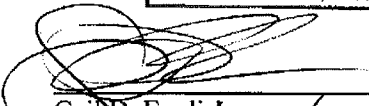
State of Washington)

County of Clark)^{ss}

On this 26 day of December, 2007, before me personally appeared Carl D. English, property owner, to me known to be the free and voluntary act and deed for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.




Notary Public
Residing at Vancouver
My appointment expires: 6/29/11



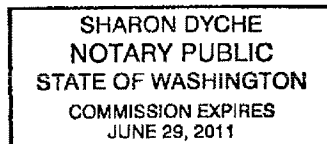
Gail D. English

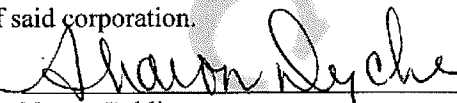
Dated 12/29/07

State of Washington)

County of Clark)^{ss}

On this 29 day of December, 2007, before me personally appeared Gail D. English, property owner, to me known to be the free and voluntary act and deed for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.



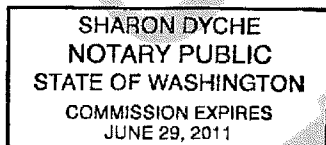

Notary Public
Residing at Vancouver
My appointment expires: 6/29/11

Carl English Family
Pre-Annexation Development Agreement – Page 5

A7120602/SW:MW

Jennifer J. English
Dated 12/28/2007
State of Washington
County of Clark)ss

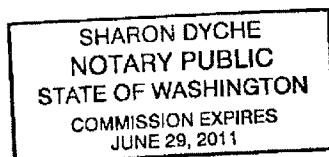
On this 28 day of December, 2007, before me personally appeared Jennifer J. English, property owner, to me known to be the free and voluntary act and deed for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.



Sharon Dyche
Notary Public
Residing at Vancouver
My appointment expires: 6/29/11

Kelly Emerson
Kelly Emerson
Dated 12/28/07
State of Washington
County of Clark)ss

On this 28 day of December, 2007, before me personally appeared Kelly Emerson, property owner, to me known to be the free and voluntary act and deed for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.



Sharon Dyche
Notary Public
Residing at Vancouver
My appointment expires: 6/29/11

K.E. Emerson K.E. Emerson

Kenneth Emerson

Dated 12-28-07

State of Washington
County of Clark)ss

On this 28 day of December, 2007, before me personally appeared Kenneth Emerson, property owner, to me known to be the free and voluntary act and deed for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.

SHARON DYCHE
NOTARY PUBLIC
STATE OF WASHINGTON
COMMISSION EXPIRES
JUNE 29, 2011

Sharon Dyche
Notary Public

Residing at Vancouver

My appointment expires: 6/29/11

CITY OF VANCOUVER

Pat McDonnell
Pat McDonnell, City Manager

Dated 12-18-07

State of Washington)
County of Clark)ss

On this 18th day of December, 2007, before me personally appeared Pat McDonnell, to me known to be the City Manager of the City of Vancouver who executed the within and foregoing instrument on behalf of said party and acknowledged said instrument to be the free and voluntary act and deed of the City of Vancouver, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.



Judith K. Hoggatt
Notary Public

Residing at Battle Ground

My appointment expires: 2-17-08

Carl English Family
Pre-Annexation Development Agreement – Page 7

A7120602/SW:MW

Clark Auditor Wed Jan 16 12:05:35 PST 2008 4413045 Page 8

EXHIBIT A

The following is a list of the four parcels and the related legal descriptions:

176382-000: #19 Section 30 T2N R3E of the Willamette Meridian; 1 Acre
BEG 4 RDS W OF SE COR OF W 1/2 OF E 1/2 OF SW 1/4 SEC 30 TI NR3EWM & RNG
TH N 10 RDS TH W 16 RDS TH S 10 RDS TH E 16 RDS TPOB

176415-000: #55 Section 30 T2N R3E of the Willamette Meridian; 7.98 Acres
SE1/4 OF SE1/4 OF SW1/4 SEC 30-2-3 EXC THEREFROM THE S 296.5 FT OF THE
WEST 296.5 FT

176418-000: #58 Section 30 T2N R3E of the Willamette Meridian; 2.02 Acres
S 296.5 FT OF W 296.5 FT OF SE1/4 OF SE1/4 OF SW1/4 OF SEC 30-2-3EWM

I76419-000: #59 Section 30 T2N R3E of the Willamette Meridian; 9 Acres
10A OF SW1/4 OF SE1/4 OF SW1/4 SEC 30 EXC 1A M/L BG S 165 FT OF E 330 FT
EXC S 165 OF E 66 FT OF SW1/4 OF SE1/4 OF SW1/4 SEC 30

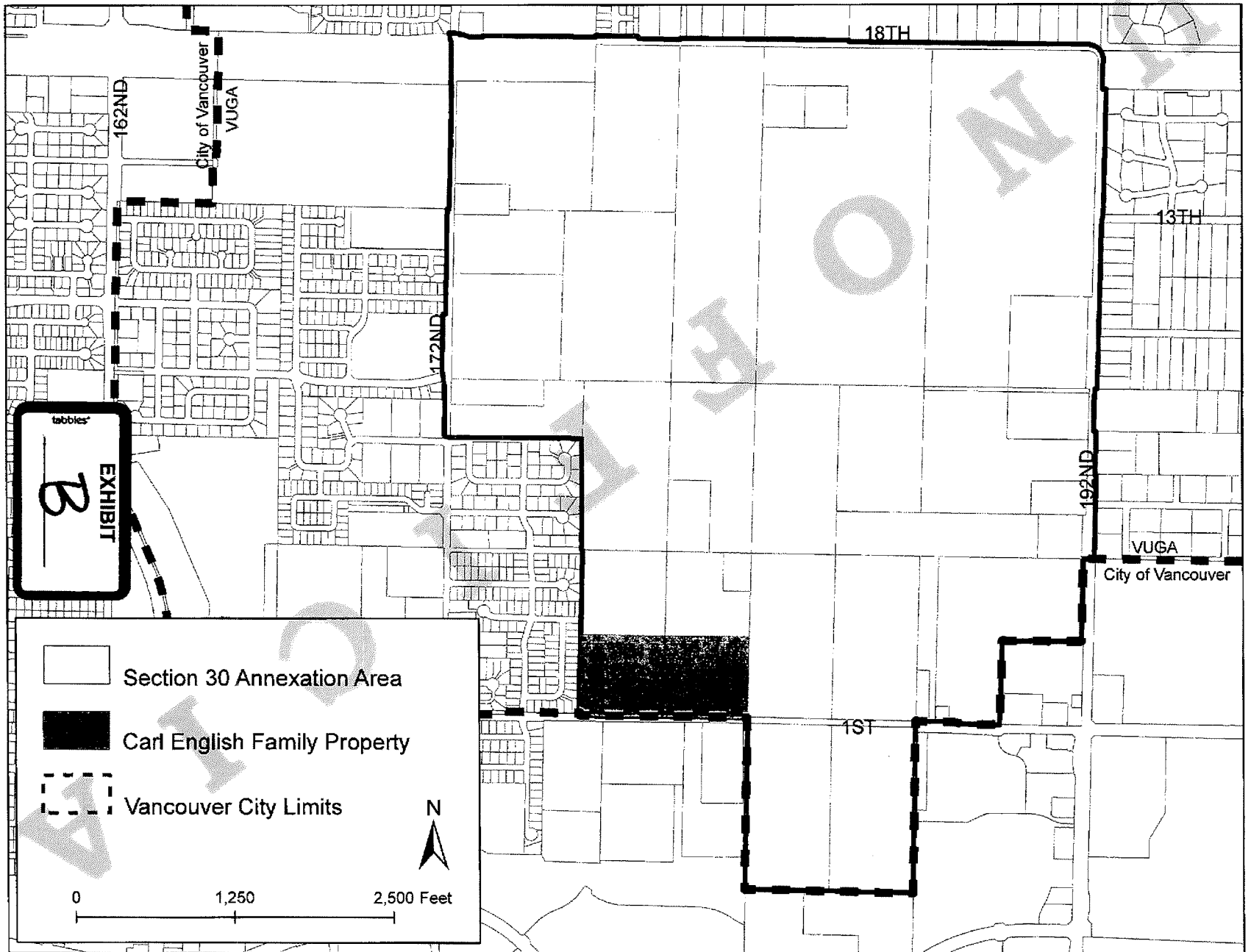
EXHIBIT B

Map of Section 30 Annexation Area, highlighting English Family parcels.

Carl English Family
Pre-Annexation Development Agreement – Page 9

A7120602/SW:MW

Clark Auditor Wed Jan 16 12:05:35 PST 2008 4413045 Page 10



12-17-07

RESOLUTION NO. M-3645

A RESOLUTION relating to approval of a development agreement pursuant to RCW Chapter 36.70B; relating to vesting of development standards and entering into a pre-annexation agreement with the Carl English Family (Owners) for property located within Section 30 of Township 2 North, Range 3 East of the Willamette Meridian and authorizing the City Manager or his designee to execute a development agreement.

WHEREAS, the Owner owns real property located in the City of Vancouver; and,

WHEREAS, the City and County completed a sub-area plan in 2004 for all of Section 30 defining general development strategies and uses; and,

WHEREAS, the City is a Washington Municipal Corporation with land use planning and permitting authority over all land within its corporate limits; and,

WHEREAS, the Owner desires to ensure vested winery-related uses can continue on the property following annexation; and,

WHEREAS, the City has the authority to enter into Development and Pre-Annexation Agreements pursuant to RCW 36.70B.170; and

WHEREAS, the City is further authorized to enter into Development Agreements pursuant to Vancouver Municipal Code ("VMC") 20.250; and

WHEREAS, the City and the owner wish to provide increased predictability to both parties on these issues; and

Clark Auditor Wed Jan 16 12:05:35 PST 2008 4413045 Page 12

WHEREAS, as described in Staff Report 237-07, it is in the mutual interest of the City and the Owner of certain property described in the Development Agreement (Exhibit "A") to enter into an agreement respecting the development of the property; and

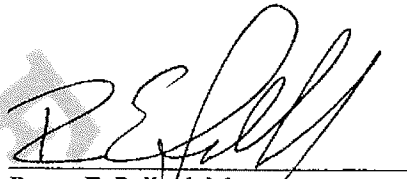
WHEREAS, a public hearing was duly noticed and held by City Council on Monday, December 17, 2007, regarding approval of the Development Agreement attached hereto.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

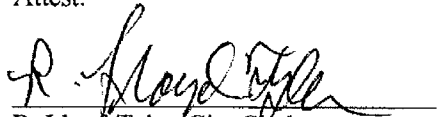
Section 1. City Council, in accordance with RCW 36.70B.200 hereby authorizes the City Manager or his designee to execute on behalf of the City a Development Agreement in the form attached hereto.

ADOPTED at regular session of the Council of the City of Vancouver, this 17th day of December, 2007.



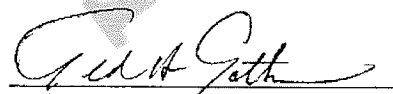
Royce E. Pollard, Mayor

Attest:



R. Lloyd Tyler, City Clerk
~~By: Carrie Lewellen, Deputy City Clerk~~

Approved as to form:



Ted H. Gathe, City Attorney

5701923 OP

Total Pages: 7 Rec Fee: \$109.50

eRecorded in Clark County, WA 02/13/2020 10:30 AM

FIRST AMERICAN TITLE INSURANCE COMPANY - NCS PORT
SIMPLIFILE LC E-RECORDING

When recorded, return to:

Columbia Tech Center, L.L.C.

Attn: Real Estate Counsel

15350 SW Sequoia Parkway, Suite 300

Portland OR 97224

MEMORANDUM OF OPTION TO PURCHASE

Grantor: English Farm, LLC and Jennifer English Wallenberg

Grantee: Columbia Tech Center, L.L.C.

Abbreviated Legal Description: Ptn SE $\frac{1}{4}$ SW $\frac{1}{4}$ Sec 30, T2N, R3E

Assessor's Property Tax Parcel
or Account Number(s): 176382-000; 176419-000; and 176418-000

Reference Number(s) of
Documents Assigned or Released: N/A

MEMORANDUM OF OPTION TO PURCHASE

THIS MEMORANDUM OF OPTION TO PURCHASE ("Memorandum") is made this 12th day of February, 2020, by and between ENGLISH FARM, LLC, a Washington limited liability company, and Jennifer English Wallenberg (collectively the "Grantor"), and COLUMBIA TECH CENTER, L.L.C., a Washington limited liability company ("Grantee").

1. Pursuant to that certain Agreement of Purchase and Sale and Joint Escrow Instructions dated effective October 31, 2018 (the "Purchase Agreement"), between English Farm, LLC, as seller, and Grantee, as buyer, Grantor granted to Grantee the following rights with respect to the real property described on Exhibit A attached hereto (the "Option Property"):

(a) Right of First Opportunity. If Grantor, for a period of ten (10) years following the Effective Date of the Purchase Agreement, intends to sell the Option Property, Grantor shall first notify Grantee in writing of such intent (the "Sale Notice") and Grantee shall have the option to purchase the Option Property as set forth in the Purchase Agreement; and

(b) Right of First Refusal. For a period of ten (10) years from the Effective Date of the Purchase Agreement, Grantor hereby grants Grantee the exclusive and irrevocable right of first refusal to purchase the Option Property from and after the Effective Date of the Purchase Agreement subject to and upon the terms and conditions set forth in the Purchase Agreement.

3. This Memorandum is being executed and recorded in the Official Records of Clark County, Washington, to give notice of the rights of Grantee described above and will not be deemed or construed to define, limit, modify or otherwise affect any terms or conditions of such rights.

4. This Memorandum shall automatically terminate and be of no further force or effect, without further action required by the parties, on October 31, 2028.

[Signatures on Following Page]

Dated as of the date first written above.

GRANTOR:

ENGLISH FARM, LLC,
a Washington limited liability company

By: _____

Jennifer English Wallenberg, Manager

Jennifer English Wallenberg, an individual

GRANTEE:

COLUMBIA TECH CENTER, L.L.C.,
a Washington limited liability company

By: Pacific Realty Associates, L.P.,
a Delaware limited partnership,
its member

By: PacTrust Realty, Inc.,
a Delaware corporation,
its general partner

By: _____
Andrew R. Jones, Vice President

Page 3 – MEMORANDUM OF OPTION TO PURCHASE

Clark Auditor Thu Feb 13 09:57:07 PST 2020 5701923 Page 3

Dated as of the date first written above.

GRANTOR:

ENGLISH FARM, LLC,
a Washington limited liability company

By: _____
Jennifer English Wallenberg, Manager

Jennifer English Wallenberg, an individual

GRANTEE:

COLUMBIA TECH CENTER, L.L.C.,
a Washington limited liability company

By: Pacific Realty Associates, L.P.,
a Delaware limited partnership,
its member

By: PacTrust Realty, Inc.,
a Delaware corporation,
its general partner

By: David W. Ramus
Andrew R. Jones, Vice President / COO
DAVID W. RAMUS

Page 3 – MEMORANDUM OF OPTION TO PURCHASE

Clark Auditor Thu Feb 13 09:57:07 PST 2020 5701923 Page 4

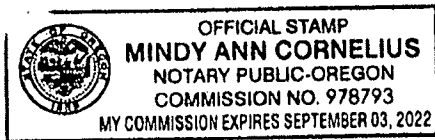
State of Washington)
) ss.
County of Clark)

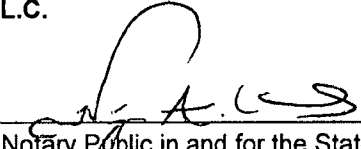
This record was acknowledged before me on February _____, 2020, by Jennifer English Wallenberg, individually, and as the authorized Manager of **English Farm, LLC**, a Washington limited liability company.

Notary Public in and for the State of Washington
My commission expires: _____

State of Oregon)
) ss.
County of Washington)

This record was acknowledged before me on February 10, 2020, by ^{DAVID W. RAMUS}~~Andrew R. Jones~~ as the Vice President of PacTrust Realty, Inc., the general partner of Pacific Realty Associates, L.P., a member of **Columbia Tech Center, L.L.C.**





Notary Public in and for the State of Oregon
My commission expires: 9/3/22

Page 4 – MEMORANDUM OF OPTION TO PURCHASE

Clark Auditor Thu Feb 13 09:57:07 PST 2020 5701923 Page 5

State of Washington)
) ss.
County of Clark)

This record was acknowledged before me on February 10, 2020, by Jennifer English Wallenberg, individually, and as the authorized Manager of **English Farm, LLC**, a Washington limited liability company.



Marissa L. Williams
Notary Public in and for the State of Washington
My commission expires: February 8, 2023

State of Oregon)
) ss.
County of Washington)

This record was acknowledged before me on February _____, 2020, by Andrew R. Jones as the Vice President of PacTrust Realty, Inc., the general partner of Pacific Realty Associates, L.P., a member of **Columbia Tech Center, L.L.C.**

Notary Public in and for the State of Oregon
My commission expires: _____

Page 4 – MEMORANDUM OF OPTION TO PURCHASE

Clark Auditor Thu Feb 13 09:57:07 PST 2020 5701923 Page 6

EXHIBIT A

Legal Description of Option Property

APN/Parcel ID: 176382-000

BEGINNING 66 feet West of the Southeast corner of the West half of the East half of the Southwest quarter of Section 30, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington; and running thence North 165 feet; thence West parallel with the South line of said tract 264 feet; thence South 165 feet to the South line of said tract; thence East along the South line of said tract to the place of beginning.

AND more commonly known as 17806 SE 1st Street, Vancouver, WA 98684

APN/Parcel ID: 176419-000

The 10 acres of S.W. ¼ of the S.E. ¼ of the S.W. ¼ of Sec. 30, Township 2N., Range 3E. of the Willamette Meridian in Clark County, Washington,

EXCEPTING THEREFROM the following:

1 acre, more or less, described as the S. 165 feet of the E. 330 feet, excepting therefrom the S. 165 feet of the E. 66 feet of the S.W. ¼ of the S.E. ¼ of the S.W. ¼ of Sec. 30.

Subject to a life estate in favor of Gail Dowling English.

APN/Parcel ID: 176418-000

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 1.997 ACRES, MORE OR LESS.

Page 5 – MEMORANDUM OF OPTION TO PURCHASE

HP Master Plan

Section 30

May 17, 2021

Vancouver City Council Public Hearing



Chad Eiken, CED Director
Greg Turner, Land Use Manager
Mark Person, Senior Planner

Presentation Overview

- Significance of HP to Site and Community
- Proposed Master Plan
- Process to date
- Public Comment, Planning Commission Feedback, Council Questions
- History of Section 30
- Section 30 Subarea Plan and Design Guidelines
- Review Process and Approval Criteria
- Summary
- Action Requested

Overview of HP in Vancouver

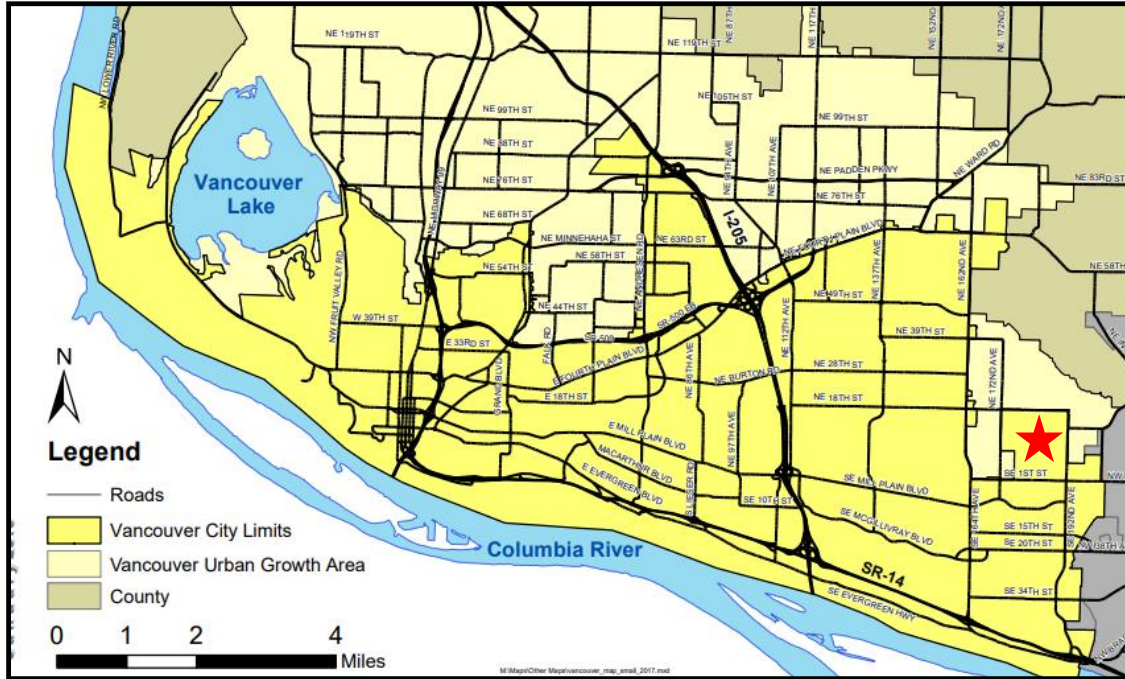
- HP Inc.'s vision is to “*create technology that makes life better for everyone, everywhere — every person, every organization, and every community around the globe*”
- HP has been located in Vancouver for 40 years
- Employs a 700-person highly skilled, well-compensated workforce
- Currently leasing space at Columbia Tech Center on SE 164th Avenue and Mill Plain
- In 2019, HP decided to stay and grow in Vancouver



Significance of HP to Site and Community

- First major development in Section 30, an area where employment uses are envisioned; infrastructure will open other parcels for development
- HP anticipates its Vancouver footprint to grow over time by acting on its Development Agreement for a multi-building development with office, research and development, industrial services, and manufacturing and production on 68 acres
- Footprint of up to 1,500,000 gross square feet
- HP and its employees have a history of commitment to community service, and training the next generation of innovators locally

Future HP Location: Section 30



Section 30

- Annexed by City in 2008
- 553 acres, consists mostly of former gravel quarries, public lands (parks, gun range)
- Zoned ECX, Employment Center Mixed Use
- Subarea Plan Adopted

Proposed Master Plan



“The Master Plan sets forth HP's vision of a multi-building development comprising up to 1.5 million gross square feet (GSF). 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.”

HP Section 30 Master Plan - 6

Proposed Master Plan



The Master Plan will provide a framework for future development on the site over the life of the Development Agreement and beyond



Proposed Master Plan



Conceptual view of Block 3 and 4 looking northwest from
NE 184th Avenue



Conceptual view of Block 2 looking northwest from NE 184th Avenue

Process to Date

- Staff determination of Fully Complete application
- Notice to agencies and neighbors within 500 feet
- February 9, 2021 PC Workshop
- February 23, 2021 PC Workshop
- April 13, 2021 PC Public Hearing – Unanimously Recommended Approval
- April 19, 2021 Council Workshop

Public Comment to Date

- Traffic and related safety issues
- Building heights and potential view impacts
- Consideration of the English Winery Site
- Landscaping
- Sustainability

Planning Commission Feedback

- Sustainability and Climate Action
- Circulation onsite for non car users
- Coordination with adjacent jurisdictions/agencies
- Stormwater
- Context of Section 30 outside HP Master Plan site
- Status of the western trail identified in the Section 30 Plan

Master Plan Response to Public/PC Input

- Applicant has engaged immediate neighbors
- Applicant has a demonstrated track record with sustainability
- Transportation staff and applicant have worked together on street and multi-modal design
- Applicant has taken views into consideration in placement of buildings and landscaping
- Potential plant list has been submitted
- Applicant open to dedication of a portion of the top of western slope for trail

Staff Response to Council Questions

Existing View Standards and Guidelines in Section 30

- No view corridors were established during the Section 30 Plan process and building heights are not limited in the ECX zone.
- Section 30 Design Guidelines include a reference to views and states “consider the impact of proposed construction within 500 feet of homes adjacent to the southwest quarry slope on existing views of Mt. Hood” under A.6.1 Quarry Side Slope Design.
- This guideline was added after the July 14, 2009 hearing in response to public testimony from a neighbor to the west of the site on NE 4th and 5th Street.

Staff Response to Council Questions

How would the City approach HP about the trail on a portion of the top of the western top of slope?

- 2019 HP DA states that the proposed multi-use path along 184th Avenue can satisfy the intent of the western trail.
- Applicant is open to dedication of approximately 12' on top of the western slope for a trail in the future
- Parks has not determined whether the trail should be neighborhood focused or regional, and has not planned connectivity between northern and southern property owners, and does not currently have a budget for the trail
- As additional applications come in to develop Section 30 and a trail network is identified, Parks and the applicant will discuss next steps

Staff Response to Council Questions

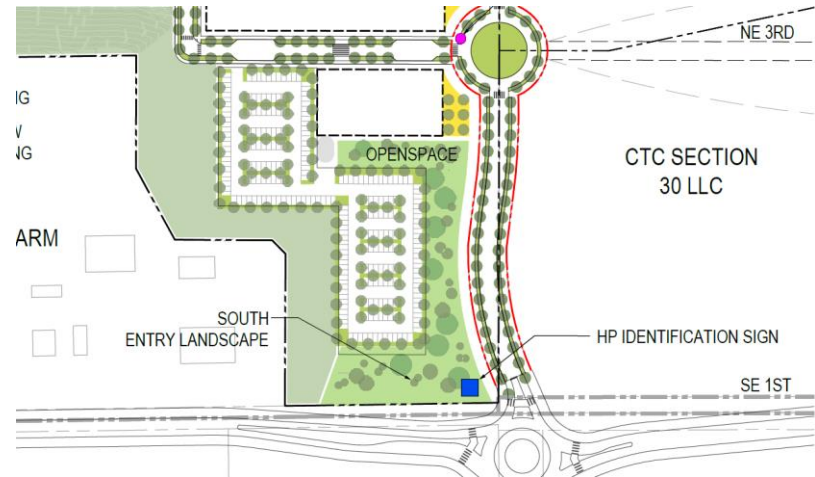
Is Council bound to the 2009 Plan?

- A change to the subarea plan, design guidelines, or code would involve a separate legislative process
- Site is vested to the 2009 Plan and land use regulations in place when the 2019 Development Agreement was executed
- Council has the option to approve, approve with conditions or deny the application based on the review criteria of VMC 20.690.050.C 1-4

Staff Response to Council Questions

Parking area along 184th near 1st Street

- Potential parking at the south of the site is located approximately 110 feet from 1st Street and 15-20 feet below street grade.
- Parking areas will be reviewed for compliance with screening during site plan review



Staff Response to Council Questions

Opportunities for Density or Height Bonus

- No residential use is proposed as part of the Master Plan
- Heights are not restricted in the ECX zone and no height bonuses are available

Staff Response to Council Questions

Opportunity for Broadband in new roadways

- Transportation is planning to include an empty conduit for future broadband expansion along the SE 1st Street corridor

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.

Approval criteria (VMC 20.690.050.C 1-4) for the Master Plan is addressed within the staff report dated April 1, 2021 (pages 8-11)

- The approval criteria generally include consistency with the plan district and guidelines, and provisions for infrastructure

Summary

- Master Plan will implement the Section 30 vision of a vibrant urban employment center and extends infrastructure into the site for future development beyond the HP site
- The HP Section 30 Master implements Goal 9 of the Strategic Plan by building a resilient economy and job creation
- The application has been found to comply with all approval criteria and standards, including recently adopted complete street standards

Action Requested

Approve resolution for the HP Section 30 Master Plan as conditioned in the April 1, 2021 Staff Report and unanimously recommended for approval by the Vancouver Planning Commission on April 13, 2021

Questions and Discussion

- Chad Eiken, chad.eiken@cityofvancouver.us
- Greg Turner, greg.turner@cityofvancouver.us
- Mark Person, mark.person@cityofvancouver.us



HP MASTER PLAN

VANCOUVER, WASHINGTON

CITY COUNCIL PUBLIC HEARING

MAY 17, 2021

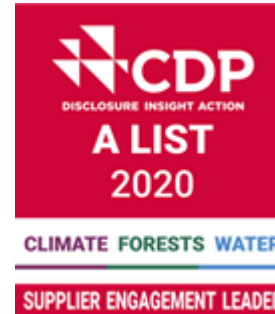
A COMMUNITY PARTNER

- HP has a deep community connection developed over nearly four decades.
- Confidence in ability to grow with the City of Vancouver.
- HP undertook a nationwide search in 2018 and 2019 to determine where to invest in a new development and determined that Vancouver provides its employees with a livable community where they can live, work and play.



HP IS A SUSTAINABILITY LEADER

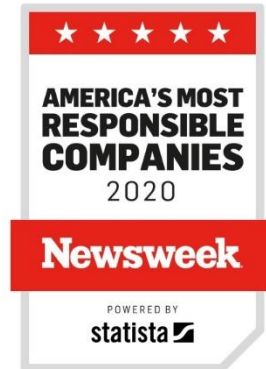
- HP has set an ambitious goal to be **carbon neutral in its operations by 2025**.
- In line with HP's circularity ambitions, **HP operations will be zero waste in its managed facilities by 2025**.
- In 2020, HP **reduced potable water consumption by 27%** compared to 2015.
- HP is a **corporate leader in environmental stewardship** and has focused on incorporating environmental sustainability, including **sustainable building construction** for HP sites in regions where HP operates.
- HP's industry-leading **sustainability standards will inform development of this property** along with additional focus on specific goals regarding renewable resources and emission reduction.



MEMBER OF
**Dow Jones
Sustainability Indices**
In Collaboration with RobecoSAM



CLEAN200™



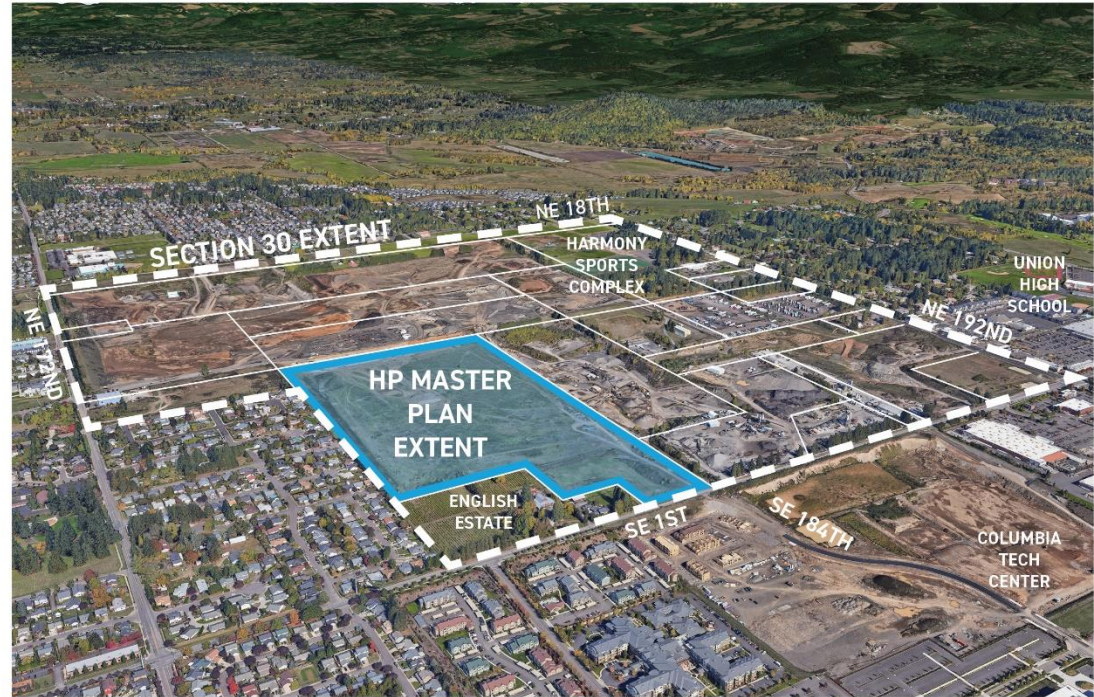
SUSTAINABLE STRATEGIES

The following are examples of **sustainable strategies** discussed in the HP Master Plan and ones that will be considered for the Vancouver site:

- Installation of **native and adaptive native plant and tree types**. Some of these plant types will offer **habitat and forage** for pollinators and a range of insects.
- These plants, along with a reduction in turf and lawn areas, will **reduce irrigation demands** once established.
- Trees along the roadways, parking lots and throughout the project area will help **improve air quality and capture CO2**.
- A robust tree canopy to **reduce heat gain effects** of parking lot paved areas.
- **Stormwater solutions** to reduce the amount of discharge to the city stormwater system.
- A minimum of **10% of overall parking stalls to be EV charging stations** to encourage the use of EV vehicles to reduce emissions from gas-fueled vehicles.
- Integrated **bike** facilities.
- Walkable **connections to transit** and between buildings.
- **Construction air emissions will be minimized** by following BPM's outlined in the project's SWPPP.
- Use of roundabouts will encourage consistent vehicle speeds along 184th Avenue, which will **reduce traffic congestion and help reduce vehicle emissions**.
- Use of **sustainable and durable architectural materials and finishes** consistent with HP's sustainability goals.

MASTER PLAN EXTENT

- The City's Master Plan process embodies the plan for full site development.
- Infrastructure improvements include creation of a new street network, pedestrian connections, water service, sanitary sewer facilities and stormwater treatment.
- Transformation of a former mine site into an office, research & development and other uses consistent with ECX zoning and the HP-City of Vancouver Development Agreement.



INITIAL CONDITIONS



FROM SOUTHEAST CORNER OF PROPERTY LOOKING NORTHWEST



FROM THE WEST SLOPE LOOKING EAST

Note: Photos taken during summer 2020 grading activity

CURRENT CONDITIONS



FROM SOUTHEAST CORNER OF PROPERTY BY 1ST STREET
LOOKING WEST TOWARD ENGLISH FARM



FROM SOUTHEAST CORNER OF PROPERTY LOOKING NORTHWEST

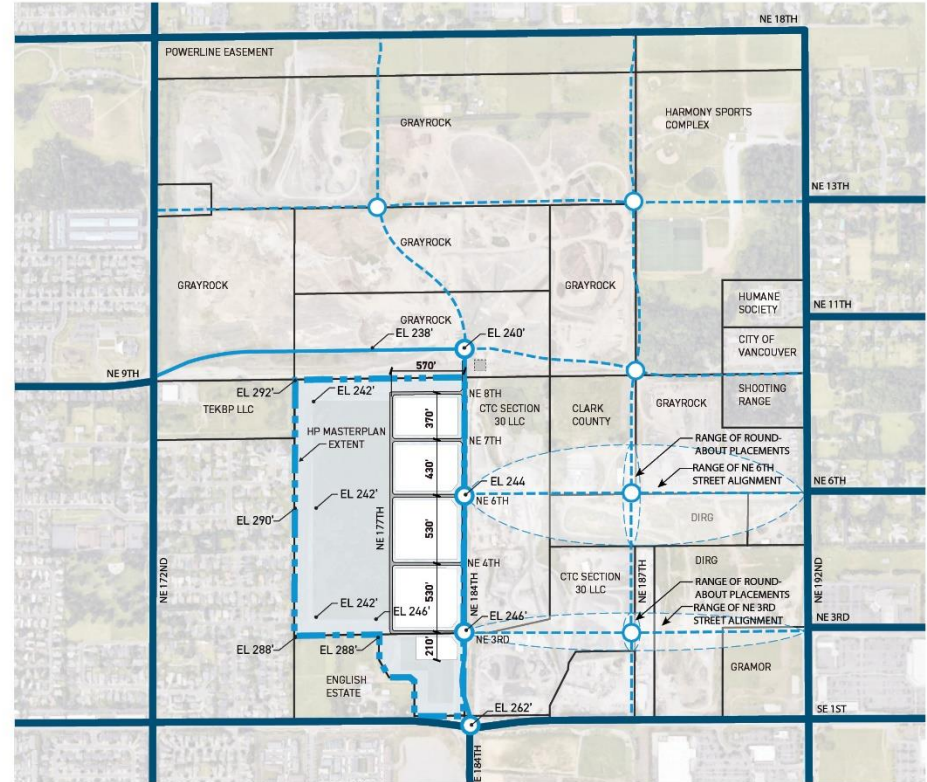
Note: Photos taken April 26, 2021

A CATALYST FOR DEVELOPMENT



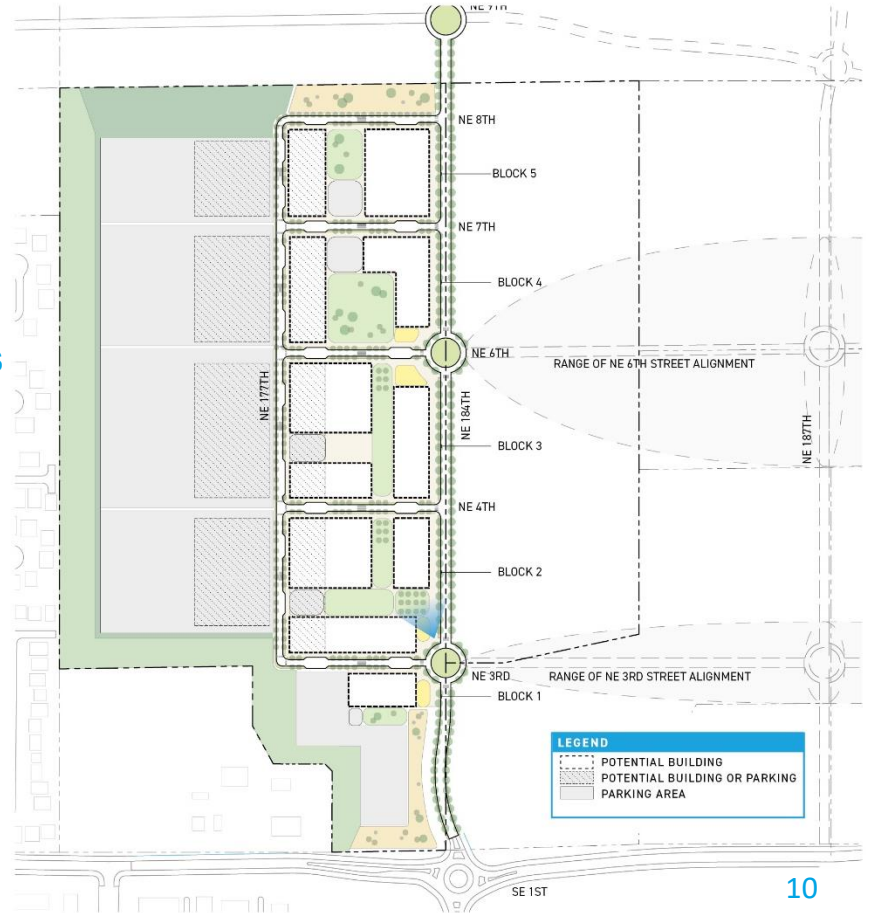
HP MASTER PLAN IN CONTEXT

- Encompasses a phased development along with an infrastructure plan to serve the HP property.
- Consistent with the Section 30 Urban Employment Center Plan, the HP Master Plan recognizes infrastructure needs throughout Section 30 in anticipation of future development.
- Coordinated with other Section 30 property owners to create the HP Master Plan.



A VISION FOR THE HP PROPERTY

- Buildings will typically be urban in character and designed to be compatible with each other in terms of scale, orientation, and massing.
- Materials and design details will differ between buildings, although a "family resemblance" will present a unified appearance.
- Sloped banks on the southern and western boundaries are up to 50 feet tall and will provide a natural buffer between the site and the adjacent neighborhood.



CONCEPTUAL FORM OF DEVELOPMENT

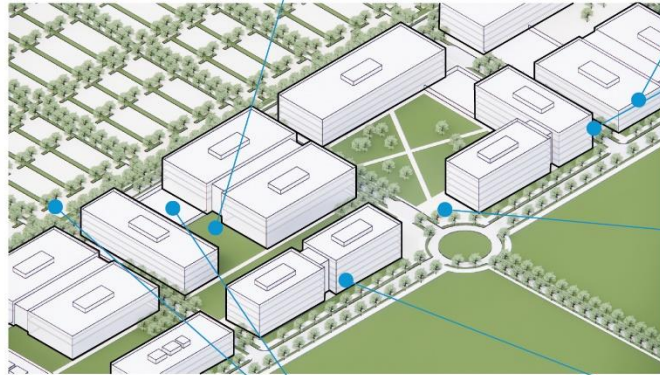
PROVIDE USABLE OPEN SPACE



CREATE A CONSISTENT STREET WALL ALONG 184TH



CONCEPTUAL MASSING



ADD LOCAL CONNECTIONS ALONG PRIVATE ROADWAYS



UTILIZE OPPORTUNITY FOR OPEN SPACE AT ROUNDABOUTS



SEPARATE SERVICE AND PARKING AREAS



BREAK DOWN SCALE OF BLOCK WITH ENTRIES AND PEDESTRAIN CONNECTIONS



OPEN SPACE AND PLAZAS

- Buildings will be interspersed with open space and plazas providing occupants with various outdoor opportunities.
- The plazas and site open space will connect to the sidewalk network, private streets and the public multi-modal recreational trail along the west side of NE 184th Avenue.
- This recreational trail will connect the HP development to the neighborhood and other features planned for Section 30.



GATEWAYS



SOUTHERN GATEWAY NEAR INTERSECTION WITH SE 1ST STREET



NORTHERN GATEWAY

Gateways along NE 184th Avenue at SE 1st and NE 9th Streets will be landscaped and provide welcoming entrances from both the south and north.



LANDSCAPE DESIGN

- Landscape design will include ample use of trees across the site, and along streets and in parking lots to achieve the City's canopy goals.
- Preserving views to the east for the existing residences is one Subarea Plan goal, while tree canopy along HP's western boundary is a separate goal.
- To resolve these competing goals, HP proposes an evergreen hedge with a mature height of three feet along the western boundary.



STORMWATER FACILITIES

- 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.

PRECEDENT IMAGES FOR STORMWATER COLLECTION FACILITY



HP MASTER PLAN



HP MASTER PLAN

An aerial-style illustration of a master plan site. The foreground shows a large parking lot with several cars, a row of trees, and a cluster of modern, multi-story office buildings. To the left, there's a residential area with smaller houses and a winding road. In the background, there are more green spaces, a river or stream, and distant hills under a light sky. The overall style is a soft, painterly illustration.

HP respectfully requests that the City Council approve the HP Master Plan.

Todd Smith, HP, Inc.

Bill Mattingly, HP, Inc.

HP Master Plan Team Consultants

The following slides are supplemental to the main presentation.

CURRENT SITE PHOTOS



FROM NORTHEAST CORNER OF PROPERTY LOOKING SOUTH



FROM NORTHEAST CORNER OF PROPERTY LOOKING WEST

Note: Photos taken April 26, 2021

CURRENT SITE PHOTOS



FROM SOUTHWEST CORNER OF PROPERTY LOOKING NORTHEAST



FROM SOUTHWEST CORNER OF PROPERTY LOOKING EAST

Note: Photos taken April 26, 2021

Attachment 2 to Applicant's City Council Letter: Existing Conditions Photograph

- Photograph shows the English Farm property and its immediate neighbors, most of which are industrial in nature.
- Asphalt plant and concrete plant to the east and vacant mined-property on the CTC Section 30, LLC property to the northeast.
- Former mine site on the HP property to the north shown during early stage of summer 2020 reclamation activity.
- The photograph was taken August 11, 2020.



Attachment 3 to Applicant's City Council Letter: Aerial Photograph Labelled with English Farm Uses and Surrounding Uses

- This aerial view shows the internal facing layout of the English Farm operations.
- The tasting room and associated patio do not have an unobstructed view of Mt. St. Helens.
- The trees and other structures appear to provide screening of the industrial uses to the north and east.



Attachment 4 to Applicant's City Council Letter: Photograph included in English Farm's April 19, 2021 Testimony

- This photograph was provided in English Farm's testimony and shows the trees at the border of the property starting to leaf out and obscure the property owner's desired view to Mt. St. Helens.



Attachment 4 to Applicant's City Council Letter: Magnified Portion of Photograph included in English Farm's April 19, 2021 Testimony

- In magnifying the view of the English Farm submitted photograph from the previous slide, the view from the tasting room and patio is of the mine operations that were occurring at that time on neighboring property.
- The trees are a good screen of the surrounding industrial uses.
- No view of Mt. St. Helens is apparent through the trees in either the photograph submitted by English Farm, or this magnified view.
- Source photograph found in Ms. English Wallenberg Testimony, April 19, 2021, p. 6.



Attachment 5 to Applicant's City Council Letter: View Zone Diagram

- The HP Master Plan does not block any view because no site plan has been designed or submitted.
- HP has considered the potential impact to the view from English Farm if Phase 1 of the HP Master Plan (Buildings 1-4) were realized, for illustrative purposes only, with buildings that are infinitely tall.
- Under this impossible scenario, a significant portion of English Farm's northern frontage would provide a view of Mt. St. Helens for visitors to walk to and observe. This view zone is represented by the blue shaded area in this diagram.



ADDITIONAL CURRENT SITE PHOTOS



FROM NORTHWEST CORNER OF PROPERTY LOOKING NORTHEAST



FROM NORTHWEST CORNER OF PROPERTY LOOKING SOUTHEAST

Note: Photos taken April 26, 2021

PHOTOS OF SURROUNDING USES



CONCRETE PLANT TO THE EAST OF HP PROPERTY



ASPHALT PLANT TO THE EAST OF HP PROPERTY

Note: Photos taken April 26, 2021

PHOTOS OF SURROUNDING USES

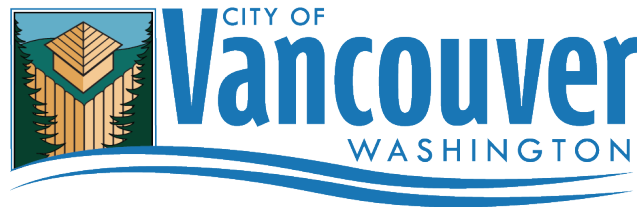


CTC SECTION 30 EAST OF HP PROPERTY



GRAYROCK NORTH OF HP PROPERTY

Note: Photos taken April 26, 2021



May 11, 2021

M E M O R A N D U M

TO: Mayor McEnery-Ogle
Vancouver City Council

FROM: David A. Galazin
Assistant City Attorney

RE: HP Master Plan – PRJ-165336/LUP-79900

Dear Mayor and City Council:

This memorandum is in response to questions raised during the Vancouver City Council Workshop meeting of April 19, 2021, during which the members expressed an interest to be more fully briefed about the scope of authority available to the City Council in considering whether to approve, approve with conditions, or deny to above-referenced Master Plan, which is set to come before the Council for consideration on May 17, 2021. In addition, Councilmembers also requested that staff identify the specific parameters that currently exist within city code, development regulations, design guidelines, approved Development Agreements, and other legally-binding documents, which must necessarily inform any decision made by the Council in this matter, as well as the extent of any flexibility contained within these existing parameters.

I. *Criteria for Approval of the Master Plan in City Code*

Your consideration of the Master Plan application, which can result in approval, approval with conditions, or denial, is governed by VMC 20.690.050(C). The criteria include compliance with a number of related regulations, including, but not limited to:

- Section 30 Subarea Plan

- Section 30 Design Guidelines
- Full Site Utilization Plan
- Comprehensive Parks, Recreation & Open Space Plan

In addition to the specific requirements noted within the city code, the Master Plan is also informed by the Development Agreement entered into between HP and the City, with an effective date of December 16, 2019, which vests HP to these development standards, as they were in effect on that date, irrespective of any future code amendments, generally speaking. These interrelated documents provide the reference points for addressing most of the questions raised by the Council on April 19, 2021.

A. Height limitations and view protection.

Specific development standards are guided first by VMC 20.690.040. Subsection (B) of this section specifies that generally: “Building heights shall not be restricted within the ECX zoned properties of the Plan District.” However, the Code further clarifies that development along the southwestern quarry slope must comply with the Design Guidelines. This appears to represent one of only two zoning classifications within the City where building height is not capped. However, VMC 20.690.050 generally requires that the Master Plan consider such aspects as “transitional grades between developments,” “open space connectivity,” and “impacts to the adjacent properties and mitigation....” Having vested to the ECX zoning designation through execution of the approved Development Agreement, HP’s rights to unrestricted building heights are generally protected unless the Master Plan proposes a building that would directly implicate one of the stated goals in VMC 20.690.050. Absent such a direct and clearly-identifiable conflict, any condition that would have the practical effect of imposing a height limitation would appear to lack the necessary legal nexus to existing regulations and could be rendered susceptible to legal challenge.

The exception that has been carved out for development on the southwest quarry slope is explained in Section A.6.1 of the Design Guidelines, and consists solely of the following: “Care should be taken to consider the impact of proposed construction within 500 feet of homes adjacent to the southwest quarry slope on existing views of Mt. Hood.” Preservation of these views is warranted only by virtue of their inclusion in the Design Guidelines. Although English

common law contained a doctrine known as “ancient lights,” wherein a land owner was precluded from obstructing the sunlight, and hence, views, that had traditionally fallen on a neighbor’s land, this doctrine has been explicitly rejected in American law, including specifically in Washington State.¹ No mention of views towards Mount St. Helens can be found in any of the regulations or land use plans applicable to Section 30 or this Master Plan. In the Open Space, Trails and Public Facilities element of the Section 30 Subarea Plan, there is an undefined reference to a “Vista Point” open space area on what is currently a closed solid waste facility.² The Subarea Plan notes that this is “the highest elevation in Section 30” and “a primary vista point at the top would offer a great amenity to the area.”³ If the intent of this “vista” were more clear, or if other identifiable open space or recreational areas to which one or more views would be integral, were called out as potential goals within the Subarea Plan, it would perhaps be possible to condition approval of the Master Plan on protecting those particular views. While Council may ensure that proposed open spaces remain functional, which might include view planes as one element of functionality (particularly for the “Vista Point”), there is no existing regulation expressly requiring the protection of any one particular view a mandatory condition of approval based on the applicable language in the Design Guidelines, the Subarea Plan, or elsewhere in city code.

B. *Siting of parking lots/structures at “entrance points” to Section 30.*

As noted, the Master Plan must be consistent with the Subarea Plan and “meet the intent” of the Design Guidelines. Although this presumes some level of flexibility, strict adherence to a particular standard may be appropriate to include as a condition, if reasonably warranted by the underlying site conditions. The Subarea Plan’s transportation element speaks to both off street and on street parking, but provision “TR-16” of the Subarea Plan is more explicit in describing how off street parking is to be situated, generally: “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.”⁴ Section A.3.1 of the

¹ *Collinson v. John L. Scott*, 55 Wn.App. 481 (1989).

² Section 30 Subarea Plan, p. 51.

³ *Id.*

⁴ Subarea Plan, p. 44.

Design Guidelines provides more specific guidance in this instance, as it calls for “special design features” at corners where collector streets enter from adjacent arterials. Such special features can include:

- Distinctive architectural elements.
 - Special building treatment adjacent to the corner
 - Freestanding architectural features
 - Pedestrian plazas
- Entry monuments.
- Landscaping elements that “contribute to the character and identity of Section 30.

The overall intent of these regulations appears to be to ensure that parking is located towards the rear of buildings as a general rule, and that specific access points to Section 30 from the adjacent arterial roadways contain aesthetically-pleasing components. In support of this, Exhibit 6 to the Development Agreement describes the intent as follows:

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.

While this point should be clarified with the developer, it would appear that the existing plans conform to the relevant requirements insofar as no parking lot will be constructed directly at the corner of SE 1st Street, west of SE 184th Avenue.

C. Creation and location of western pedestrian trail.

The establishment of a public recreational trail network is a mandatory element of the Master Plan, pursuant to VMC 20.690.050(C)(4)(d). In addition to the network itself, the Subarea Plan “envision[s] the construction of a walking path following the west perimeter quarry slopes.”⁵ As this concept was incorporated into the Development Agreement, it was determined that the developer would be permitted to design and construct a 12-foot recreational trail along 184th Avenue instead, provided that it would connect to 9th Street in future phases.⁶ The Subarea Plan rightly identifies the problem of a fully-connected trail at the top of the western

⁵ Subarea Plan, p.50.

⁶ Section 8(d), Development Agreement.

quarry slope being that its steep pitch would require staircases or similar features in order to make it accessible from the east. If the recreational trail that was agreed upon in the Development Agreement serves the purpose of a connected trail network, the City might possibly condition approval of the Master Plan on dedication of space at the top of the slope for the City to install its own perimeter trail, as envisioned in the Subarea Plan. This, however, might require that the City have an identified funding mechanism in place for such a project in order to justify the dedication of land.

D. *Integration of City's climate action goals.*

Because review of the Master Plan is constrained by city code and those regulations (such as the Subarea Plan and Design Guidelines) that have previously been enacted, efforts to incorporate any purely aspirational goals that the City may have related to climate action strategies would be susceptible to legal challenge. That having been said, there are some significant policies that have been established within the existing documents and Council may properly form the basis for imposing a condition on approval. The Urban Design element of the Subarea Plan specifically notes that the “blank slate” nature of Section 30 presents opportunities to implement new and environmentally friendly building and design concepts.⁷ While lacking precise detail, provision “UD-5” supports “green” designs and low impact development (including minimizing energy use), and “UD-6” encourages energy-efficient building materials and utilization of renewable energy technology. Additionally, the Design Guidelines contain landscaping standards that encourage the use of rain gardens and landscape roof plantings, both of which may be counted towards total site-wide landscaping requirements.⁸ To the extent that any of the City's climate and sustainability goals can be tied back to these provisions within the Subarea Plan or Design Guidelines, then it is theoretically possible to craft a condition of approval with that tie. Please note, however, that any perceived link to the charging of electric vehicles or the use of fossil fuel by people coming on-site would be tenuous, at best.

⁷ Subarea Plan, pp. 30-31.

⁸ Section E.1.5, .6, Design Guidelines.

IV. *Conclusion*

As a legislative act, consideration of the Master Plan affords the City Council some discretion, but that must still be constrained within the code sections and land use regulations already established, and to which the developer has vested by virtue of the Development Agreement. This memorandum has attempted to provide a broad overview of those regulations, through the lens of certain issues previously raised by the Council in this matter, and to offer suggestions as to which regulations should be considered most for each issue. This list is by no means exhaustive, and our office will continue to be on hand to assist and advise further on these matters as they come before you.

Please do not hesitate to contact me should you have any questions or concerns.

62nd Street Apartments Zoning Map Change

VANCOUVER
CITY HALL



May 17, 2021

Vancouver City Council Public Hearing
Bryan Snodgrass, Principal Planner, Community
and Economic Development Department

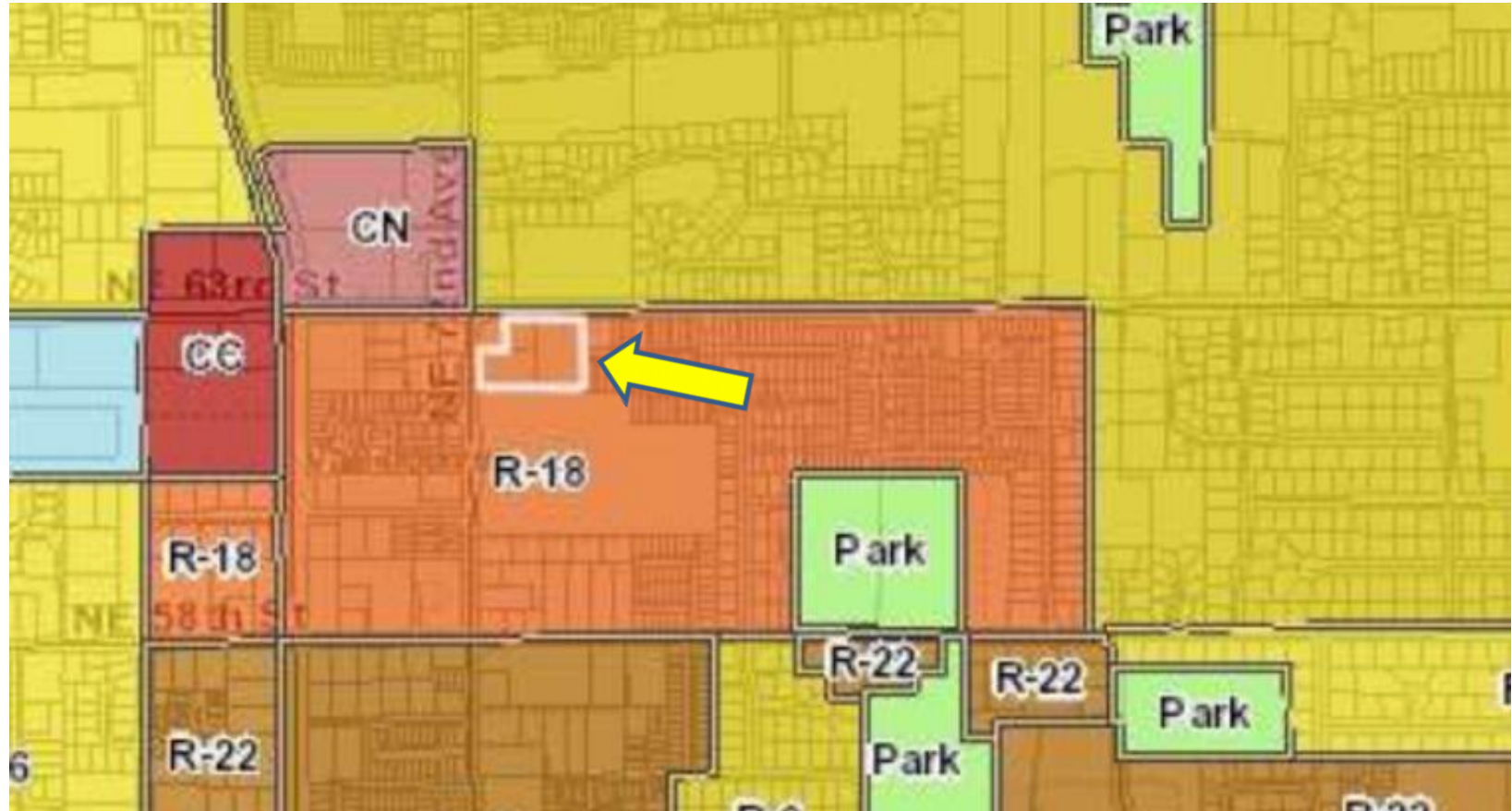
Presentation Overview

- Staff report on 62nd Street Apartments rezone proposal, R-18 to R-30 on 2.5 acres near intersection of 72nd Avenue and 63rd Street
- City Council questions, applicant and public testimony, Council deliberations and recommendation
- Reviewed at April 19, 2021 Council workshop

R-18 to R-30 on 2.5 acres



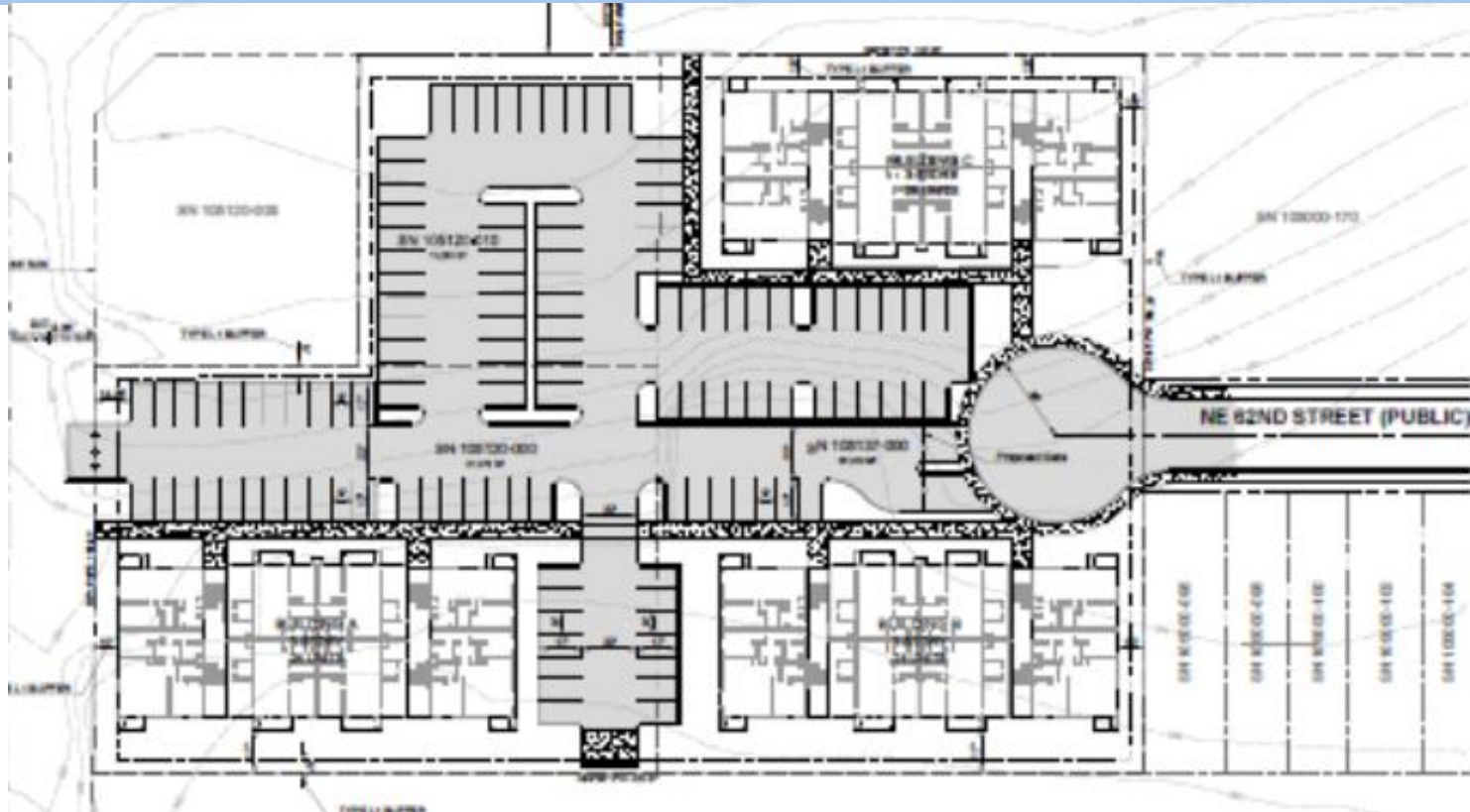
Regional Zoning



Anticipated Future Development

- If rezone approved, applicant envisions submitting site plan proposal for a 76-unit market-rate apartment complex, consisting of three 3-story buildings. 60 units planned to be 1-bedroom, 16 two-bedroom.
- Vehicular access will be through 62nd Avenue to the east. Access at west end of the site to 72nd Avenue for pedestrian and emergency vehicles only.

Anticipated Future Site Plan



Transportation Issues

- Estimated 415 daily and 33 evening peak hour trips under proposal with R-30 zoning vs 245 daily and 20 evening peak under existing R-18 zoning.
- No indication of unusual accident history at intersection of 72nd Avenue and 63rd Street or indication of nearby concurrency hotspots based on preliminary analysis.
- Bus service available on Andresen Rd 900 feet west of site.

School Issues

- Walnut Grove Elementary currently serving 629 students in facility originally constructed to serve 537.
- Replacement building under construction in rear of site to serve 720 students, to be completed later in 2021.
- Primary pedestrian access from rezone site for students via existing sidewalk on 63rd Avenue and 72nd Street into front of school site. Access also through existing gate at back of school.

Stormwater Issues

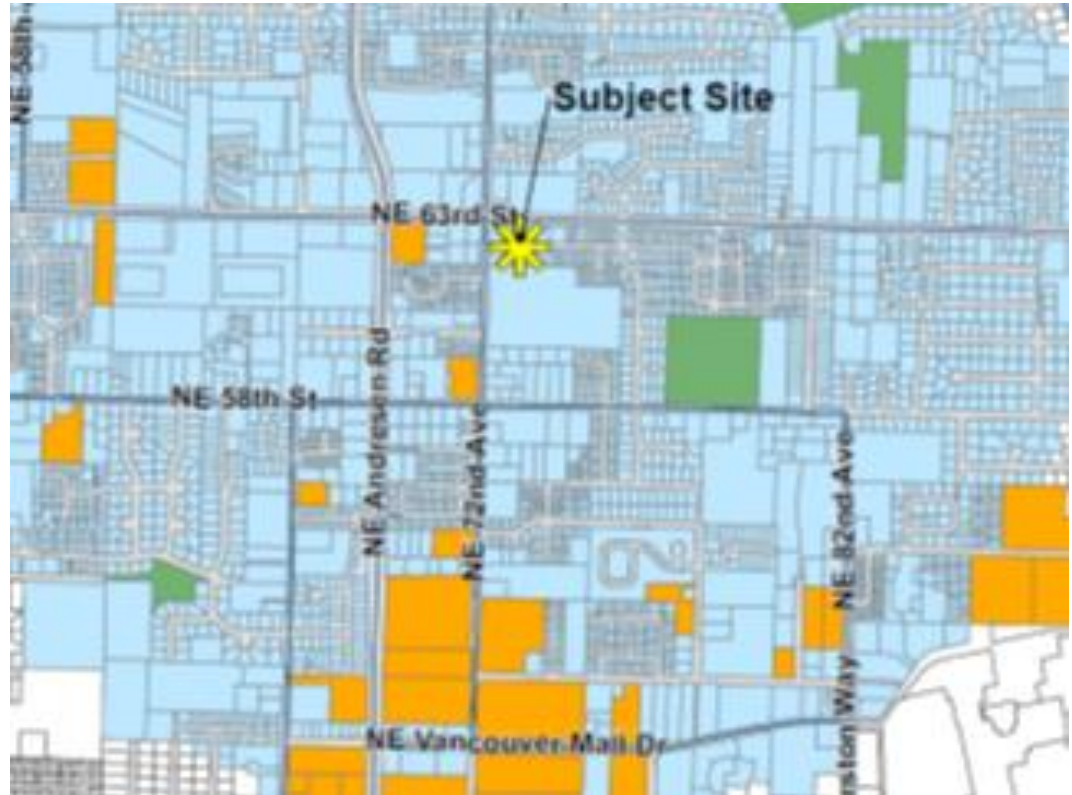
- Gary and Heidi Miller, residents on the north side of 63rd Street opposite the proposal site, testified with concerns about past flooding incidents at their property prior to annexation in 2017.
- City Public Works staff visited the area, spoke with the Millers, and confirmed that the existing City drainage facility west across 72nd Avenue from the rezone site is not a likely source of area flooding. Staff will monitor the situation.
- Future rezone site development will be reviewed for drainage compliance as part of Site Plan Review

Corner Property Implications

- Future redevelopment of 0.3-acre corner mobile home property feasible but probably less likely in near term because of rezone. 5% of multi-family developments since 2000 in the R-18 zone have been this size or smaller.
- Future corner lot access likely limited to right-in, right-out access onto 72nd Avenue
- Multi-family developers likely to look first to larger lots with less constrained access.

Nearby Apartments

Low density multi-family housing relatively prevalent nearby, but fewer apartments within ½ mile. More apartments are located further south near Vancouver Mall Drive.



MFR Zones Comparison

	R-18	R-22	R-30
Potential Units	36	44	60
Likely # Stories	1-2	2-3	3
# Parking Spaces	54	66	90
Max. Height, Setbacks, Landscaping	50' 10', 0'/5' 10%	Same as R-18	Same as R-18
Typical Building Form			

Review Criteria

- The existing and proposed zoning districts both implement the existing Urban High Density Comprehensive Plan designation, so no changes to the Comprehensive Plan are triggered
- Stand alone zone changes must demonstrate proposed designation is more consistent with applicable Comprehensive Plan and Strategic Plan policies, and that a change in circumstances has occurred since designation first applied.

Review Criteria

- Consistency with locational criteria for individual zoning districts was removed as an explicitly listed criteria for site specific map change proposals in 2018.
- The locational criteria remain in the code for the individual districts and may still be considered as part of site specific map changes, but the 2018 changes was intended to give them less weight until they are reviewed as part of the next major code update.

Staff Recommendation

- Staff recommended approval of the zone map change proposal, which facilitates additional apartment housing compatible with abutting uses and near public and commercial services and amenities, at densities that will likely expand nearby housing options.
- The local onset of the affordable housing crisis represents a significant change in circumstance.

Planning Commission Recommendation

- Planning Commission recommended approval by 6-1 vote at a March 9, 2021 public hearing, with one couple testifying against.
- The issue that the rezone would create the only property zoned R-30 in the immediate vicinity discussed at January 12 workshop but was not raised in the hearing.

Next Steps

- City Council public hearing May 17, 2021
- If rezone approved, future apartment development requires application for site plan review

Questions and Discussion

- Bryan Snodgrass, Principal Planner, Community and Economic Development Department
bryan.snodgrass@cityofvancouver.us, 360-487-7946



Staff Report 071-21

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 5/17/2021

SUBJECT 62nd Street Apartments proposal to change zoning map designation from R-18 to R-30 for a 2.5-acre site comprising three adjacent properties at 6115 NE 72nd Avenue, and 7215 and 7309 NE 63rd Street

Key Points

- The Planning Commission voted 6-1 to recommend approval at a March 9 public hearing, with one person testifying against based on concerns about too many apartment developments in the general vicinity, and past flooding incidents at their property located on the north side of 63rd street across from the proposal site.
- At an April 19 workshop the City Council requested further information about how the proposal complies with locational criteria for the R-30 zoning district.
- The applicant indicates the rezone is proposed to allow for application of 76-unit market rate apartment, consisting primarily of one-bedroom units.

Strategic Plan Alignment

N/A

Present Situation

The applicant argues that the rezone application would provide additional higher density housing that would increase options in the area and respond to the affordable housing crisis. The proposal would increase the potential future development density on the site, from a possible 45 units under the existing R-18 zoning to 76 units under the proposed R-30 zoning, but public facilities and services appear adequate to meet the demand. Vehicle traffic would increase from approximately 234 to 415 daily trips, but no congestion or safety problems in the area are anticipated. Local existing middle and high schools can accommodate the additional students generated, and Walnut Grove Elementary School is in the process of being rebuilt with a larger facility. Compliance with City stormwater standards addressing runoff from the site will be required during Site Plan Review of any future apartment proposal. City Public Works staff recently visited the existing City drainage facility immediately west of the rezone site across 72nd Avenue and confirmed it was operating properly and not a likely potential sources of area flooding. Staff will monitor the drainage facility,

and the retaining wall alongside 63rd Street. In addition, staff have been in direct communication with the community members that raised the flooding issue at the Planning Commission public hearing, and are working with them to understand and address their concerns.

Locational criteria for higher density residential zoning districts are contained in VMC 20.420.025, last updated in 2005. In 2018 changes were made to standards for reviewing zone changes under VMC 20.285 to eliminate direct reference to locational criteria for these and other zoning districts. The change was made because the locational criteria described how various zones might ideally be located if designing a new urban area for the first time, but were less relevant in evaluating proposed individual site-specific zoning changes in an increasingly developed setting. In addition, they generally do not reflect recent trends related to housing affordability and urbanization that have emerged over the last decade or more. The locational criteria were retained in the code to provide general and historical guidance until they could be revisited in the next major zoning code rewrite, but since 2018 have not been directly invoked as part of site-specific zone change proposals. Locational criteria for each zoning district will be updated as part of a planned Title 20 (Land Use and Development Code) overhaul, which will follow the forthcoming major update of the City's Comprehensive Plan.

Locational criteria for the existing and proposed zone in this case are as follows:

A. R-18 (Higher Density Residential) Zone Location Criteria. The R-18 designation is most appropriate in areas with the following characteristics and relationships to the surrounding area:

- 1. Areas occupied by a substantial amount of multifamily development, but where factors such as narrow streets, on-street parking congestion, local traffic congestion, lack of alleys and irregular street patterns restrict local access and circulation and make a lower intensity of development desirable.*
- 2. Areas where properties are well-suited to multifamily development, but where adjacent single-family developments or public open space make a transitional scale of development (height and bulk) desirable. There should be a well-defined edge such as an arterial, open space, change in block pattern, topographic change or other significant feature that provides physical separation from the single-family area. (This is not a necessary condition where existing moderate scale multifamily structures have already established the scale relationship with abutting single-family areas).*
- 3. Properties must have access from collector or arterial streets, such that vehicular travel to and from the site is not required to use local access streets through lower density residential zones.*

C. R-30 (Higher Density Residential) Zone Location Criteria. The R-30 designation is most appropriate in areas with the following characteristics and relationships to the surrounding area:

- 1. Areas that are already developed predominantly to the permitted R-30 density, or areas that are within an urban center, or identified in an adopted sub-area plan as appropriate for higher density multifamily housing.*
- 2. Properties in close proximity to major employment centers, open space and recreational facilities.*
- 3. Areas with well-defined edges such as an arterial, open space, change in block*

pattern, topographic change or other significant feature providing sufficient separation from adjacent areas of small scale residential development, or areas should be separated by other zones providing a transition in the height, scale and density of development.

4. Areas that are served by major arterials, where transit service is good to excellent, and where street capacity could absorb the traffic generated by higher density development.

5. Principal streets in the area shall be sufficient to allow for two (2) way traffic and parking on both sides of the street. Vehicular access to the area shall not require use of streets passing through lower density residential zones.

6. Areas of sufficient size to promote a high quality, higher density residential environment with close proximity (and good pedestrian connections) to public open spaces, neighborhood oriented commercial services, and other residential amenities.

The 2018 changes that reduced the weight of the locational criteria for rezones were also intended to reflect increasing concerns over housing choice and affordability. If considered in isolation, the R-30 locational language in C.1. above might prohibit application of that zone on individual parcels or small groups of parcels, even where compatible with surrounding uses.

The issue of whether the R-30 zone was appropriate on this site given the existing surrounding zoning was raised by a Planning Commissioner at the January 12 workshop. Staff acknowledged that the zone change appears on the map as a new incursion into a larger area of R-18 zoning, but was not necessarily problematic from a policy standpoint.

Advantage(s)

Allows higher density apartment development and increases housing options and accessibility, at a location compatible with surrounding properties, consistent with Comprehensive Plan policies CD-3, Infill and Redevelopment; CD-9 Compatible Uses; H-1 Housing Options; and H-5 Housing Placement Near Services and Centers.

Disadvantage(s)

Complicates but does not eliminate future development options for the 0.3-acre corner property at the intersection of 63rd Street and 72nd Avenue.

Budget Impact

No significant impacts anticipated.

Prior Council Review

April 19, 2021 workshop

Action Requested

On Monday, May 17, 2021, subject to second reading and public hearing, approve the ordinance.

Bryan Snodgrass, Principal Planner, 360-487-7946

ATTACHMENTS:

- ▣ Ordinance
- ▣ March 9 Planning Commission staff report
- ▣ March 9 Planning Commission minutes
- ▣ Presentation (*separate cover*)

05/10/21
05/17/21

ORDINANCE NO. M_____

AN ORDINANCE relating to zoning for the City of Vancouver and Vancouver Municipal Code (VMC) Title 20; amending the Vancouver Zoning map designation for adjacent properties at 6115 NE 72nd Avenue, 7215 NE 63rd Street, and 7309 NE 63rd Street, tax lots 105120000, 105120010, and 105137000; providing for severability; and providing for an effective date.

WHEREAS, an application for property-specific changes to zoning map designations was submitted to the City of Vancouver to change the zoning map designation on said properties from R-18 to R-30; and

WHEREAS, the Vancouver Planning Commission reviewed the proposed map designation changes at a duly advertised workshop on January 12, 2021, duly advertised public hearing on March 9, 2021, and voted 6-1 to recommend approval of the zoning map amendment described herein for adoption to the City Council; and

WHEREAS, the City Council conducted a duly advertised workshop on April 19, 2021, a duly advertised first reading on May 10, 2021, and duly advertised public hearing on May 17, 2021, following which the Council wishes to adopt the Planning Commission recommendations for approval; and

WHEREAS, the cumulative environmental impacts of the proposed zoning change have been reviewed and determined to be nonsignificant pursuant to the State Environmental Policy Act. A Notice of Determination of Non-significance (DNS) was issued on February 22, 2021, and no SEPA comments or appeals were received; and

WHEREAS, the City Council finds and concludes that the proposed change is consistent

ORDINANCE - 1

with the balance of relevant criteria for Zoning Map Amendments (VMC 20.285), and is consistent with the policies and provisions of the Comprehensive Plan and Strategic Plan that encourage orderly development within the community and the Growth Management Act pursuant to the requirements of Chapter 36.70A. RCW.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. Findings and Conclusions. The Planning Commission findings and conclusions as set forth in the staff report for the March 9, 2021, public hearing, are hereby adopted as the City Council's findings of fact

Section 2. Zoning Code Map Amendment. The City of Vancouver Zoning Map established under VMC 20.130.020 is hereby amended to change properties at 6115 NE 72nd Avenue, 7215 NE 63rd Street, and 7309 NE 63rd Street, tax lots 105120000, 105120010, and 105137000, from R-18 to R-30.

Section 3. Severability. If any clause, sentence, paragraph, section, or part of this ordinance or the application thereof to any person or circumstances shall be adjudged by any court of competent jurisdiction to be invalid, such order or judgment shall be confined in its operation to the controversy in which it was rendered and shall not affect or invalidate the remainder of any parts thereof to any other person or circumstances and to this end the provisions of each clause, sentence, paragraph, section or part of this law are hereby declared to be severable.

Section 4. Effective Date. This ordinance shall go into effect 30 days after adoption

Section 5. Instruction to City Clerk. The City Clerk shall transmit a copy of the revised development code to the Washington Department of Commerce.

Read First Time:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Council Members

Read Second Time:

PASSED BY THE FOLLOWING VOTE:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

SIGNED this _____ day of _____, 2021

Anne McEnery Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

Approved as to form:

Jonathan Young, City Attorney

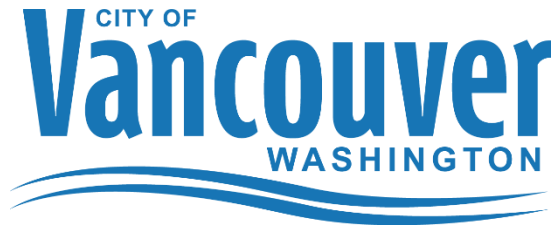
ORDINANCE - 3

SUMMARY

ORDINANCE NO. M_____

AN ORDINANCE relating to zoning for the City of Vancouver and Vancouver Municipal Code (VMC) Title 20; amending the Vancouver Zoning map designation for adjacent properties at 6115 NE 72nd Avenue, 7215 NE 63rd Street, and 7309 NE 63rd Street, tax lots 105120000, 105120010, and 105137000, subject to entering into a Development Agreement to limit future building heights; providing for severability; and providing for an effective date.

The full text of this ordinance will be mailed upon request. Contact Raelyn McJilton, Records Officer at 487-8711, or via www.cityofvancouver.us (Go to City Government and Public Records).



Planning Commission

TO: Planning Commission

FROM: Bryan Snodgrass, Community and Economic Development Department
Principal Planner, bryan.snodgrass@cityofvancouver.us, (360) 487-7946

SUBJECT: Public hearing review of the **62nd Street Apartments** zoning map designation change from High Density Residential (R-18) to High Density Residential (R-30). If the zoning designation change is approved, the applicant envisions a follow up site plan review application for a 76-unit apartment development.

HEARING DATE: 3/9/2021
REPORT DATE: 2/22/2021

PROPONENT: Serghei Comarnitchi, represented by Travis Johnson of PLS Engineering

LOCATION: Three contiguous properties comprising 2.5 acres at 6115 NE 72nd Avenue, and 7215 and 7309 NE 63rd Street, tax lots 105120000, 105120010, and 105137000

RECOMMENDATION: Forward a recommendation of **approval** for the proposed zoning map designation change



I. BACKGROUND AND REVIEW PROCESS:

VMC 20.285 assigns the Vancouver Planning Commission as the review body for zoning map designation changes. Planning Commission recommendations are forwarded to the Vancouver City Council for further public hearing review and final decision.

This proposal was reviewed at a Planning Commission public workshop held virtually on January 12. Notice of the March 9 Planning Commission public hearing review of this proposal was provided through publication in the *Columbian* newspaper, posting of a sign at the proposal site, and mailing of hardcopy notice to properties within 500 feet of the proposed rezone site. A SEPA Determination of Non-significance (DNS) was issued and published in the *Columbian* on February 22. No public comments have been received to date.

II. SUMMARY OF THE PROPOSAL:

The proposal site is near the southeast corner of the intersection of NE 63rd Street and 72nd Avenue, in an area outside of a recognized neighborhood association. The site abuts Walnut Grove Elementary School to the south, a subdivision of newer attached townhomes to the east, and an older single family homesite and a drainage property owned by the City of Vancouver to the west across 72nd Avenue, all zoned R-18. North of the site across 63rd Avenue are older single-family homes zoned R-9.

The proposal does not include the 0.3-acre site at the immediate southeast corner of 63rd Street and 72nd Avenue containing a mobile home. In discussions with staff the applicant's representative as well as the owner of the corner property confirmed that the owner was approached by the applicant to be included in the proposal, but the parties did not agree on purchase price.

If the rezone is approved the applicant indicates they will seek Site Plan approval for a 76-unit market rate apartment complex consisting of three three-story buildings. Sixty of the units are planned as one-bedroom units, 16 as two-bedroom units. Vehicle access is anticipated to be taken off 63rd Avenue at the eastern end of the site, with emergency and pedestrian access only to 72nd Avenue at the west end. See conceptual site plan in Attachment A.

The applicant has submitted a traffic analysis, Attachment D, indicating that the proposal under R-30 zoning would generate 415 daily trips in comparison to 245 daily trips under the existing R-18 zoning. Evening peak hour trips would be 33 under the proposal, 20 under existing zoning. More detailed traffic information will be provided at the time of site plan review. Based on preliminary analysis, City transportation staff advises that the intersection of 72nd Avenue and 63rd Street does not indicate an unusual accident history, and there are no intersections in the general vicinity of the site with known congestion problems from a concurrency standpoint.

Development of the site as proposed without the 0.3-acre property at the corner of 72nd Avenue and 63rd Street would force that property to establish access to 72nd Avenue at some time in the future when it redevelops. The mobile home on the corner property currently accesses 72nd Avenue at the southern end of the property. Requiring the rezone proposal to provide internal access to the corner property was considered by staff but ultimately not recommended as it was not found to be necessary to allow the corner property to redevelop safely and in a manner consistent with City road standards.

The site is in the Vancouver School District, and is served by Walnut Grove Elementary, Gaiser Middle, and Fort Vancouver High schools. The School District indicates that there are no current capacity issues at the Gaiser Middle or Fort Vancouver High Schools, but that Walnut Grove Elementary is currently accommodating 629 students in a facility built for 537. See Attachment E. However, a replacement building is currently under construction in the rear of the site that the District indicates in correspondence with City staff will house 720 students and be completed later in 2021. The District further indicates that although Walnut Grove enrollment will increase in the next few years, it is anticipated to decrease over the next decade.

In regards to questions raised at the January 12 Planning Commission workshop about student access from the proposal site to the elementary school, District staff indicate access would likely be via existing sidewalk on NE 63rd Street and 72nd Avenue leading into the main entrance of the school. District staff has been invited to the March 9 public hearing and are investigating construction plans for any other potential access via the rear of the new school building.

Ensuring the long term viability of the corner mobile home property to ultimately redevelop is a consideration in the review of the rezone. Citywide, assessor data indicates there are 92 triplexes, fourplexes, or apartments of up to nine units that have been built in since 2000 in the R-18 zone, five of which are the size of the corner property or smaller. In the R-30 zone citywide there are 33 such properties, 9 of which are the size of the corner property or smaller. The data suggests to staff that the corner property is viable for future redevelopment over time, but potential multi-family developers would likely look first to larger properties with less constrained access. In the event that the corner property does not develop, the loss in terms of number of potential units would likely be 4 or 5 under the current R-18 zoning. Because of its visibility the corner lot may also have commercial potential.

In response to a question at the January 12 Planning Commission workshop about the local apartment market, staff has included Attachment F, showing nearby apartments. It does not include lower density multi-family structures with fewer than five units. Local rental pricing is harder to determine. Within an approximately ¾ mile radius Zillow shows 24 units of various types for rent currently, with one-bedroom units renting from \$1200 to \$1300 per month, two-bedroom units from \$1400 to \$1800, and three-bedroom units from \$1700 to \$1900. The applicant has not indicated anticipated pricing of the one and two-bedroom units envisioned if the rezone is approved.

Also raised at the January 12 workshop was the possibility of requiring some of the apartments to be three-bedroom units, and issue which has been raised in other recent rezones to multi-family

residential designations. A Development Agreement would need to be established to implement such a requirement. Although there is general evidence of a citywide shortage of affordable rental options for families, there is not specific policy guidance for addressing this issue in rezones, or information about the relative shortage in the area near this proposal, given the lower density multi-family housing development in the general vicinity.

If the rezone is approved, compliance with specific traffic, building, setback, buffering and other development standards will be determined through the Site Plan Review process, which is an administrative review including provisions for notice to neighboring properties and appeal rights, but no further public hearings.

III. REVIEW CRITERIA AND FINDINGS:

20.285.060 Approval Criteria – Standalone Zoning Map Amendments.

A. Zoning map amendments not involving associated comprehensive plan map amendments shall demonstrate the following:

1. How the proposal is more consistent with applicable policies of the Vancouver strategic plan and comprehensive plan than the existing designation; and
2. That a change in circumstances has occurred since the existing designation was established.

Applicable Vancouver Strategic Plan Goals

Goal 6: Facilitate the creation of neighborhoods where residents can walk or bike to essential amenities and services- “20 minute neighborhoods”

Applicable Comprehensive Plan Policies

CD-9 Compatible uses

Facilitate development that minimizes adverse impacts to adjacent areas, particularly neighborhoods.

CD-10 Complementary uses.

Locate complementary land uses near one another to maximize opportunities for people to work or shop near where they live.

H-1 Housing options

Provide for a range of housing types and densities for all economic segments of the population. Encourage equal and fair access to housing for renters and homeowners.

H-5 Housing placement near services and centers

Facilitate siting of higher density housing near public transportation facilities and in designated centers and corridors.

Existing Vancouver Municipal Code [Title 20](#) and [Comprehensive Plan](#)

Staff Findings: The proposed zoning map change from R-18 to R-30 meets applicable rezone criteria, as it is consistent with applicable Strategic Plan and Comprehensive Plan policies because it encompasses the following:

- Facilitates needed rental as well as owner-occupied housing, consistent with Comprehensive Plan policy H-1;
- Facilitates housing near public and commercial services, including an elementary school immediately south of the site, larger roadways 72nd Avenue and 63rd Street abutting the site, and Andresen Road approximately 900 feet to the west which contains transit service as well as commercial development anchored by a grocery store, consistent with Comprehensive Plan Policies H-5; CD-4; CD-9; and CD-10.

The proposed zoning change also meets criteria requiring a change in circumstances since the current designation was established, primarily through the acceleration of the local housing affordability crisis in Vancouver, which led to the convening of an Affordable Housing Task Force and subsequent publishing of a report and recommendations in 2016. On balance staff finds these factors outweigh the possibility that future redevelopment of the 0.3-acre corner lot not included is less likely to redevelop in a timely manner.

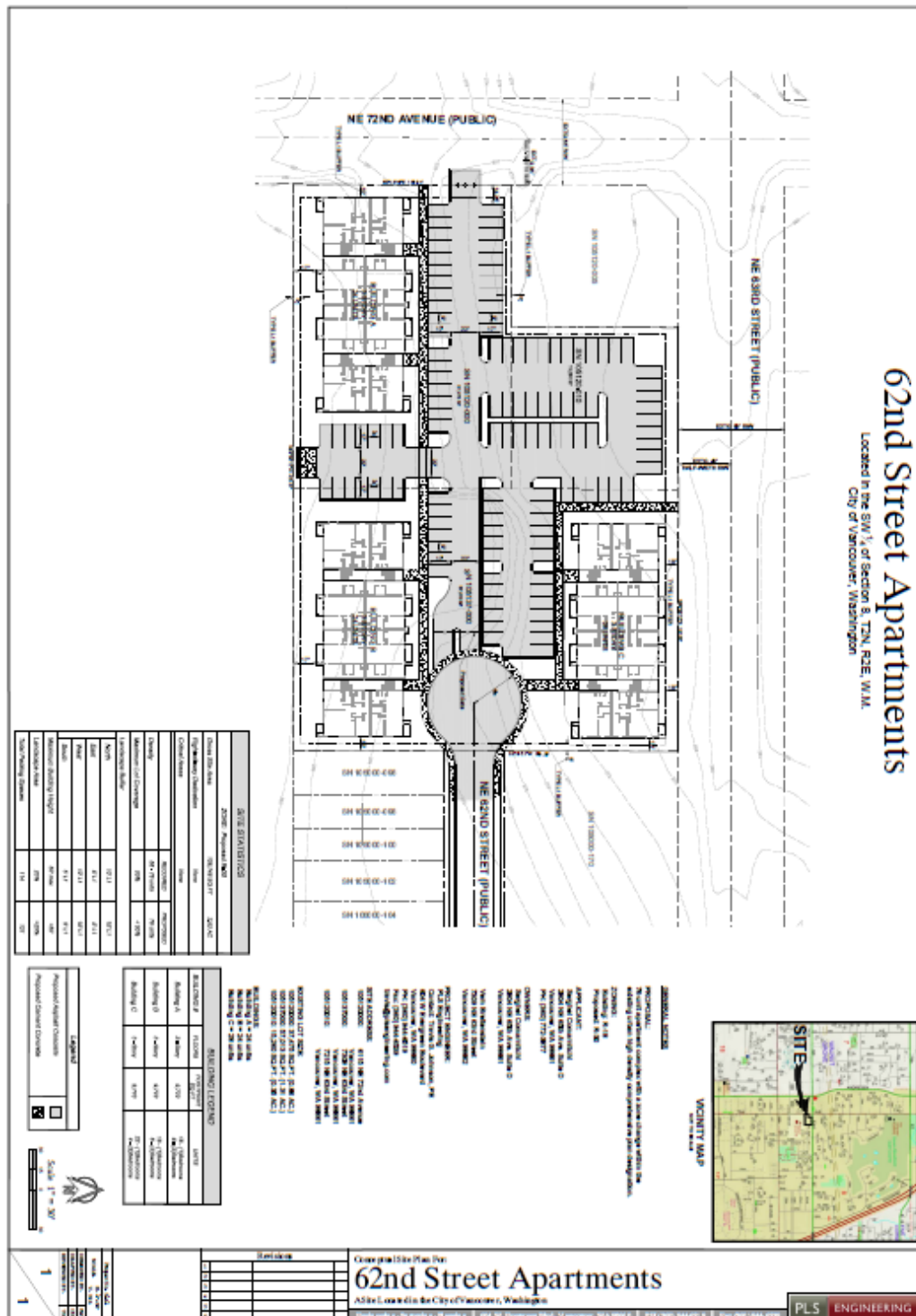
IV. RECOMMENDED ACTION:

Based on analysis and findings in this report, staff recommends that the Planning Commission forward a recommendation to the Vancouver City Council to approve the proposed zoning map designation change from R-18 to R-30 on the 2.5-acre site described herein.

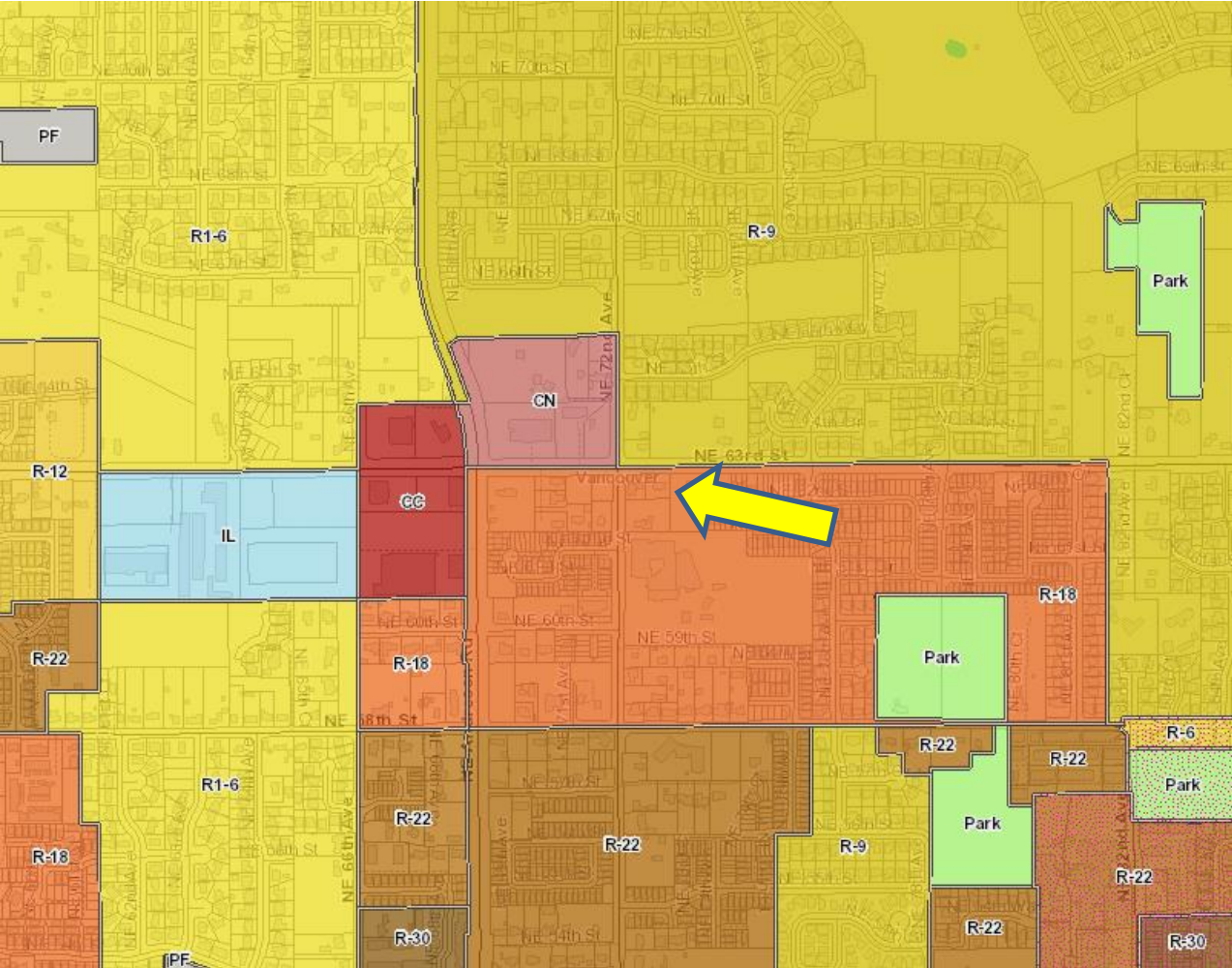
Attachments

- A. Conceptual Future Site Plan
- B. Regional Zoning Map
- C. Applicant Narrative
- D. Applicant Traffic Study
- E. Vancouver School District Capacity Letter
- F. Map of Area Apartments

ATTACHMENT A – CONCEPTUAL FUTURE SITE PLAN



ATTACHMENT B – REGIONAL ZONING



ATTACHMENT C – APPLICATION NARRATIVE

PROJECT DESCRIPTION

The applicant is proposing a zoning map amendment to allow for the higher density development at the site. A change in the comprehensive plan designation is not required. The current zone is R-18, and the applicant is requesting to change the zone to an R-30 designation.

The entire site area is 2.52 acres in size and slopes to the north. The site has a single-family home on each parcel. There are no known critical areas on or near the site. NE 63rd Street and NE 72nd Ave border the property and are fully improved arterial streets.

The surrounding area is characterized as follows:

Direction	Zoning	Development
North	R-9	NE 63 rd Street; single-family residential
East	R-18	City parcel; single-family subdivision
South	R-18	Vancouver schools
West	R-18	NE 72 nd Avenue; Single-family residential

ZONING/DENSITY

The current and proposed comprehensive plan designation for the site is Urban High Density. The current zone is R-18 and the applicant is proposing a zoning map amendment to change the zone to an R-30 designation. The general intent of the Urban High Density designation according to the Comprehensive Plan is “Predominantly apartments and condominiums, with some allowance for attached housing.” Based on a review of the immediate zoning and development around the site, the R-18 zone provides exclusively single family developments with a majority of attached housing, the R-22 zone further to the south has a few apartment complexes but is still predominately single family attached housing. Developments within the R-30 zone are “predominately apartments” as intended by the Comprehensive Plan designation.

The applicant is requesting a zoning map amendment of the subject properties to better meet the intent of the Comprehensive Plan. These apartments units at this specific location will serve young people starting out on their own and families with small children. The convenient location next to Walnut Grove Elementary School will make the apartment desirable for young families. The site is also within walking distance to public transit on NE Andresen Road and to the Safeway Grocery Store at the corner of NE Andresen Road and NE 63rd Street. The proximity of the site to public facilities, schools, commercial development, and public transport will help reduce urban sprawl.

The R-30 zone allows a maximum density of 30 dwelling units per acre. At 2.52 acres of land, the development may have up to 76 units with the proposed zoning map amendment.

DEVELOPMENT STANDARDS

Standard	Required	Proposed
Maximum lot coverage	50%	<50%
Minimum landscape setbacks:		
North	10' L1	10' L1
East	5' L1	5' L1

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South	5' L1	5' L1
West	10' L1	10' L1
Maximum height	50'	<50'

ZONING MAP AMENDMENT CRITERIA

VMC 20.285.060.A. sets out the applicable zoning map amendment criteria not involving associated comprehensive plan map amendments shall demonstrate the following:

1. How the proposal is more consistent with applicable policies of the Vancouver strategic plan and comprehensive plan than the existing designation; and
2. That a change in circumstances has occurred since the existing designation was established.

A. Consistency with Vancouver Strategic Plan

The City adopted a 2016-2021 Strategic Plan, and updated it in November 2018.

The request is consistent with Goal 6:

Facilitate the creation of neighborhoods where residents can walk or bike to essential amenities and services – “20-minute neighborhoods.” Page 9.

The request is also consistent with an Action item under Objective 6.2:

6.2.1 Develop a broader range of housing choices through incentives, changes in regulations and implementation of the Affordable Housing Task Force recommendations. Page 23.

This policy is discussed more fully below.

B. Consistency with the Comprehensive Plan

This request is consistent with the purpose of the existing Comprehensive Plan designation:

Table 1-5. Vancouver comprehensive plan land use designations

Comprehensive Plan designation	Corresponding Zoning	General Intent
Residential		
Urban Lower Density	R-2, R-4, R-6, R-9	Predominantly single-family detached residential development, with some allowances for duplexes, townhouses, and single-family homes on small lots using infill standards
Urban Higher Density	R-18, R-22, R-30, R-35, MX	Predominantly apartments and condominiums, with some allowance for attached housing (such as duplexes, townhouses, and small-lot single-family homes) and mixed use

While the current zone R-18 is also in the Urban Higher Density designation, the surrounding area zoned R-18 is largely attached single-family housing.

This request furthers the Community Development policies on page 1-14 to 1-15 of the Comprehensive Plan:

CD-2 Efficient development patterns Encourage efficient development throughout Vancouver to ensure achievement of average density of 8 units per acre set by countywide planning policies. Encourage higher density and more intense development in areas that are more extensively served by facilities, particularly transportation and transit services.

Response:

- The site is in close proximity to a full-service grocery store/commercial area, elementary school, community park, and C-Tran Bus route 78 on NE Andresen Rd.
 - Safeway and Walgreens are both approximately 1/4 mile from the site. This is approximately a 5-minute walk. There is also a Starbucks (inside Safeway), Chase Bank, State Farm Insurance, The UPS Store, Sprint Store, Great Clips, Nail Salon, Drive through Coffee, and Subway.
 - Walnut Grove Elementary is directly south of the site.
 - Raymond E Shaffer Community park is located ¼ mile to the southeast. This is a 10 acre park that connects to another 7 acre park to the south.
 - C-Tran Bus route 78 stops at NE Andresen Rd and NE 63rd Street. This is less than a ¼ mile from the site.
 - The northbound and southbound busses arrive every 30 min from 6:00am to 9:00am and 3:00pm to 6pm
 - The northbound and southbound busses arrive every 60 min from 9:00am to 3:00pm and 6:00pm to 10pm

CD-3 Infill and redevelopment Where compatible with surrounding uses, efficiently use urban land by facilitating infill of undeveloped properties, and redevelopment of underutilized and developed properties. Allow for conversion of single to multi-family housing where designed to be compatible with surrounding uses.

Response:

- The applicant will be developing 3 parcels (2.52 acres total) each with existing single-family residences. This is a relatively small infill project, where the intent is to convert the existing underutilized land into a multi-family housing project.

In addition, the request fulfills both CD-9, facilitating compatible uses adjacent to each other, and CD-10, placing housing near services (complementary land uses).

Chapter 3 of the Comprehensive Plan contains the City's Housing element. The Plan recognizes the need for diverse housing:

As the baby boom generation ages over the next 20 years, there is likely to be a greater need and demand for smaller units, retirement homes, and assisted living.

Page 3-3.

The plan notes that most residential housing is single-family housing (57%). *Id.* Housing affordability is also a City concern:

The Growth Management Act requires local jurisdictions to demonstrate that regulations allow and encourage housing for all economic segments of the community. Table 3-3 provides a breakdown of local households by income ranges, and the general share of Vancouver housing they can afford to buy or rent without having to spend more than 30% of their income.

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4839-9843-2707.1

There are several policies that would be furthered by this request, including:

H-1 Housing options

Provide for a range of housing types and densities for all economic segments of the population. Encourage equal and fair access to housing for renters and homeowners.

H-2 Affordability

Provide affordable housing by formulating innovative policies, regulations and practices, and establishing secure funding mechanisms. Target affordability programs toward households with incomes below the median.

C. Change in Circumstances

When the site was in Clark County, on the County's 1994, 2004, and 2007 Comprehensive Plan, the site had a Mixed Use Comprehensive Plan designation. In 2016, with its updated comprehensive plan, the County applied the Urban Medium Density Residential to the site.

In 2017, the City annexed the site. The City does not have a Medium Density Residential designation or a R-12 zone, so the site was converted to a Urban Higher Density designation and a R-18 Zone.

Since the 2018 update to the Strategic Plan, market and demographic changes have occurred, with a renewed need for more housing units that could lead to more affordable housing.

Lack of Higher Density Residential Lands. The City has a shortage of higher density land that would allow for typical apartment development. The higher density designation should provide development consisting of "predominately apartments". Also the City projects their housing/employment capacity based on the Vacant Buildable Lands Model (VBLM). In review of the most current year (2018), it shows that out of the 343.9 acres of vacant and underutilized higher density land in the city only 63.2 acres were zoned R-30 or R-35. See attached map (Vacant Buildable Lands (VBLM) Vancouver NE 2018 (UGA)). The rest of the land (280.7 Acres) is zoned R-18 or R-22, which currently provides for single family homes or attached townhomes based on current development patterns, and would not provide the density and affordable housing the City is planning for.

Of the total 63.2 acres that were available in 2018, 35 acres have been developed in the last two years. This leaves 28.2 acres of R-30 land left in the City. Of the 28.2 Acres, 4 acres comprise of lots less than a 1/3 of an acre, 3.8 acres are currently going through the development process (Tax Lot 30853000 and 30842000), and 7.3 acres are constrained entirely by critical area buffers (Tax Lot 159857000, 159856000, and 37515000). This would leave approximately 13.1 acres of R-30 land available for apartment housing within the City going forward (Tax lots 37910177, 108831000, 108118003, 108114000, 165914000, 165894000, 165915000, 165893000, and 112619002). This represents a severe shortage of land for apartments that amounts to a change in circumstance because of limited supply.

In addition, the lack of land zoned for apartments has resulted in a trend that essentially converts commercially zoned land into residential projects. The Mixed-Use code standards are allowed to be applied to commercial properties within the City. In many instances, developers who predominantly seek to build apartment units have used the code to develop buildings on commercial land that are up to 95% residential with only 5% commercial. This lack of suitable, denser housing sites is also reflected in the City's current consideration of a new zone that would allow higher density sites up to 50 units per acre. This demonstrates the City's recognition that the City is low on high density land, so that more land needs to be converted to higher densities. The potential update is discussed at this link: <https://www.cityofvancouver.us/ced/page/housing-code-updates>, where one of the goals

is this:

Develop standards for a new higher density zoning category that would allow denser multi-family housing development. This would also require a site-specific rezone process to be implemented.

Lack of Affordable Housing. There is a correlation between the lack of housing units and affordable housing where increased demand and reduced supply drive up housing costs.¹ According to the AWB Institute, during 2018 in Clark County, there were an estimated 12,608 renting households spending 50% or more of household income on shelter, or 21.5% of all renting households.²

According to the 2016 Affordable Housing Task Force Report issued by the City of Vancouver,³ it was noted that:

Vancouver, Washington and the surrounding communities are experiencing an unprecedented demand for rental units. In June 2015, the vacancy rate in Vancouver was just below 2%, down from 3.8% at the end of 2010.¹ The tightening market has led to a dramatic increase in rents. Between October 2014 and October 2015, the increase in median rent for a 2-bedroom, 1-bath unit in Vancouver was the highest in the nation at 15.6% (a jump from \$900 to \$1,040 per month).

Page 2.

While this report was issued in 2016, conditions have not changed, and may have worsened due to the health and economic impacts of COVID-19. This report recognizes that higher densities can promote more affordable housing. Page 9.

CONCLUSION

Because there is a shortage of land zoned for apartments, more R-18 and R-22 land should be converted to the R-30 density. These lands are already designated for higher density housing so an incremental increase in density should not have a significant adverse impact on surrounding properties, but it could provide a significant positive impact on providing more housing units to increase supply and meet demand. We respectfully request that staff recommend approval of this zoning map amendment.

¹ See <https://www.urban.org/sites/default/files/publication/83656/2000907-strategies-for-increasing-housing-supply-in-high-cost-cities-dc-case-study.pdf>.

² <https://www.awbinstitute.org/indicator/renters-spending-50-or-more/>.

³ http://www.cityofvancouver.us/sites/default/files/fileattachments/community_and_economic_development/page/18992/affordable_housing_task_force_-_final_report_-_6.16_0.pdf.

ATTACHMENT D – APPLICATION TRAFFIC ANALYSIS



MEMORANDUM

Date: February 18, 2021

To: Travis Johnson, PE
PLS Engineering
604 West Evergreen Blvd
Vancouver WA 98680

From: Frank Charbonneau, PE, PTOE

Subject: Development Rezone & Trip Generation Assessment FL2113
NE 62nd Street Apartments
Vancouver

As requested we are providing a trip generation assessment for rezoning the NE 62nd Street Apartments' development property in Vancouver. The City through Eric Hahn and Bryan Snodgrass will need this information, as you know.

It is our understanding that the site is currently zoned R-18 and could buildout a total of 45 apartment units. The current development project intends to rezone the property to R-30 and construct three buildings of three-story design with 76 apartment units. The trip generation associated with each zoning scenario has been determined as documented in this report.

The ITE Trip Generation manual (10th edition, year 2017) was used to calculate the number of weekday and peak hour trips. Trip rates for Mid-Rise Housing and land-use code #221 was applied. Table 1 presents the trip generation results for the R-18 zoning and 45 apartment units.

Table 1 R-18 Projected Trip Generation for 45 Mid-Rise Apartments

ITE Land Use	Dwelling Units (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Mid-Rise Housing (#221)	45							
Generation Rate ¹		5.44	0.36	26%	74%	0.44	61%	39%
Site Trips		245	16	4	12	20	12	8

¹ Source: *Trip Generation*, 10th Edition, ITE, 2017, average rates.

Table 2 on the following page presents the trip generation for the proposed R-30 zoning and 76 apartment units.

Table 2 R-30 Projected Trip Generation for 76 Mid-Rise Apartments

ITE Land Use	Dwelling Units (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Mid-Rise Housing (#221)	76							
Generation Rate ¹		5.44	0.36	26%	74%	0.44	61%	39%
Site Trips		413	27	7	20	33	20	13

¹ Source: *Trip Generation*, 10th Edition, ITE, 2017, average rates.

In summary a comparison of the trip generation between the two zoning scenarios reveals that the proposed development with 76 dwelling units will generate 168 more ADT trips, 11 trips more in the AM peak hour and 13 trips more in the PM peak hour than under the existing zoning scenario with 45 dwelling units. It is not anticipated the higher number of trips will result in any safety or capacity issues above the levels associated with the existing zoning. This finding will need to be more fully documented in a complete traffic analysis report conducted at a later time.

If you should have any questions, please contact Frank Charbonneau, PE, PTOE at 503.293.1118 or email: Frank@CharbonneauEngineer.com.



Renews 9-30-2

ATTACHMENT E – VANCOUVER SCHOOL DISTRICT CAPACITY LETTER

February 18, 2021

MEMORANDUM

TO: Bryan Snodgrass
City of Vancouver

FROM: Nicole Daltoso
Capital Facilities Planning Manager

RE: 6115 NE 72nd Ave

The school district has reviewed the proposed seventy six (76) single-family units located at 6115 NE 72nd Ave. The proposed site lies within Walnut Grove Elementary School, Gaiser Middle School and Fort Vancouver High School boundaries.

Student Enrollment and Capacity

Walnut Grove Elementary School

Current Enrollment	<u>629</u>
Approximate Capacity	<u>537</u>

Gaiser Middle School

Current Enrollment	<u>868</u>
Approximate Capacity	<u>952</u>

Fort Vancouver High School

Current Enrollment	<u>1,537</u>
Approximate Capacity	<u>1,920</u>

These capacity numbers are current as of the date of this letter as capacity will fluctuate each school year. At the present time, Walnut Grove Elementary School exceeds capacity. It is the policy of the Vancouver School District to make accommodations for enrollment at each school as necessary. This would include the use of portable classrooms or adjustments to the attendance boundaries with neighboring schools in order to accommodate increased student enrollment. The district may also require students from a new residential development to attend another district school or schools in which space is available. In such case, the district will provide transportation for the students.

Student Transportation

Bus transportation is provided for students who live more than one (1) mile from schools. Students who live less than one (1) mile will be required to walk unless there are unsafe walking conditions. Bus stops are determined as parcels are developed, and the main criteria for establishing a bus stop is the safety of the children. Students attending Walnut Grove will walk to school. The bus stop for students attending Gaiser Middle and Fort Vancouver High Schools is located at NE 72nd Ave and NE 60th Street.

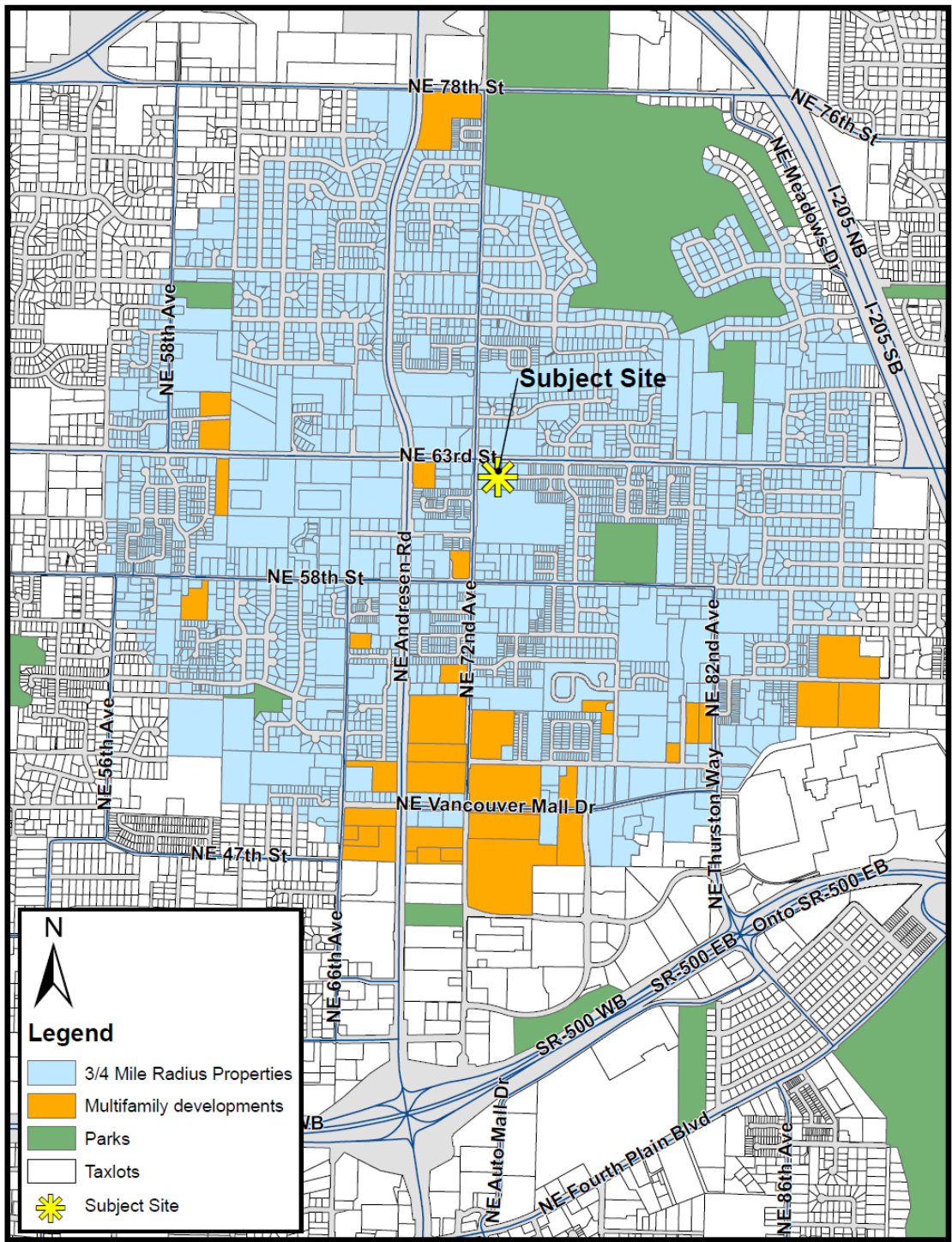
If additional information is needed, please do not hesitate to call 360-313-1040.



Vancouver Public Schools

2901 Falk Road • Vancouver, WA 98661
PO Box 8937 • Vancouver, WA 98668-8937
Phone: 360-313-1000 • Fax: 360-313-1001 • www.vansd.org

ATTACHMENT F – MAP OF AREA APARTMENTS





PLANNING COMMISSION MEETING MINUTES

Vancouver City Hall – Council Chambers – 415 W. Sixth Street
PO Box 1995 – Vancouver, Washington 98668-1995
www.cityofvancouver.us

Marjorie Ledell • Steve Schulte • Jack Harroun • Jim Atkins • Larry Blaufus • Zachary Pyle • Tim Schauer

March 9, 2021

REGULAR MEETING (Convened telephonically, no in person attendance)

Vancouver City Hall - 415 W. Sixth Street, Vancouver WA

CALL TO ORDER AND ROLL CALL

The March 9, 2021 meeting of the Planning Commission was called to order at 5 p.m. by Chair Ledell.

Present: Marjorie Ledell, Steve Schulte, Zachary Pyle, Jack Harroun, Tim Schauer, Jim Atkins and Larry Blaufus

Absent: None

ADOPTION OF MINUTES

Motion by Blaufus, seconded by Harroun, and carried unanimously to adopt the minutes from February 23, 2021 as written.

COMMUNICATIONS FROM VICE CHAIR AND STAFF

Rebecca Kennedy, Planning Manager, stated that going forward staff will accept public sign up to provide testimony until noon the day of the meeting. The public can send written comment any time to planningcommission@cityofvancouver.us.

WORKSHOPS

5:02 P.M. BASEMENT STORAGE DOWNTOWN

Bryan Snodgrass, Principal Planner, City of Vancouver

Staff introduced a zone change request to allow for basement storage in the downtown core. Currently, basement storage within the downtown City Center Mixed Use (CX) zone is prohibited and new storage facilities are prohibited within 500 feet of major corridors citywide. Staff indicated that there are an estimated 10 to 20 existing buildings that are potentially eligible for basement storage in the downtown core. Initial outreach has occurred, including internal discussion between City departments, outreach to known property owners of buildings with existing underutilized basements, discussions with the Vancouver Downtown Association (VDA), and notification of neighborhood associations and nearby property owners. The applicant and staff are continuing outreach and researching comparable jurisdictions for precedent. Follow up workshops or hearings are not yet scheduled.

Commission Discussion

Commissioner Schulte asked if there would be a need for loading areas to ensure that users of the facility aren't blocking public streets. Staff explained that they will be exploring this issue further but that initial conversations with City Transportation staff have not yielded concerns. The applicant stated that there could be a five to ten-minute loading zone, which could be considered during the site plan review process.

Commissioner Atkins asked if new buildings built with a basement may include storage. Staff said that new buildings are authorized to provide storage options for their tenants but are not authorized for commercial storage. Atkins echoed Schulte's sentiments that providing a metered loading space would be practical. He also felt fire safety is an important consideration, particularly for existing basements. Outside of these considerations, Atkins indicated general support for considering allowances for basement storage in the downtown core. Commissioner Harroun indicated general agreement. Commissioner Schauer also indicated general agreement and added that below ground basements are a reasonable place for storage for both commercial and residential purposes. He assumed that residents of buildings with basement storage must pay to use the facilities, making it a commercial enterprise anyway.

5:16 p.m. Commissioner Pyle joined the meeting

Commissioner Blaufus asked how many of the identified 10 to 20 existing buildings are of commercial use. Staff indicated that the number is an estimate but that it's likely mostly commercial units. Blaufus asked how many of those buildings have businesses in them now. Staff said they are uncertain in terms of above-ground businesses and that public-facing active uses in existing basements is limited. Blaufus asked if the fire department (FD) would weigh in on anyone applying for basement storage use in the downtown core. Staff confirmed, noting that the Vancouver Fire Department typically provides input at the site plan review stage.

Applicant Testimony

Randy Printz of Cascadia Development Partners explained that basement storage is an allowed use in the downtown core for tenants within the building. He noted that—in terms of older buildings—the concerns of the Fire Department are related to existing basements that are out of compliance with current fire codes. Printz noted that storage is needed in areas of higher density and that providing it downtown will reduce vehicle trips. The applicant explained that they have explored ways to utilize the existing basement through brokers but that through these efforts they confirmed that there is limited market interest for retail/office uses in basements.

Commission Discussion Continued

Commissioner Blaufus asked what types of materials would be stored at the Quinn. The applicant stated that they don't envision that their basement storage facility would be used to store big furniture pieces. Blaufus asked how storage use compares to other commercial uses in market cost per square feet. The applicant felt that a storage use would be the lowest price per square foot compared to other commercial options but that their experience has been that other users are not interested in locating in the basement.

Commissioner Harroun asked if the prohibition for downtown storage came from a broader prohibition of not wanting high-rise storage buildings. Staff believed so and presumed that they were trying to ensure that valuable downtown real estate wasn't taken up by storage facilities. Staff noted that allowing for downtown storage to occur only in the basement would not cause this.

Commissioner Pyle asked how storage would be accessed from the exterior of the building. The applicant indicated that access could be taken from the main front entrance or a secondary access on the east side of the building.

Commissioner Pyle asked what the applicant was anticipating regarding signage. The applicant stated that they have not considered this question yet. Pyle stated that limitations on signage should be part of the site plan review process.

Commissioner Atkins asked how the ordinance would apply to buildings that have been built recently and if they would be allowed to convert their basements to storage. He expressed concern that the ordinance may create an incentive to convert parking spaces to storage since storage uses can become more valuable than parking in certain market conditions. Staff explained that they were considering disallowing conversion of parking lots to basement storage unless they could demonstrate that the reduction in parking spaces wouldn't cause issues. Atkins added that if the City is going to allow the code change, then it must only be in cases where the basement is fully underground. Commissioner Ledell agreed that staff should continue exploring potential unintended consequences of the proposal.

CITIZEN COMMUNICATIONS

Don Steinke, Vancouver, testified that there haven't been meaningful efforts at the local or national level to address climate change and that by acting at the local level, the city could inspire other jurisdictions to follow. He added that the Washington state legislature adopted the goal of reducing emissions 45% below 1990 levels by 2030 but that the state is currently about 10% higher than 1990 levels. He stated that the City Council is committed to emissions reduction efforts equal to or better than the state goal. He urged the Commission to help the City move faster in emissions prevention and reduction.

HEARING

6:38 P.M. 62ND AVENUE STAND-ALONE REZONE

Bryan Snodgrass, Principal Planner, City of Vancouver

Staff presented the 62nd Avenue standalone rezone proposal, consisting of a change in zone from R-18 to R-30 to allow for the construction of a higher density apartment complex. Staff explained that upon approval of the rezone, the applicant envisions submitting a site plan proposal for a 76-unit market-rate apartment complex, consisting of three 3-story buildings comprised of 1-bedroom and 2-bedroom units. Staff described the transportation impacts and considerations related to the zone change as well as considerations for Walnut Grove Elementary School. Staff noted potential implications of a rezone on the existing corner property that is not a part of the site, explaining that future development of the corner parcel will still be feasible but less likely in the near term if the rezone is approved due to the size and limited access to the parcel. Staff responded to Commission inquiries from prior workshops regarding the local apartment market and inquiries regarding the perceived scarcity of 3-bedroom units. Staff acknowledged that 3-bedrooms are scarcer citywide, but the need for these units in the site area is questionable due to the prevalence of lower density multi-family housing opportunities within approximately ¾ miles of the site.

Staff recommended that the Planning Commission forward a recommendation to the City Council to approve the zone map change proposal, which facilitates additional multifamily housing near public and commercial services and amenities, at densities that will likely expand nearby housing options.

Commission Discussion

Commissioner Pyle asked if staff felt that the proposal was consistent with the Comprehensive Plan since it is a rental property in an area with significant single family development. Staff explained that single family tends to be more owner-occupied but not exclusively so, and that they don't have an analysis of the rental concentration in the area.

Commissioner Harroun asked if the City could ask for pedestrian connectivity between the end of the street and 162nd Ave. Staff explained that site specific requirements would require a development agreement. Harroun asked if the City can ask for that. Staff said that they would recommend it if it rose to the level necessary to meet the rezone criteria. Staff reiterated that there will be two access points to the school and that the school district indicated that there would be access to an existing gate that they intend to keep open. Harroun asked if that is for people that live along 62nd Avenue as well. Staff was uncertain of what the ownership status is of the gate.

Commissioner Atkins asked if there are any EV charging stations included in the design or if that is a site plan issue. Staff said that it's typically a site plan issue. Atkins encouraged staff to think about site plan review requirements and EV charging stations to stay ahead of the market. Atkins expressed support for the zone change proposal. Staff reminded the Commission that they have an upcoming workshop on the City's climate strategy and that process includes code change considerations like EV charging stations.

Applicant Testimony

Consultants of PLS Engineering presented on behalf of the applicant. They reviewed two approval criteria and how the proposal meets those criteria. They explained that the zone change request does not require a Comprehensive Plan change because the zone they're proposing is consistent with the Urban High Density Comprehensive Plan designation that is currently in place at the site. The consultants explained that R-30 zoning provides greater incentive for the owner to develop denser housing than the Comprehensive Plan calls for, which was not currently being built in the R-18 zone. The consultants indicated that denser developments tend to provide more affordable housing opportunities.

The consultants also addressed concerns raised at the last Commission workshop. They stated that because the proposed zone change is still consistent with the Comprehensive Plan designation, it does not constitute a spot zone. They also addressed the Commission's inquiry about including 3-bedroom units, stating that there is significant demand for 1-bedroom and 2-bedroom units in the city.

Commission Discussion

No discussion or questions by the Commission.

Public Testimony

Heidi and Gary Miller, Vancouver. They live across the street from the proposed site and own two parcels nearby. They stated that they weren't aware that there was a public workshop in January and wanted clarification on how the proposal was publicized. They also explained that they have been flooded by the development that went in on 62nd Street and that it has impacted their ability to build and to get an appraisal. They wanted to know what environmental studies have been done for this proposal and how it

will impact them. They expressed their desire to preserve the remaining single-family neighborhood, citing existing rental opportunities in Walnut Grove. They also expressed concern about traffic, noise, and overcrowding at Walnut Grove Elementary School. They understood that there was a public hearing to consider moving forward with the proposal and wanted additional opportunities to discuss it further.

Public testimony closed at 7:21pm.

Staff described the workshop and public hearing process and how to best provide input, indicating that a City Council hearing date has not been established yet but that a public hearing is the best way to provide feedback. They also explained the City's notification process for proposed rezones. Staff will follow-up with the Millers regarding drainage concerns. Staff then clarified that the current process is for a zone change and not a site plan review. It's at the latter stage where issues concerning drainage are assessed in more detail.

The consultants responded that no specific development is proposed at this time and that there is a different process for that review. They explained that the land is already zoned for multifamily development and that they're asking an increase in density.

Commission Deliberation

Commissioner Blaufus felt that the traffic study showed that the proposed rezone is a reasonable approach. He felt that more effort should be taken by the City to connect with people with properties that are adjacent to proposals like this to ensure they're aware of what is being proposed. Blaufus asked if an environmental impact study will be done. Staff said that state law requires the City to fill out an environmental impact review checklist for rezones, but that a more detailed SEPA analysis occurs once a development proposal is submitted.

Commissioner Atkins recommended a brief continuation of the proposal to allow staff to investigate the existing flooding issue to identify if it's possible to further densify the site without exacerbating it. He explained that he was supportive of the proposal prior to the flooding issue being raised.

Commissioner Schauer felt that they don't need a continuation and felt that it's at the risk of the applicants to address flooding concerns during the site plan review process.

Commissioner Pyle asked staff to elaborate on how the evaluation of existing infrastructure and its capacity plays into their considerations for rezones. Staff explained that the rezone criteria is generalized and that there's a range of Comprehensive Plan and Strategic Plan policies to call from. They added that the City drainage ordinance doesn't apply until the site plan review stage. Commissioner Pyle didn't think that he wanted to evaluate it for this rezone, but that infrastructure should be considered when the Comprehensive Plan is updated.

Commissioner Blaufus asked if an applicant would be required to mitigate flooding issues if a flooding problem were to be identified and the proposed development would exacerbate it. Staff confirmed adding that the site's stormwater drainage plans need to respond to the City code.

Commissioner Schulte stated that he felt it was important to move forward with an action on this proposal but that the issue that has been brought up with is an important one that needs to be dealt with prior to staff taking the Commission's recommendation to Council.

Commissioner Harroun felt that developers would redirect water coming onto their properties into the street, which could impact neighbors. He asked what processes are in place to address this. Staff stated that he raised questions about the nature of the specific site that they don't know. Harroun stated that he was sympathetic to this concern but felt that it wasn't within his purview when considering the rezone.

Commissioner Ledell asked if the site plan review would focus on the flooding issue and resolve it if the proposal were to go forward. Staff confirmed and added that given the issues raised, they will need to provide a response at the City Council workshop. Commissioner Ledell felt comfortable going forward given staff's explanation of the site plan review process.

Commissioner Pyle said that he was supportive of the proposal. He felt that it fits well in terms of access to transit and to commercial areas. He added that this product type is typically more affordable even though it's likely to be a market-rate project. Pyle felt the proposal is in alignment with City goals.

Motion, by Schulte, seconded by Pyle, and carried 6-1 to forward a recommendation to City Council to approve the 62nd Avenue zoning map designation change from R-18 to R-30 based on the findings described in the staff report. Commissioner Atkins opposed.

Roll Call Vote

Tim Schauer	Yes
Zachary Pyle	Yes
Larry Blaufus	Yes
Jim Atkins	No
Jack Harroun	Yes
Steve Schulte	Yes
Marjorie Ledell	Yes

ADJOURNMENT 7:43 PM

Marjorie Ledell, Chair

To request other formats, contact Tina Picchioni, Community and Economic Development Department | 360-487-8657.
WA Relay: 711 | tina.picchioni@cityofvancouver.us



Staff Report 072-21

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 5/17/2021

SUBJECT Six-month extension of temporary moratorium prohibiting the establishment of new, or expansion of existing, large-scale fossil fuel facilities

Key Points

- On June 8, 2020, the City Council adopted Ordinance M-4295 establishing an emergency six-month moratorium prohibiting the establishment of new, or expansion of existing, large-scale fossil fuel facilities. On July 20, 2020, the City Council held a public hearing on Resolution M-4082 making findings of fact in support of the adoption of Ordinance No. M-4295. At the conclusion of the public hearing City Council voted to adopt Resolution M-4082.
- On November 23, 2020, the City Council adopted Ordinance M-4323 extending for an additional six months the emergency six-month moratorium prohibiting the establishment of new, or expansion of existing, large-scale fossil fuel facilities. A public hearing on Ordinance M-4323 was held on December 7, 2020.
- This ordinance would extend the emergency six-month moratorium prohibiting the establishment of new, or expansion of existing, large-scale fossil fuel facilities for an additional period of six months and directs staff to continue work on recommendations addressing the circumstances necessitating the moratorium.

Strategic Plan Alignment

Goal 1: Ensure our built urban environment is one of the safest, most environmentally responsible and well maintained in the Pacific Northwest.

Present Situation

The current moratorium prohibits the acceptance, processing, and granting of applications for permits for establishment of new, or expansion of existing, large-scale fossil fuel facilities until June 8, 2021. This provides time for work to continue on updates to the Strategic Plan, VCCV, Title 20 updates, and the drafting of a Climate Action Plan. This extension would keep the current moratorium in place until December 8, 2021.

Advantage(s)

1. Allows the City time to consider the widest range of choice and alternatives for future development when developing strategy and plans and implementing corresponding code updates.
2. Allows time for associated public process, stakeholder outreach, and required environmental review.
3. Avoids jeopardizing any possible land use option that may be precluded by unrestricted development until work on the Strategic Plan, VCCV, Title 20 updates, and Climate Action Plan are further underway.

Disadvantage(s)

Prohibits the acceptance, processing, and granting of applications for permits for previously allowed new or expanded fossil fuel facilities.

Budget Impact

Minimal budget impact. No permit applications for new, or the expansion of existing, facilities means no permit fee revenue but also no permit review costs. Because permit review fees are capped, permit fees may not fully cover the cost of reviewing a large and complicated project like a fossil fuel facility, meaning the moratorium may have a slight budget benefit to the City.

Prior Council Review

- June 8, 2020, adoption of Ordinance M-4295 adopting temporary moratorium.
- July 20, 2020, adoption of Resolution M-4082 making findings of fact in support of the adoption of Ordinance No. M-4295.
- November 23, 2020, first reading and review of Ordinance M-4323 to extend temporary moratorium.
- December 7, 2020, public hearing and approval of Ordinance M-4323 extending temporary moratorium for additional six months.

Action Requested

On Monday, May 17, 2021, subject to second reading and public hearing, approve the ordinance.

Aaron Lande, Policy and Program Manager, 360-487-8612

ATTACHMENTS:

- ▣ Ordinance
- ▣ Six-Month Work Plan

05/10/2021
05/17/2021

ORDINANCE NO. _____

AN ORDINANCE further extending for an additional period of six months the moratorium first enacted by Ordinance No. M-4295, and extended by Ordinance No. M-4323, prohibiting the establishment of new, or expansion of existing, large-scale fossil fuel facilities; directing staff to continue efforts to develop recommendations addressing the circumstances necessitating the moratorium; and establishing an effective date.

WHEREAS, the City of Vancouver is a Charter City of the First Class and has the authority to adopt and renew temporary moratoria pursuant to the City’s constitutional police powers, home rule authority, RCW 36.70A.390, and RCW 35.63.200; and

WHEREAS, on June 8, 2020, the Vancouver City Council adopted Ordinance No. M-4295, enacting a six-month temporary moratorium prohibiting the establishment of new, or expansion of existing, large-scale fossil fuel facilities; and

WHEREAS, the City Council held a public hearing on July 20, 2020, and thereafter adopted findings of fact supporting the enactment of the moratorium; and

WHEREAS, on December 7, 2020, the City Council held a subsequent public hearing, at the conclusion of which it made additional findings of fact and adopted Ordinance No. M-4323, extending the moratorium for another six months, until June 8, 2021; and

WHEREAS, “Goal 1” of the City of Vancouver’s 2016-2021 Strategic Plan is to “[e]nsure our built urban environment is one of the safest, most environmentally responsible and well maintained in the Pacific Northwest;” and

WHEREAS, local governments have a core responsibility for upholding the public health, safety, and welfare, mitigating and preparing for disasters, protecting and preserving natural systems and supporting economic development; and

WHEREAS, the City of Vancouver and the greater Pacific Northwest are vulnerable to powerful subduction zone earthquakes that occur with periodic frequency along the Juan de Fuca and North American plates; and

WHEREAS, geologic research has shown that subduction zone earthquakes have occurred along the Pacific Northwest with relative regularity over the last 10,000 years, and if averages from past events are predictive, the region could be overdue for another powerful subduction zone earthquake; and

WHEREAS, many of the city's buildings and critical infrastructure were built before the city's seismic exposure was widely understood; and

WHEREAS, the Clark Regional Emergency Services Agency has identified Critical Facilities and Infrastructure (including Hazardous Materials, Energy Facilities, Transportation Systems, and Water and Sanitation Systems) to be co-located within areas of the City with a "Moderate to High" liquefaction susceptibility; and

WHEREAS, the City of Vancouver's drinking water (almost 26 million gallons per day) is supplied entirely from groundwater resources; and

WHEREAS, the vast majority of Vancouver's drinking water (approximately 90%) is supplied from the Troutdale, Upper Orchards and Lower Orchards Aquifers, the boundaries of which are often blurred (the Orchards Aquifer is likely an alluviated portion of the Troutdale with little or no silica cementing), and historical water monitoring indicates that water moves vertically through the hydrogeologic layers of these aquifers; and

ORDINANCE - 2

WHEREAS, facilities that store or process hazardous materials have been recognized to present an increased risk of spills or leaks, and a greater concentration of such facilities renders the City's water supply at an increased susceptibility to contamination, particularly in the event of a powerful earthquake; and

WHEREAS, prior Vancouver city councils have endeavored to protect City water resources by establishing development regulations and minimum standards to reduce the risks of contaminants entering water resources by enacting local ground and surface water regulations, now codified in Chapter 14.26 VMC, the Water Resources Protection Ordinance; and

WHEREAS, recognizing the risks posed by transportation of petroleum, prior Vancouver city councils have encouraged agencies to deny permits for facilities that increase the transportation of Bakken crude oil through Clark County (June 2014, Resolution M-3821), restricted the expansion of crude petroleum facilities by way of a moratorium (Sept. 2014, Resolution M-4090), and made corresponding revisions to the City land use code (Chapter 20.150 VMC); and

WHEREAS, this City Council recognizes that the storage, transfer, processing and handling of other fossil fuels within the City pose risks to safety, health, and livability, including mobility of people, other freight, and other commercial vehicles which are potentially catastrophic in magnitude; and

WHEREAS, this City Council finds that it is appropriate to conduct review and analysis of the City's current vulnerabilities to determine if the purposes of Title 20 and Chapter 14.26 VMC may continue to be fulfilled while accommodating the establishment of new, or expansion of existing, large-scale fossil fuel facilities; and

WHEREAS, the siting of large-scale fossil fuel facilities raises issues of social equity, as these types of facilities have historically been disproportionately located in close proximity to low-income communities and communities of color; and

WHEREAS, in addition to the foregoing, on January 17, 2020, the Ninth Circuit Court of Appeals found that “Copious expert evidence” establishes that an unprecedented rise in the Earth’s carbon concentration levels stems from fossil fuel combustion, and if left unchecked, such levels will wreak havoc on the Earth’s climate; stating further: “The problem is approaching ‘the point of no return.’ Absent some action, the destabilizing climate will bury cities, spawn life-threatening natural disasters, and jeopardize critical food and water supplies.” (Hon. Andrew D. Hurwitz, Circuit Judge authoring the majority opinion of Juliana v. United States, No. 18-36082, p.13 (9th Cir., Jan. 17, 2020); and

WHEREAS, studies conducted by the University of Oregon have found that the effects of climate change on water supplies, public health, coastal and storm damage, wildfires, and other impacts, will cost Washington almost \$10 billion per year after 2020, unless additional actions are taken to mitigate these effects; and

WHEREAS, the University of Washington has found that Washington State has experienced long-term warming, a lengthening of the frost-free season, more frequent nighttime heat waves, rising sea levels along most of Washington’s coast, increased coastal ocean acidity, declining glacial area and spring snowpack, and changes in the peak streamflows in many rivers to earlier in the year; such that three key areas of risk, specifically changes in the natural timing of water availability, sea level rise and ocean acidity, and increased forest mortality, will likely bring significant consequences for the economy, infrastructure, natural systems, and human health of the region; and

ORDINANCE - 4

WHEREAS, the scientifically projected increase of forest mortality poses a unique, and heightened threat to the quality of life enjoyed by residents of the City of Vancouver, which has been annually recognized as “Tree City USA” since 1989; and

WHEREAS, the scientifically projected changes to streamflows pose a unique, and heightened threat to the life, health, safety, and economic vitality enjoyed by residents of the City of Vancouver, as it has been long-recognized that “one of the greatest assets of Vancouver is its shoreline along the Columbia River” (August 1991, Resolution M-2739); and the City has made significant financial investments to complete capital improvements such as the Waterfront Development Project and Columbia River Renaissance Trail, in order to “draw walkers and bikers to the water’s edge” and “reinforce recognition of the [Columbia River] waterfront as a place of community-wide enjoyment” (June 1993, Resolution M-2836); and

WHEREAS, large-scale fossil fuel facilities create significant public health risks, including air pollution resulting in impaired respiratory functions from fine particulates, noise pollution affecting hearing loss and psychological health, and exposure to heavy metals and contaminated drinking sources resulting in cancers, premature death and lung and heart diseases; and

WHEREAS, fossil fuels, including petroleum, coal and natural gas, are a major source of carbon dioxide, heavy metals, nitrogen oxide and sulfur dioxide, and each has a demonstrated nexus to climate change and environmental pollution; the Vancouver City Council has grave concerns regarding the safety of Vancouver City residents and the environment, and the strain on public services and existing infrastructure resulting from the siting and operation of new, or expansion of existing, large-scale fossil fuel facilities; and

WHEREAS, the City of Vancouver is preparing to update the City Strategic Plan, the Vancouver City Center Vision (“VCCV”), and make annual updates to Title 20 VMC; and it is

appropriate at this time to facilitate citizen engagement, undertake appropriate review of large-scale fossil fuel zoning and siting considerations in order to mitigate avoidable risks of catastrophic harm, ensure that the resiliency goals adopted as part of the City Strategic Plan are capable of being fully realized, focus more economic development on safe and renewable energy sources and “green” businesses, and account for the social and environmental impacts on traditionally marginalized communities; and

WHEREAS, the City Council finds that in order to preserve the ability to develop the Strategic Plan, VCCV, and Title 20 updates, with the widest range of choices and alternatives for future development, it is necessary to temporarily restrict the establishment of new, or expansion of existing, large-scale fossil fuel facilities until the strategy and corresponding code updates are completed; and

WHEREAS, City staff has continued to engage with interested stakeholders, in order to better understand the interests of all parties potentially affected by more comprehensive regulation of large-scale fossil fuel facilities, but still more time is needed to integrate this information with possible amendments to existing regulations; and

WHEREAS, extending the moratorium for another six months will allow City staff enough time to finalize appropriate strategies to mitigate risks associated with the establishment of new, or expansion of existing, large-scale fossil fuel facilities in the future, through amendments to existing zoning ordinances if necessary; and

WHEREAS, extending the existing moratorium will enable the City to continue to maximize public input in the siting of new, or expansion of existing, large-scale fossil fuel facilities, without jeopardizing any possible land use options that may be precluded by unrestricted development; and

ORDINANCE - 6

WHEREAS, the extension of the existing moratorium prohibiting the establishment of new, or expansion of existing, large-scale fossil fuel facilities, for an additional six months, promotes the public health, safety, and general welfare of the people of Vancouver, and will encourage the most desirable and productive use of land and community resources; and

WHEREAS, it is necessary that this ordinance go into effect immediately in order to keep the existing moratorium in place, maintain continuity of the status quo, and avoid a rush of applications for new or expanded development of large-scale fossil fuel facilities.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. Findings of fact. The recitals to this ordinance are hereby incorporated by this reference and adopted as the City Council’s findings of fact justifying renewal of the existing moratorium prohibiting the establishment of new, or expansion of existing, large-scale fossil fuel facilities, for an additional period of six months, in accordance with RCW 36.70A.390 and RCW 35.63.200. The City Council held the requisite public hearing on May 17, 2021, prior to final adoption of this ordinance and renewal of the existing moratorium.

Section 2. Definitions. For the purposes of this ordinance:

A. “Fossil fuels” means petroleum and petroleum products, coal, and natural gasses, including without limitation methane, propane and butane, derived from prehistoric organic matter and used to generate energy. Fossil fuels do not include by-products such as asphalt, plastics, fertilizers, paints, or denatured ethanol.

B.1. “Large-scale fossil fuel facilities” means:

a. Facilities engaged in the wholesale distribution, extraction, refinement or processing of fossil fuels;

b. Terminals engaged in the bulk movement of fossil fuels (excluding railyards, fuel storage for airports, and fuel storage for marine servicing facilities);

c. Bulk coal storage: any structure, group of structures, equipment, or device that stores or transfers coal for use in the production of electricity or power.

d. Coal power plant: a thermal power station which burns coal to generate electricity or other usable power.

e. Natural gas processing: any facility which (i) separates natural gas components to recover usable natural gas liquids (*i.e.*, liquefied petroleum or natural gas), or (ii) produces natural gas suitable for transport (*i.e.*, pipeline quality dry natural gas), or (iii) processes natural gas to create methanol or other chemical products.

f. Natural gas storage and handling: any structure, group of structures, equipment, or devices that stores or transfers natural gas for use in the production of electricity or power, or for further processing (excluding facilities that create energy from landfill gas).

g. Bulk storage of one type of fossil fuel, or a combination of multiple types of fossil fuels, in excess of two million gallons.

2. “Large-scale fossil fuel facilities” do not include facilities that solely provide direct sales or distribution to consumers (*e.g.*, gas stations are not large-scale fossil fuel facilities).

Section 3. *Six-month renewal of moratorium.* As authorized by the City’s constitutional police powers, home rule authority, RCW 36.70A.390 and RCW 35.63.200, the City Council hereby renews the temporary moratorium on the acceptance, processing, and granting of applications for permits for establishment of new, or expansion of existing, large-scale fossil fuel facilities, for an additional period of six months.

Section 4. Exemptions. The moratorium, which was enacted by Ordinance No. M-4295 and extended by Ordinance No. M-4323, and which was renewed for an additional six months by Section 3 of this ordinance, shall not apply to permits required for upkeep, repair, or maintenance of existing buildings or properties, or work mandated by the City to maintain public health and safety.

Section 5. Duration. The moratorium enacted by Ordinance No. M-4295, as extended by Ordinance No. M-4323, shall not expire on June 8, 2021, as stated in Ordinance No. M-4323, but instead shall remain in effect for an additional six months therefrom, until December 8, 2021, unless earlier terminated by the City Council.

Section 6. Vested rights. The moratorium renewed and extended by this ordinance does not apply to properties with vested rights existing on the date of the initial adoption of this moratorium. “Vested Rights” shall be defined in accordance with VMC 20.210.110.

Section 7. Severability. If any provision of this ordinance or its application to any person or circumstance is held invalid, or should any portion of this ordinance be preempted by state or federal law or regulation, the remainder of the ordinance or the application of the provision to other persons or circumstances shall survive and be unaffected.

Section 8. Effective date. The City Council hereby finds and declares that an emergency exists which necessitates that this ordinance become effective immediately in order to preserve the public health, safety and welfare. This ordinance shall become effective immediately upon passage at second reading, following public hearing. The City Clerk is directed to publish a summary hereof including the title at the earliest possible publication date.

Read the first time:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

Read the second time:

PASSED by the following vote:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

SIGNED this _____ day of _____, 2021.

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

Approved as to form:

Jonathan Young, City Attorney

ORDINANCE - 10

SUMMARY

ORDINANCE NO. _____

AN ORDINANCE further extending for an additional period of six months the moratorium first enacted by Ordinance No. M-4295, and extended by Ordinance No. M-4323, prohibiting the establishment of new, or expansion of existing, large-scale fossil fuel facilities; directing staff to continue efforts to develop recommendations addressing the circumstances necessitating the moratorium; and establishing an effective date.

The full text of this ordinance will be mailed upon request. Contact Raelyn McJilton, Records Officer at (360) 487-8711, or via www.cityofvancouver.us (Go to City Government and Public Records).

Temporary Moratorium Prohibiting the Establishment of New, or Expansion of Existing, Large-Scale Fossil Fuel Facilities

2021 May to December Work Plan

- Planning Commission work session (May 25th)
 - Overview of issue and proposed approach
 - Stakeholders will be advised of work session
- Draft proposed ordinance language
- Planning Commission work session (*if necessary*)
 - Review of proposed ordinance language
 - Stakeholders will be advised of work session
- Initiate SEPA review
- Planning Commission hearing on draft language
- Council workshop (November 1st)
 - Review proposed ordinance language
- First Reading (November 22nd)
- Public Hearing and Final Adoption (December 6th)



City of Vancouver Council Update

May 17, 2021

Frank Green

IBR Assistant Program Administrator

Chris Regan

IBR Environmental Manager

www.interstatebridge.org

Why do we need to replace the Interstate Bridge?

- ▶ Critical connection between Oregon and Washington and a vital trade route.
- ▶ At risk for collapse in the event of a major earthquake
- ▶ No longer satisfies the needs of modern commerce and travel

A modern connection for a growing community.

The IBR program will utilize and update past work to help identify a solution that reflects current community priorities and will improve our transportation system now, and for the future.

Six Previously Identified Problems



Safety: Narrow lanes, no shoulders, poor sight distances, bridge lifts, and substandard ramp merging and diverging contribute to accidents.



Impaired freight movement:

Congestion and bridge lifts slow down freight carrying goods along I-5, a critical economic trade route on the west coast.



Congestion: Over 138,000 vehicles crossed the Interstate Bridge each week day in 2018, resulting in 7 to 10 hours of congestions during peak travel times.



Seismic resiliency:

In a major earthquake, the bridge would likely be substantially damaged, potentially beyond repair.



Inadequate bike & pedestrian paths:

Narrow shared-use paths, low railing heights, and lack of dedicated pathways impede safe travel.



Limited public transportation:

Limited transit options and existing bus service can be unreliable due to traffic congestion and/or bridge lifts.

Initiating Efforts

- ▶ \$80 million in combined funding dedicated by OR and WA as of March 2021
- ▶ Bi-State Memorandum of Intent signed by Governors Brown and Inslee Nov. 2019
- ▶ Bi-State legislative Committee oversight and guidance to shape program work
- ▶ ODOT and WSDOT are jointly leading the program work in collaboration with eight other bi-state partner agencies
 - TriMet
 - C-TRAN
 - Oregon Metro
 - SW WA Regional Transportation Council
 - City of Portland
 - City of Vancouver
 - Port of Portland
 - Port of Vancouver



Photo courtesy of Office of Governor Kate Brown



Program timeline



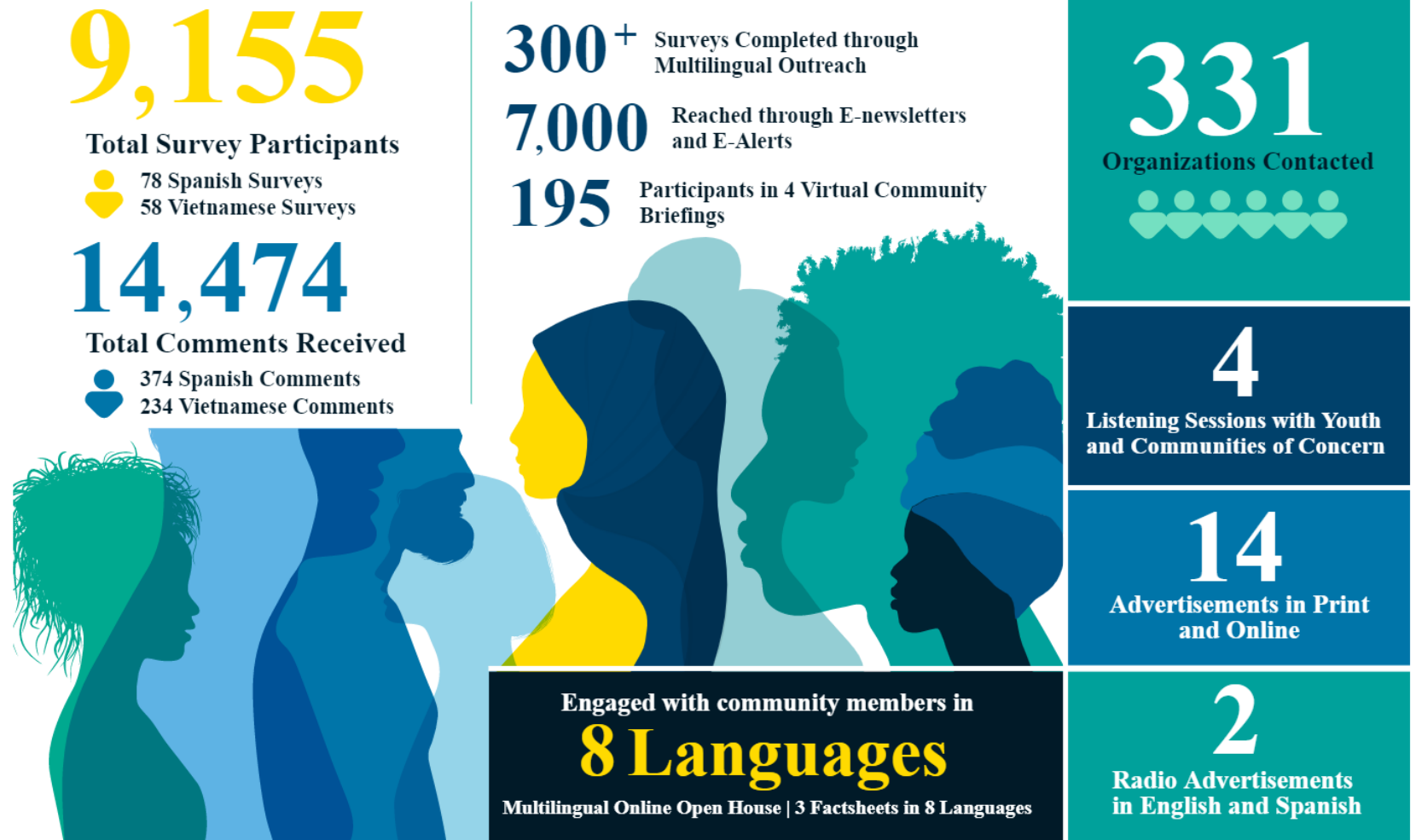
We are identifying the changes needed to update and improve upon past work.

- The program will work with partners to identify what has changed contextually and physically to help determine what design options should be considered.
- Stakeholder and community input will continue to inform how we conduct the program and what outcomes are developed.
- Community values and priorities – including commitments to equity and climate – will be used to develop screening criteria for design options and help shape the details of the future solution.



Recent Engagement + Outreach

- ▶ Targeted engagement efforts from Feb-March gathered feedback on the transportation problems travelers experience with the Interstate Bridge and the values and priorities that should help shape the program
- ▶ Summary available at: www.interstatebridge.org/get-involved



Highlights from Recent Community Engagement

Across all methods of engagement, feedback showed widespread agreement that the six previously identified transportation problems still exist:

*These 3
consistently
identified as
the highest
concerns*

Congestion &
Reliability

Inadequate
bicycle and
pedestrian
facilities

Earthquake
vulnerability

Impaired freight
movement

Safety
concerns

Limited public
transportation

Other takeaways:

- ▶ **Equity** and **climate** considerations were clearly identified as important community priorities
- ▶ Significant interest in discussing the **details** of a **solution**

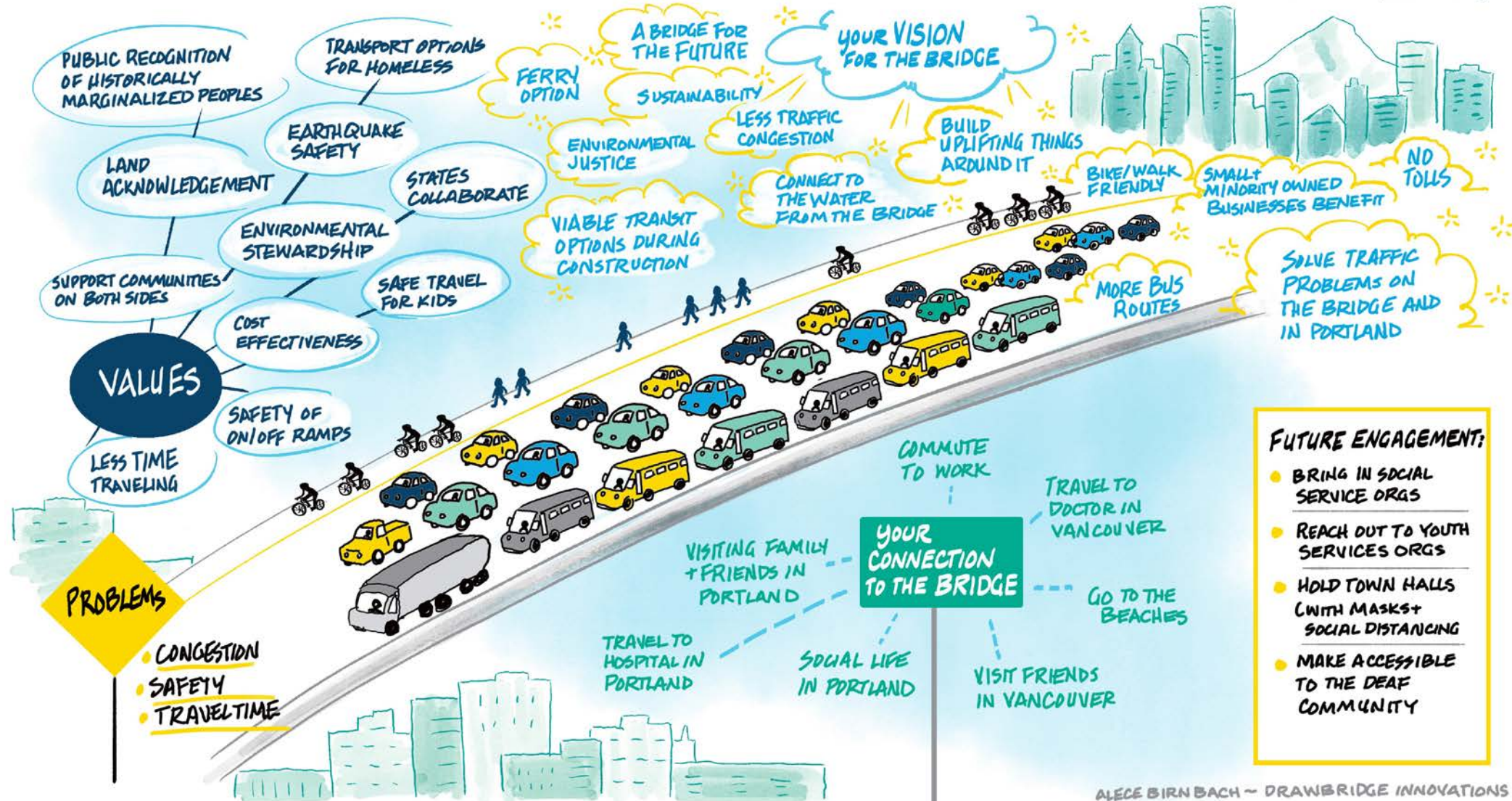
**This graphic reflects the conversations heard during two listening sessions with communities of concern*

MARCH 11 • 2021

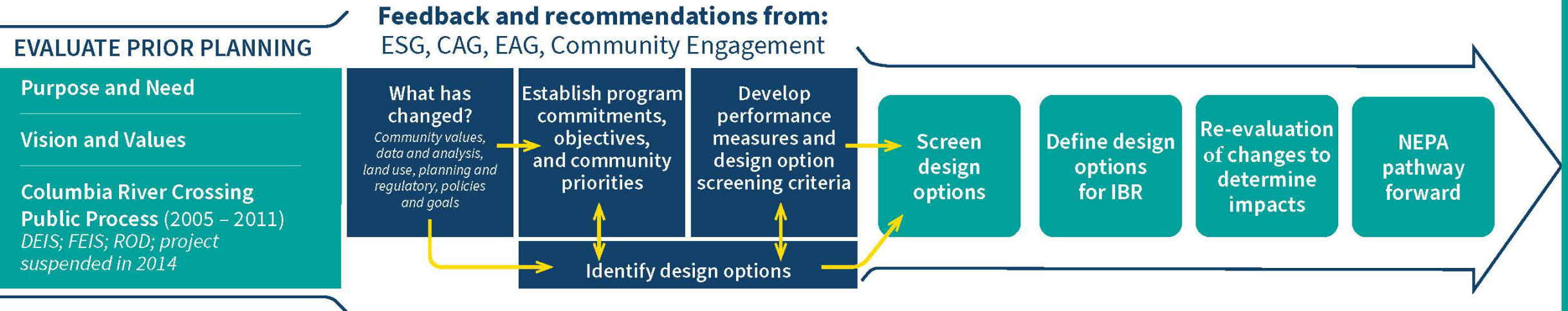
held on March 11, 2021 and are not representative of future solutions



ELEVATING THE VOICES OF EQUITY FOCUS GROUP



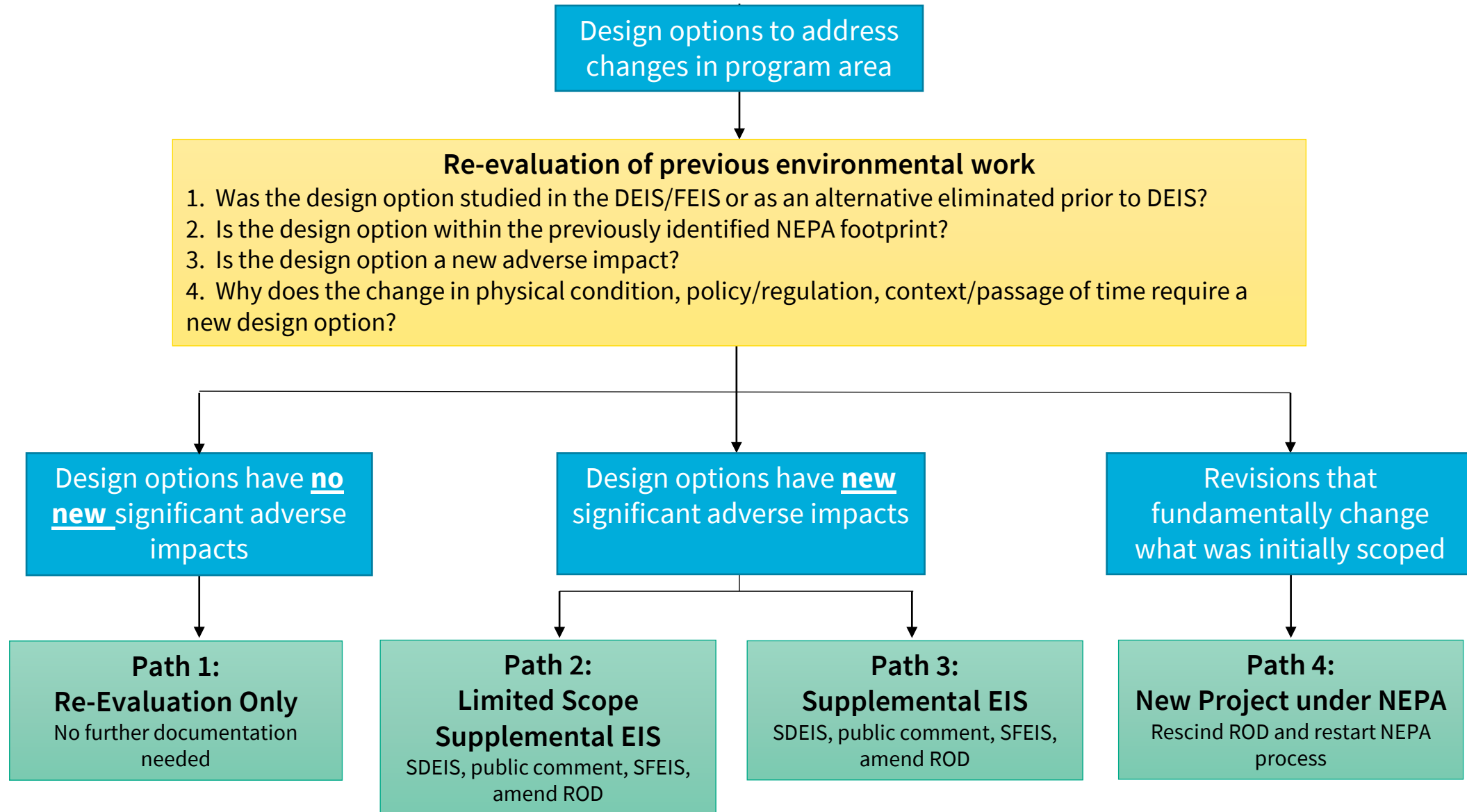
Updating Program Environmental Documentation



NEPA: National Environmental Policy Act
DEIS: Draft Environmental Impact Statement
FEIS: Final Environmental Impact Statement
ROD: Record of Decision

ESG: Executive Steering Group
EAG: Equity Advisory Group
CAG: Community Advisory Group

DRAFT - Four Environmental Process Pathways



Note: This graphic may be updated based on ongoing federal guidance

Understanding Changes and Exploring Design Options

Process:

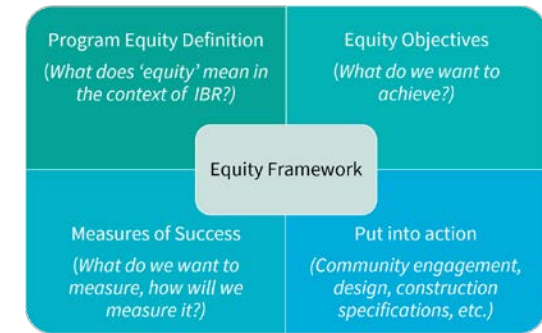
- ▶ Direct conversations between eight partner agencies and the program
- ▶ Catalogue relevant changes (physical, contextual, public controversy) and partner agency priorities

Purpose:

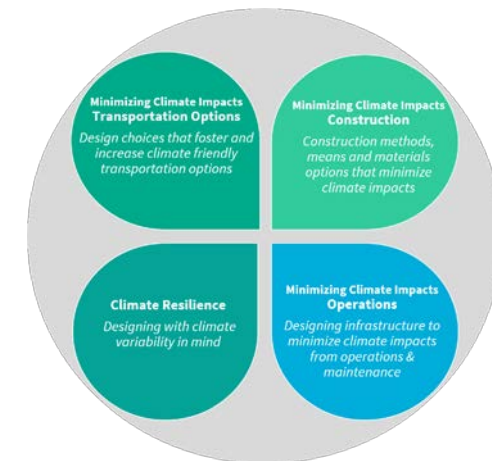
- ▶ Identify design options that address changes and improve upon past work
- ▶ Propose narrowed set of design options for consideration by federal partners, to move forward for additional analysis and community engagement
- ▶ Position the program and region to compete for federal infrastructure funds

We are committed to embedding equity and climate into the program.

- ▶ The program is continuing to work to embed equity and climate considerations throughout the program in actionable and measurable ways.
- ▶ Input received from partners and the community on values and priorities is being used to develop equity and climate frameworks and corresponding performance measures.
- ▶ Work with advisory groups and partner agencies will shape these critical components in the coming months.

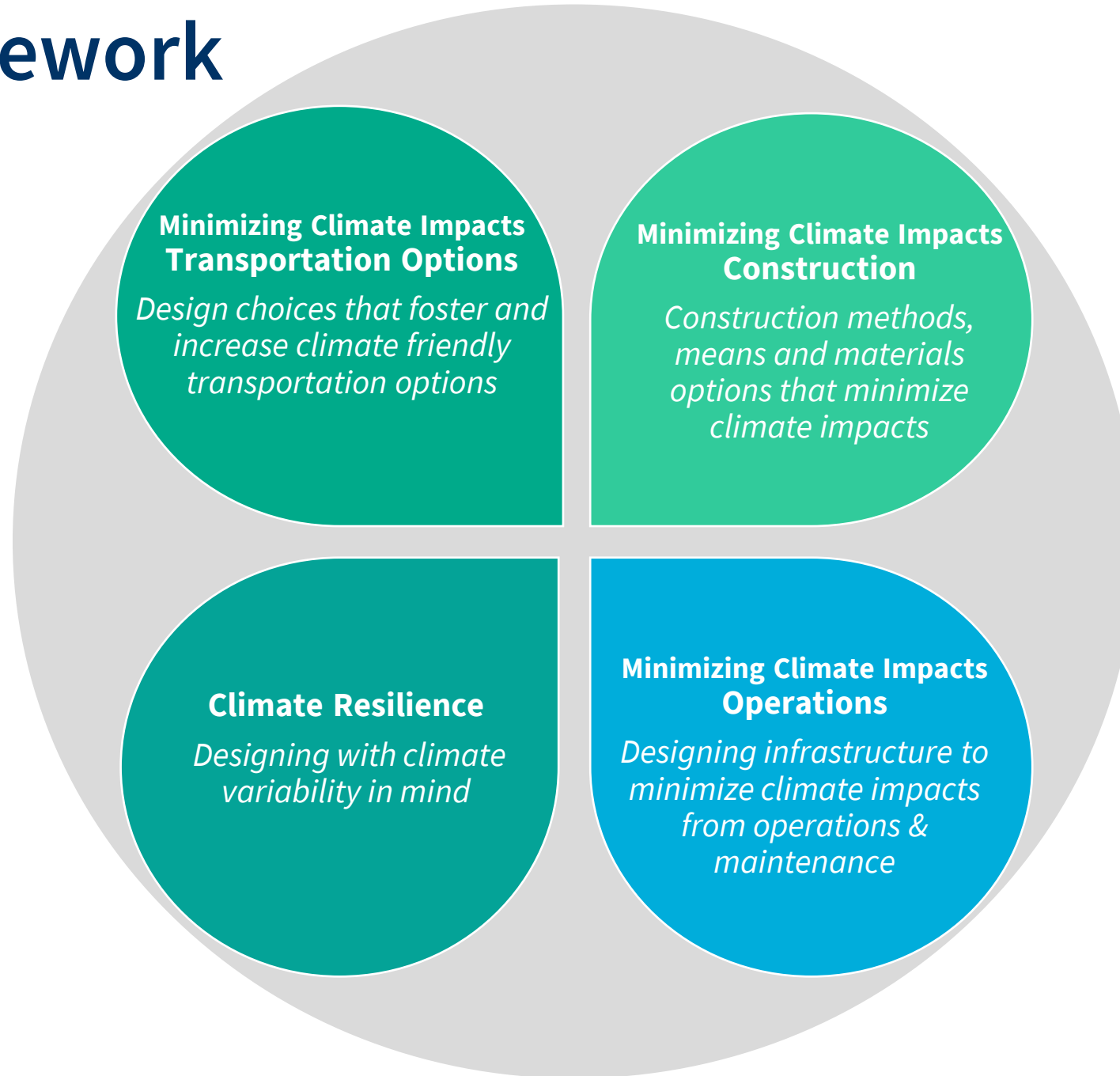


Equity Framework



Climate Framework

Climate Framework Overview



Program Equity Definition
*(What does 'equity' mean in
the context of IBR?)*

Equity Objectives
*(What do we want to
achieve?)*

Equity Framework

Measures of Success
*(What do we want to
measure, how will we
measure it?)*

Put into action
*(Community engagement,
design, construction
specifications, etc.)*

Equity definition

The Interstate Bridge Replacement program defines equity in terms of both process and outcomes.

- ▶ **Process Equity** means that the program prioritizes access, influence, and decision-making power for marginalized and underserved communities throughout the program in establishing objectives, design, implementation, and evaluation of success.
- ▶ **Outcome Equity** is the result of successful Process Equity and is demonstrated by tangible transportation and economic benefits for marginalized and underserved communities.

Equity definition

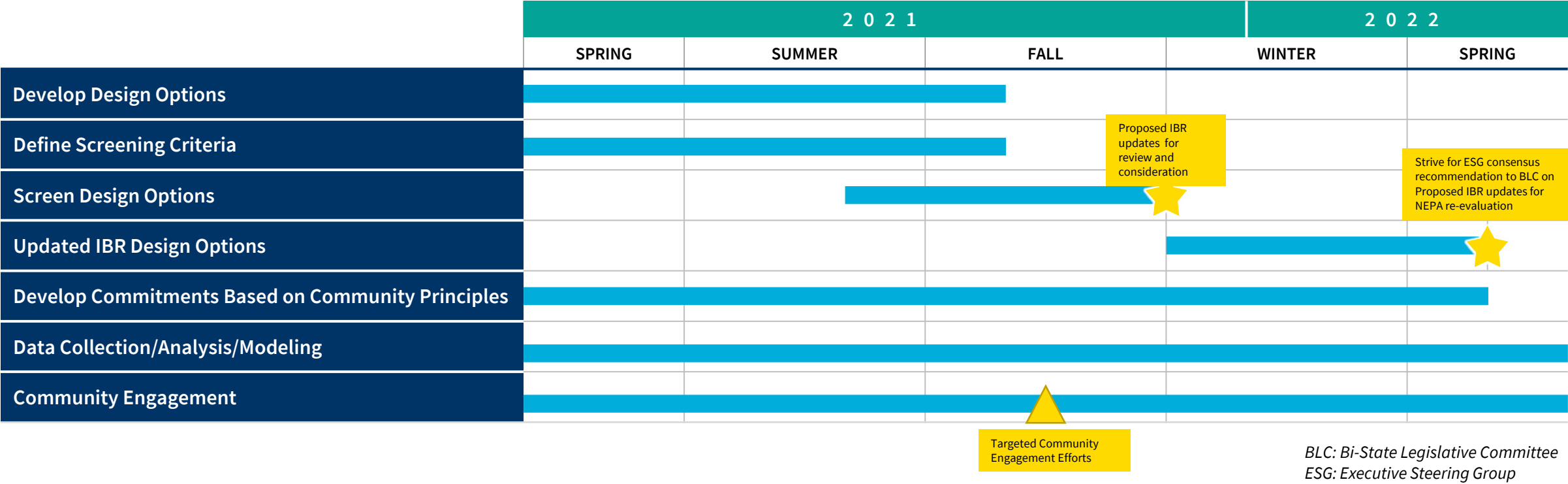
- ▶ **Marginalized and underserved communities** are defined as those who experience and/or have experienced discrimination and exclusion based on identity, such as:
 - BIPOC (Black, Indigenous, and People of Color)
 - People with disabilities
 - Communities with limited English proficiency (LEP)
 - Persons with lower income
 - Houseless individuals and families
 - Immigrants and refugees
 - Young people
 - Older adults
- ▶ Together, Process Equity and Outcome Equity contribute to addressing the impacts of and removing long standing injustices experienced by these communities.

Next Steps/Moving Forward

- ▶ Draft **screening criteria and performance measures** using **equity and climate frameworks**, along with previously gathered input on **community values and priorities**
- ▶ Continue to work with agency partners to **identify the set of design options** to move forward for additional analysis and community engagement
- ▶ Identify the most effective ways to **formalize program commitments** through multiple avenues such as letters of concurrence, memorandums of understanding, and mitigation commitments



Draft Updated Schedule



Upcoming Meetings and Events

Community Listening Sessions:

- ▶ Hayden Island – May 18
- ▶ Freight Movement – May 27
- ▶ Downtown Vancouver – June 1
- ▶ Active Transportation – June 8
- ▶ Sustainability and Climate – June 17
- ▶ *Previous listening sessions: Multimodal Commuters (4/22), Equity (3/11), Youth (3/15)*

Public Meetings:

- ▶ Equity Advisory Group – May 17
- ▶ Executive Steering Group – May 20
- ▶ Community Advisory Group – June 3
- ▶ Bi-State Legislative Committee: TBD

For additional information or to register for a listening session, visit www.interstatebridge.org/calendar



For more information contact:

info@interstatebridge.org

360-859-0494

888-503-6735

<https://www.interstatebridge.org>

Questions?

www.interstatebridge.org

DATE: May 17, 2021

TO: Mayor and Council

FROM: Eric Holmes, City Manager

RE: **Unfreezing Positions**

On May 17 under City Manager communications, I will seek concurrence from the City Council to move forward immediately with recruiting twenty positions that were “frozen” with adoption of the 2021-2022 Biennial Budget in anticipation of the first supplemental budget in June.

Background

At the time of adoption of the 2021-2022 Biennial Budget there was considerable uncertainty around the economy and federal recover and relief legislation related to the COVID pandemic. As a result, the budget was prepared using conservative assumptions, mostly relative sales and property tax revenues and the uncertainty of future federal fiscal stimulus funding. In this context the adopted budget “froze” twenty vacant Full Time Equivalent (FTE) positions in multiple departments across the city as part of our fiscal management approach. Although the FTEs were included in the adopted budget, the appropriation to fund these positions was not. At the time of budget adoption, staff anticipated reviewing first quarter 2021 data and recommending whether or not to fund the positions as part of the first supplemental budget of 2021.

First quarter 2021 revenues have continued to be stronger than originally anticipated. The City has also been notified that 2021-2024 federal stimulus subsidy will likely be available to potentially help augment funding for the vacant positions. The upcoming budget supplemental appropriation will include a recommendation to reinstate funding for these positions beginning in June of 2021. Reinstatement funding for the positions is estimated at \$3.43 million dollars over the biennium (\$1.14 million and \$2.29 million in 2021 and 2022, respectively). The data below identifies proposed reinstatements by position and corresponding fund, with costs summarized.

Fund and Position	FTEs	2021 6-mos Cost	2022 Total Cost
001 General Fund	11.25	\$591,196	\$1,211,400
Assistant City Attorney II	1		
Departmental Aide	0.5		
Park Developer	1		
Police Service Technician	5		
Recreation Coordinator C	0.5		
Recreation Specialist B	2		
Support Specialist II	0.5		
Volunteer Program Assistant	0.75		
151 Fire Fund	2	\$168,250	\$348,881
Deputy Fire Chief	1		
Deputy Fire Marshal 2	1		
504 Equipment Services Operations Fund	1	\$45,496	\$94,634
Senior Vehicle Parts Specialist	1		
508 Grounds and Facilities Services Fund	2	\$93,008	\$193,438
Maintenance Worker Lead - T	2		
510 Internal Administrative Services Fund	3.75	\$241,446	\$439,690
Finance Supervisor II	0.5		
IT Systems Analyst C	1.75		
Procurement Specialist	1		
Senior Accounting Clerk	0.5		
Grand Total	20	\$1,139,396	\$2,288,043