

APPENDIX B

NARRATIVE

Vancouver Innovation Center Master Plan Revision

Vancouver, Washington

A Land Use Application For:
**Major Revisions to the
Vancouver Innovation Center Master Plan**

Submitted: May 5, 2023

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I. Introduction

General Information

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Property Owner:	The VIC Building Owner LLC 505 Fifth Avenue, 27 th Floor New York, NY 10017 Contact: Josh Rabina Phone: 212-398-2030 Email: josh@rabina.com
Project Location	18110 SE 34 th Street
Parcel ID Numbers:	126455-000; 126816-000; 986056-494 and 986060-362
Zoning:	Mixed Use (MX)
Comprehensive Plan:	Commercial (COM)
Project Site Area:	Approximately 179 acres

II. Mixed Use Master Plan Executive Summary

Existing Conditions

The Vancouver Innovation Center (VIC) is the site of a mixed-use master plan located at the former Hewlett Packard (HP) industrial complex, encompassing an approximately 179-acre site located at 18110 SE 34th Street. The site is bound on the north by the Clearmeadows and Fisher's Grove residential subdivisions, on the south by SE 34th Street, on the east by SE 192nd Avenue and on the west by SE 176th Avenue. The site currently has six (6) existing buildings totaling approximately 715,000 square feet (SF), along with associated surface parking and circulation. These buildings were built in the 1980s and 1990s by Hewlett-Packard. Since Hewlett Packard's departure from the site, the interior of these buildings has been updated and leased to a variety of tenants with operations ranging from research and development, light manufacturing, high-tech machinery repair, and other industrial/commercial employment uses. Access to the site is provided via SE 34th Street. A private vehicle circulation route extends north into the site from the signalized intersection of SE Hiddenbrook Drive and SE 34th Street along the site frontage. The private road loops around the existing VIC building and connects with SE 34th Street at a stop-controlled intersection near the southwest corner of the site.

The former Hewlett Packard campus was subject to a Development Agreement beginning in 2001. A series of amendments occurred prior to the applicant's purchase of the property in 2020. The VIC multiple building employment focused Mixed-Use Master Plan, Comprehensive Plan Amendment (CPA), Zone Change Request and Third Amended and Restated Development Agreement (Restated DA) were approved concurrently by the Vancouver City Council by Ordinance 4346 on August 16, 2021. With the approval of the development agreement and an associated Comprehensive Plan Amendment/Zone Change, the zoning designation changed to Mixed Use (MX) with a Commercial (COM) comprehensive plan designation. See Figure 1 below for the current VIC Master Plan.

Since approval of the current VIC Master Plan, the VIC Building Owner LLC (applicant) has received Site Plan Review and construction document approvals for a new 200,981 square foot industrial building, referred to as VIC Building North, to be located immediately north of the existing buildings. The applicant completed an exempt land division to establish a discrete parcel for VIC Building North on December 6, 2022, however a new parcel number has not yet been assigned by Clark County. The documentation was recorded under Clark County Auditor's File Number 6094243 and is on file with the City of Vancouver under File LUP #82838.

Project Description

The applicant is requesting City of Vancouver (City) approval for master plan revisions to amend elements of the current VIC Master Plan. The revised master plan design consolidates industrial areas to optimize opportunities for employment-generating development without reducing the number of jobs provided for in the current master plan, provides a higher level of integration of uses to allow for greater density, thus creating an opportunity to provide more open space, and introduces a new roadway loop geometry at the center of the VIC that establishes a mixed-use center at the core of the site. The revised master plan is included as Sheet 003 of the Master Plan Design Set (Appendix E) and reflects the proposed land use area configuration.

The land use areas (LUAs) on the site include a school (approximately 20 acres), residential area (approximately 38 acres), light industrial/employment area (approximately 74 acres), mixed use area (approximately 33 acres) and a 13.7-acre forested tract. Potential open space areas are reflected across the Residential LUA (RLUA), Mixed-Use LUA (MX LUA), and Light Industrial LUA (IL LUA), and School LUA (S LUA),

but acreage and boundaries for these future open space areas are conceptual and will be refined at site development.

Noteworthy changes to the master plan include:

- A central right-of-way loop or “ring road” is proposed for main site circulation. The northern arc of the loop will serve as the SE 29th Street collector.
- Reconfiguration and relocation of land use areas to achieve the desired product type mix and scale in each LUA and provide greater integration of uses throughout the site. The consolidation allows for the development of large-footprint light industrial buildings in the IL LUA to optimize opportunities for employment-generating development and is critical to achieve both the Project’s and the City’s employment generation goals.
- The plan improves the integration of the mixed-use elements of the project by changing from the “Town Center District” within the MX LUA to a mixed-use corridor along the proposed ring road which serves as the gravitational center of the revised master plan and contemplates a substantial public plaza opposite the existing VIC Commons. The revised master plan will incorporate all necessary changes for the VIC and will not propose a separate/future master plan revision for a Town Center district within the master plan area.
- Single Family Residential (SFR) and Multi-Family Residential (MFR) land use areas (LUAs) are now consolidated and listed as “Residential Land Use Area (R LUA)” and the applicant has removed detached single family residential use from the plan.
- The master plan anticipates an overall increase in open space and will provide approximately 24 acres of open space across the master plan area including an approximately 13.7-acre forested tract. Open space projections in the revised plan represent a 26% increase over the 19 acres proposed in the current master plan. To allow greater design discretion in the precise limits of open space with future site development, the applicant is proposing to represent open space within the plan as an overlay rather than a discrete Open Space LUA, a common approach with master plan entitlements.
- The forested tract and the school parcel are identified independent of other LUA’s to reflect the separate ownership of the school parcel by the Evergreen School District and the applicant’s establishment of a tract for forest preservation. While the forested tract boundary has been altered in the revised master plan—a project arborist has made recommendations to better preserve key tree stands—the acreage of the tract has been retained.
- As opposed to the current master plan, which segregated rights of way for SE 29th Street and SE 184th Avenue from LUA acreages, the proposed revision plan has assumed that all rights of way will be internal to land use areas, similar to how rights of way would be treated in a zoning context.
- The revised master plan proposes a more fluid approach to phasing, whereby the size, location, and order of development within the property be determined by the applicant so that they may respond in real time to market conditions and demand.

New Employment Square Footage

The master plan revision proposes construction of a minimum of 600,000 square feet of gross floor area for employment uses.

Open Space

The applicant anticipates providing approximately 24 acres of open space, including the approximately 13.7-acre Forested Tract. Sheet 004 of the Master Plan Design Set (Appendix E) illustrates potential open spaces, including a two-mile multi-use trail around the entire perimeter of the property. Distinct cross sections are provided as Sheet 007 (Appendix E) to illustrate the open space design at key locations in the site, including the northern site edge. Other open space features include a neighborhood park within the Residential LUA in the southwest corner of the site and a town plaza in the southeast corner.

Residential Units and Density

The revised master plan will consolidate the Single-Family Residential LUA and Multi-Family Residential LUA into a single, non-contiguous Residential LUA. The revised master plan proposes a maximum of 1,800 dwelling units which can be constructed within either the R LUA, the MX LUA, or the IL LUA, with a maximum of 100 dwelling units allowable within the IL LUA. The proposed increase in residential density is in response to the City’s continuing concern about housing availability, as well as to market demands for housing co-located with the future businesses on the site. In addition, rather than specify quantities of distinct housing types (apartments, townhomes, etc.) within each LUA, the revised master plan proposes to build housing types in response to market demand, limited to the residential housing types permitted within the VMC. Single-family detached homes, however, will be removed from the master plan.

The current and revised master plans are classified as “multiple building mixed use master plan” pursuant to VMC 20.430.060.C. Figures 1 and 2 are the Current VIC Master Plan and the proposed Revised VIC Master Plan, respectively. The figures reflect the requested changes to the land use area configuration within the site.

Figure 1. Current VIC Master Plan

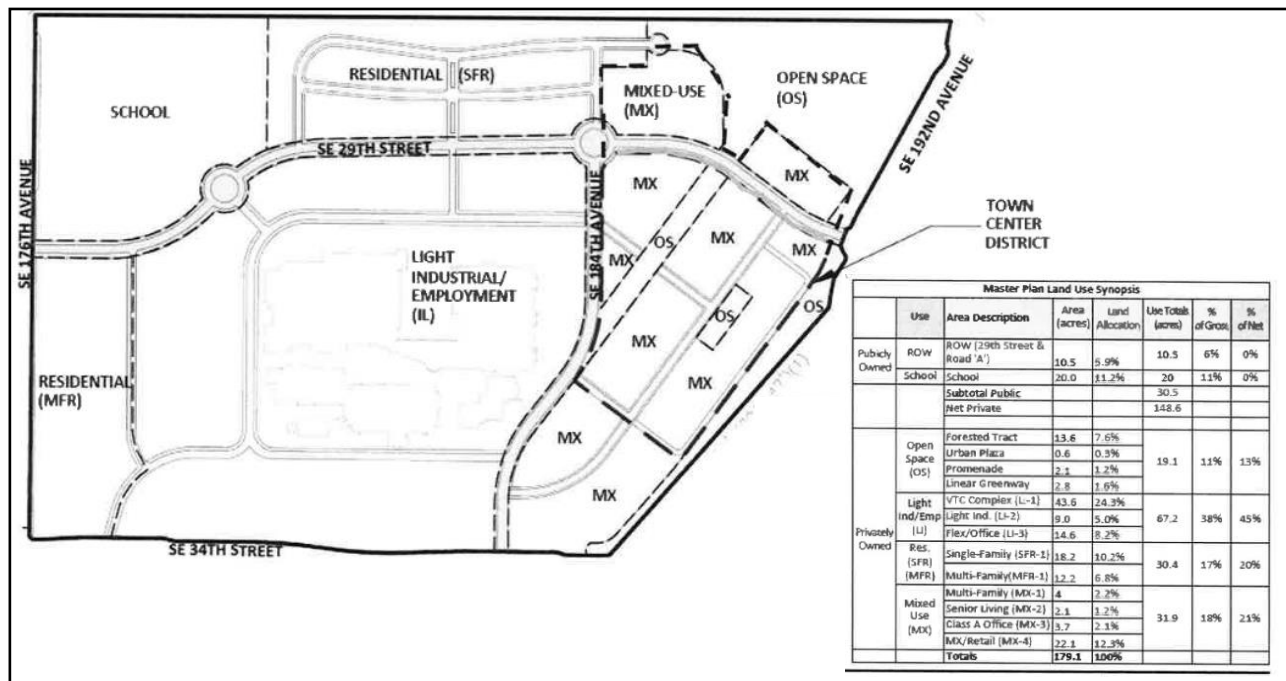
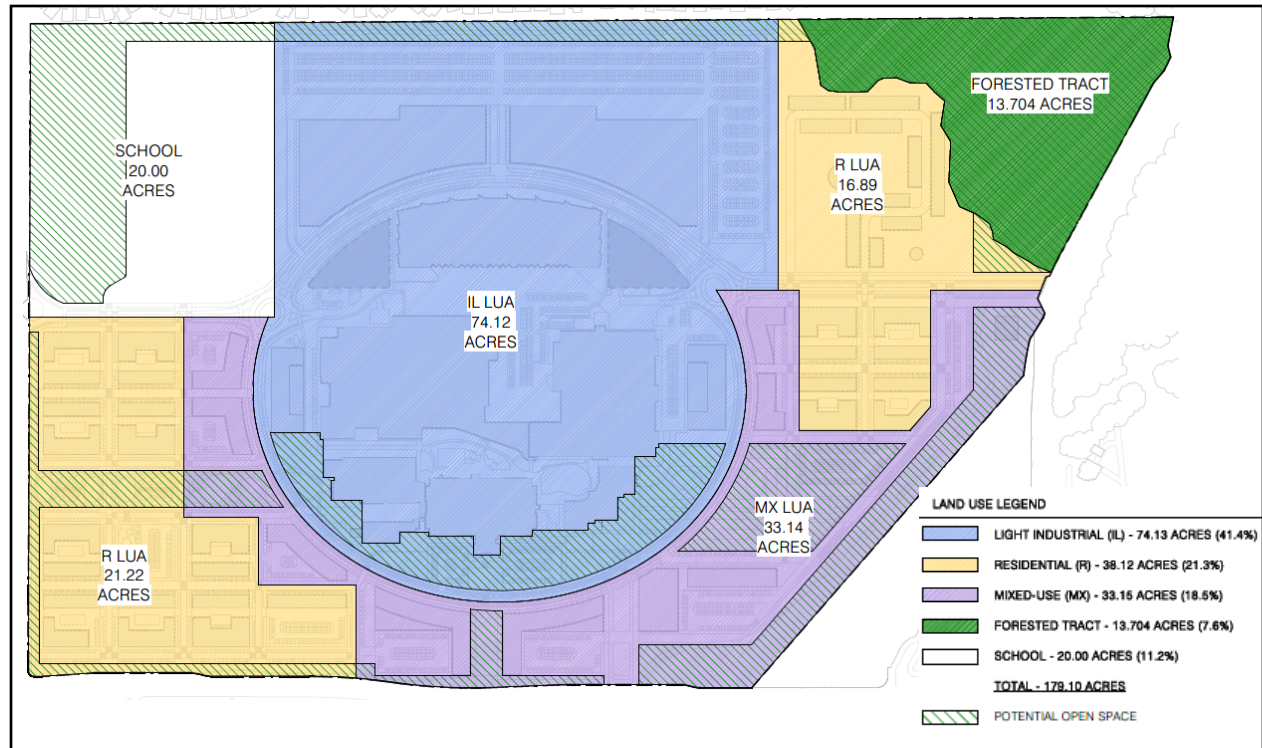


Figure 2. Revised VIC Master Plan



Phasing and Timing of Transportation Improvements

The Revised VIC Master Plan proposes a more fluid approach to phasing to provide flexibility to pursue discrete developments in response to market conditions and needs. Synchronicity standards outlined in Section 6.4 of the Restated DA will be amended to align with updated unit counts but will largely be maintained. It should be noted that a phasing plan is reflected in the Traffic Impact Analysis (TIA), prepared by Kittelson and Associates (Appendix D) to better understand the timing and trigger for transportation improvements. The plan is not intended to suggest that phases must build out in the sequence shown.

III. **Applicable Review Criteria**

The proposal is subject to the Section 7 Master Plan Revision provisions of the 2021 Vancouver Innovation Center Third Amended and Restated Development Agreement (Restated DA), and applicable goals and policies within the Vancouver Strategic Plan, and Vancouver Comprehensive Plan, respectively and Memorandum of Understanding between the City and the Developer proposing modifications to the Development Agreement currently being finalized. The applicable approval criteria of the Vancouver Municipal Code (VMC) Section 20.430 Mixed Use Standards and District are set forth below with findings demonstrating the project’s consistency with these provisions that govern the respective request. Provisions that are not applicable to this proposal are not included.

Vancouver Innovation Center Third Amended and Restated Development Agreement

DA Section 7 Master Plan Revisions

There shall be three categories of Master Plan revisions: Major, Minor, and De Minimis Revision requests. Developer may request Major revisions to the Master Plan (including the Town Center Amendment discussed in section 6.11 of the Restated DA) no more than once in any calendar year, unless mutually agreed to by the City. All proposed revisions shall be considered under the approval criteria identified below.

Response: Pursuant to the Restated DA Section 7, the applicant is requesting a major master plan revision to the current VIC master plan. The primary objectives of the proposed changes to the master plan are to (a) consolidate industrial areas to optimize opportunities for employment-generating development and (b) more substantially integrate development types to allow for greater density, which is a key goal for the City, thus creating an opportunity to provide more open spaces throughout the site to enhance design and placemaking opportunities. As stated in the project summary, the applicant has integrated the “Town Center District” into the mixed-use corridor along the proposed ring road. The Revised VIC Master Plan will incorporate all necessary changes for the VIC and will not propose a separate/future master plan revision for a Town Center district within the master plan area. Responses to the applicable approval criteria for plan revisions are provided below.

DA Section 7.1 Major Revisions

Requests to modify or revise the Master Plan as follows shall be subject to a Type IV review process.

- a. Greater than 10% increase in total residential units on the Property;**
- b. A reduction of non-residential square footage on the Property by more than 10%;**
- c. Reduction or increase of parking square footage by more than 10%;**
- d. Greater than 10% decrease in the amount of open space approved in the Master Plan;**
- e. New uses not included in the Master Plan and this Restated DA;**
- f. Changes in the boundaries between LUAs that alter the total acreage of any LUA by more than 10%;**
- g. Development of the School LUA for any purpose other than School, to modify the use limitations in Exhibit D and address the requirements of RCW 20.430.060.C.2.e.4;**
- h. A change from a single family detached home to any other structure, along the northern boundary of the SFR LUA and the abutting neighborhood; and**

i. A reduction in size, change of location, or removal of the open space (treed) area between the SFR LUA and the abutting neighborhood.

Response: As detailed in the project summary above, a series of changes are proposed to the master plan site which meet criteria noted above and thus require a major revision subject to a Type IV process. Specific adjustments which require a major revision include:

- Increasing the maximum residential dwelling unit count from 1,200 units in the current VIC Master Plan, to a maximum of 1,800 residential dwelling units in the Revised VIC Master Plan represents a 50% increase in total residential units on the site.
- The Revised Master Plan proposes removal of the SFR LUA along the northern boundary of the site and the removal of single family detached homes from the master plan.
- The Revised Master Plan proposes significant changes to the street network, most notably the addition of a ring road at the center of the site. Further, the plan does not segregate rights of way for SE 29th and SE 184th Avenue from LUA acreages but rather assumes that all rights of way will be internal to land use areas. The combination of these refinements results in a change to the boundaries and total acreage of the MX, R and IL LUAs beyond 10%.

The applicant presented these changes to City staff through a pre-application conference. Upon review staff concluded that the proposed adjustments to the plan require a major modification subject to a Type IV process and City Council approval.

DA Section 7.4 Approval Criteria

All major, minor, and de minimis changes shall be reviewed according to the following approval criteria:

a. The proposed change meets the intent of the adopted Master Plan;

Response: The intent of the adopted master plan was (a) to reimagine the approximately 179-acre site as a “20-minute” mixed use neighborhood, (b) to meet the growing demand for light industrial, manufacturing, and commercial spaces, (c) to develop a distinct, authentic identity on the site, (d) to create a community with that connects both new and existing neighborhoods and (e) to design sustainably.

The revised master plan continues to achieve the intent of the adopted master plan with the primary objectives being (a) the consolidation of the industrial areas to optimize opportunities for employment-generating development, (b) more substantially integrate uses on campus, including the provision of additional multi-family housing, to align with the City’s density goals, (c) provide a larger, more contiguous open space network throughout the site to enhance design and placemaking opportunities, and (d) streamline the internal street network, and separation of traffic flow to enhance integration of the master plan site and neighboring residential subdivisions.

b. The proposed change will not result in a substantial impact to transportation, water, sewer or storm water management systems, after considering all mitigation plans;

Response: The Revised VIC Master Plan does not anticipate significant impact or demand to transportation, water, sewer or stormwater management systems and infrastructure as further described below.

The Restated DA between the applicant and the City vested trips for the Current VIC Master Plan. Per the Restated DA, vested net new trips include a total of 26,982 average daily trips (ADTs), 2,088 AM peak hour trips, and 1,991 PM peak hour trips. On- and off-site transportation capacity mitigation is predicated on the number of AM and PM peak hour trips while transportation concurrency corridor mitigation is determined based on PM peak hour trips.

The April 28, 2023, Traffic Impact Analysis (TIA) prepared by Kittelson and Associates, Inc. (Appendix D) demonstrates that the proposed uses within the Revised VIC Master Plan will result in a modest increase in weekday AM peak hour trip generation (141 net new trips added) and will not change the total net new PM peak hour trip generation compared to the Current VIC Master Plan. As indicated on Table 4 of the TIA, the Revised VIC Master Plan is estimated to generate 2,229 net new weekday AM peak hour trips and 1,991 net new PM peak hour trips. The TIA updated on- and off-site impacts of the project based upon the revised peak hour trip generation and recalibrated identified mitigation as appropriate. No new off-site traffic mitigation improvements were identified.

As requested by City Transportation staff in the December 1, 2022, Pre-Application Conference Summary, the TIA addresses compatibility and coordination with the City of Vancouver's on-going *SE 34th Street Safety & Mobility Project*. Future conditions in the TIA are modeled to reflect City-anticipated transportation system changes along SE 34th Street to enhance safety-based mitigation needs and mobility for all users on the SE 34th Street corridor. The applicant also coordinated with staff to provide early opportunities to review and offer feedback on the proposed street network and roadway cross sections, including modifications to SE 29th Street, a major east west collector. The proposed Mobility Plan Streetscape Summary sheets included in Appendix B reflect comments offered by staff.

Water utilities are readily available to the overall VIC site and can be feasibly extended to provide potable water for the future phased site buildout. Subsequent site plan approval for future phased development will adhere to applicable regulations and charges as necessary. As noted in the Revised Design Standards (Appendix F), the applicant will prioritize potable water use reductions, and efficiency strategies in its design through water-saving plumbing fixtures with future proposed buildings.

Sewer utilities are readily available to the overall VIC site and can be feasibly extended to provide service connections for the future phased site buildout. Subsequent site plan approval for future phased development will adhere to applicable regulations and charges as necessary.

An existing stormwater facility located in the southeast portion of the site treats surface runoff from the existing building and parking areas. The stormwater pond is designed to overflow to Fisher Creek during severe storm events. The existing facility will be maintained, matching the existing condition. New site development and disturbance of impervious surfaces within the approximately 179-acre VIC master plan site will comply with local and state stormwater management requirements including the implementation of erosion control, and low impact development (LID) Best Management Practices (BMPs) to reduce impacts on surface, ground water, runoff, and drainage patterns on the site.

As noted in the Revised Design Guidelines (Appendix F) the applicant is committing to manage stormwater on-site and promote surface water quality through native and adaptive plant selections to reduce irrigation, minimization of impervious surfaces and implementation of a surface stormwater strategy synopsis describing anticipated collection, treatment, and discharge strategies. This includes the implementation of low impact development (LID) Best Management Practices (BMPs) planned for future

development on the site. Subsequent site plan approval for future phased development will include erosion control mitigation measures during construction and post site buildout.

- c. **The proposed change will not result in adverse impacts to adjacent properties or uses, after considering all mitigation plans; and**

Response: The character of the periphery of the master plan site under the revised master plan will be generally consistent with the approved master plan with the exception of the northern boundary, where the plan has been revised to provide greater buffering and open space adjacent to this edge. Where the current master plan formerly proposed single-family uses at the site’s northern boundary adjacent to the existing Clearmeadows and Fisher’s Grove residential subdivisions, the proposed plan locates the IL LUA north of proposed SE 29th Street. To ensure compatibility with neighbors to the north, the Revised VIC Master Plan includes a significant approximately 65-foot-wide linear open space trail. Further, the plan contemplates placing parking lots to serve the IL between the open space and buildings, resulting in an approximately 265-foot horizontal separation between industrial buildings and the northern edge. Figures 1 and 2 below illustrate the north edge condition under the current and revised master plans.

Figure 3. North Edge Condition with Single Family Uses – Current VIC Master Plan

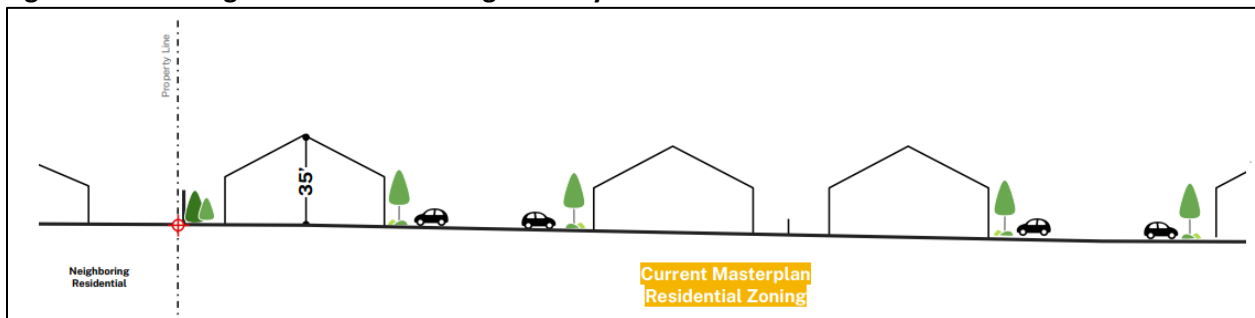


Figure not to scale.

Figure 4. North Edge Condition with Proposed Open Space – Revised VIC Master Plan

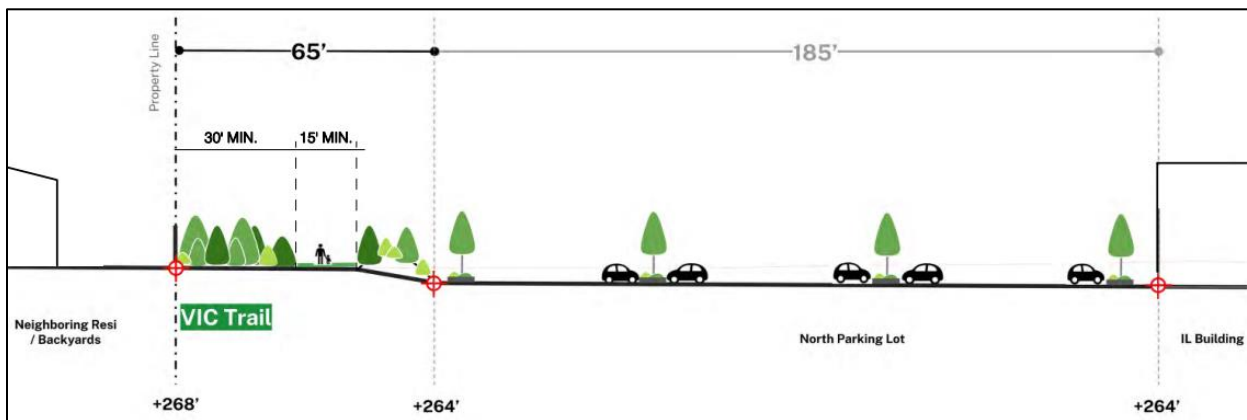


Figure not to scale.

- d. **The proposed change is consistent with Vancouver Municipal Code and Vancouver Comprehensive Plan.**

Response: The applicant demonstrates consistency with applicable criteria of the Vancouver Municipal Code, Vancouver Strategic Plan and Vancouver Comprehensive Plan within this narrative.

Vancouver Municipal Code (VMC)

VMC Title 20 Land Use and Development Code

VMC 20.430.060 Mixed Use Standards and District.

C. Multiple Building Mixed Use Sites

2. Standards – Mixed Use Sites

- a. **Overall uses. Uses shall be allowed as indicated in the MX column of Table 20.430.030-1, except that automobile service stations and drive-through facilities shall be prohibited.**

Response: Similar to the current master plan, the revised master plan envisions employees living and working on the VIC campus within a “20-minute” neighborhood. The revised master plan design creates a better integration of uses whereby those living and/or working on the campus will now be within a five-minute walk of mixed-use opportunities and those living in the nearby neighborhoods will be within a 20-minute walk. Allowed land uses on the site are consistent with those provided in Vancouver Municipal Code for the most-closely analogous land use area. For example, the southwest corner will be designated residential land use area (LUA), near the residential neighborhoods to the west. The northern part of the property, which abuts a residential neighborhood, will have a school land use area, a linear open space that buffers an IL LUA, and an approximately 13.7-acre forested tract to be used as park space. The denser light industrial and mixed-use land use areas (LUAs) will generally be in the core, to the south, and to the east of the property, to ensure a smooth transition toward the more commercial areas along SE 192nd Avenue.

The majority of the proposed land use areas (LUAs) on the site are permitted outright in the MX column of Table 20.430.030-1 (e.g., uses such as general and medical offices, general retail, multi-family housing, parks/open space, and a school) with the exception of light industrial (IL) uses that comprise a large portion of the overall site. Within the IL LUA, the applicant is proposing a variety of light industrial land uses (e.g., research and development, manufacturing, and production) consistent with IL uses in VMC Table 20.440.030-1. These uses are intended to support and attract employment-based businesses on the site, and are consistent with the current tenant mix at the VIC

There are no automobile service stations or drive-through facilities proposed.

- b. **Site Mix. At least 20% of the combined gross floor area of the buildings proposed on the site shall be devoted to residential uses, and at least 20% to nonresidential uses. Parking garages or portions of garages devoted to residential or nonresidential uses may be counted towards this requirement, but surface parking may not.**

Response: The applicant is proposing residential uses throughout the site, primarily within the MX and R LUAs however, as many as 100 residential units may also be constructed within the IL LUA, consistent with

the Current VIC Master Plan. It is anticipated that the revised master plan will include approximately 2,407,798 gross square feet (GSF) of residential uses and 1,703,065 GSF of non-residential uses. Overall, the revised master plan is anticipated to provide a total of 4,110,863 GSF of building area, with approximately 59 percent of total building area for residential uses and approximately 41 percent for non-residential uses. Therefore, this standard is met.

- c. **Functional integration of uses. Land uses in mixed use sites shall be selected and designed to encourage interaction among uses. Examples include but are not limited to commercial developments which are significantly used for shopping by on-site or adjacent residents or office workers.**

Response: Like the current approved master plan, the revised master plan has been designed to be a “20-minute neighborhood”, a term used to describe neighborhoods in which all of life’s daily needs—work, recreation, school, commercial services, etc.—are located within a 20-minute walk from home. The reconfigured LUA orientation further integrates uses across the site and as a result has ensured that all residential uses are within a 5-minute walk of a mixed-use site. The design is compatible with on-site and off-site uses while activating the site and optimizing use synergies. Examples of the applicant’s functional integration of uses on the site include:

- *Public schools* – The northwest corner of the development is designated for a 20-acre middle school site for the Evergreen School District. This new site, in combination with the existing Fisher’s Landing Elementary school located on the south side of SE 34th Street opposite the site, will provide K-8 educational services within walking distance of proposed residential uses within the project.
- *Outdoor public spaces* – The applicant has designed the site to provide active and passive recreation including the 13.7-acre forested tract in the northeast corner of the site, and a variable width trail along the perimeter of the project. Other opportunities for open space are contemplated across the site as reflected in the Potential Open Space plan.
- *Shared parking* –Significant expanses of surface parking exist from the former HP facilities. Because the peak parking period for the employment uses and residential uses are not the same, the applicant anticipates that surface parking for the light industrial LUA will be utilized for multiple use areas in an interim basis as the site builds out. As development occurs new parking areas will be constructed in concert with buildings and uses. Shared parking is expected to continue throughout the site including the use of on-street parking as well as the potential development of standalone parking facilities. Note that the City intends to provide dedicated parking for the Forested Tract adjacent to the site on additional land purchased from the applicant.
- *Gradation of use intensity* – The applicant has intentionally located residential-compatible land uses adjacent to the existing single-family residences to the west and north and has located the highest density use, the mixed use towards the center and southeast portion of the site, locations that are substantially shielded from off-site views from the north and from residences farther to the west. The MX LUA and IL LUA are oriented along the loop road and will have convenient access to SE 192nd Avenue, SE 176th Avenue and SE 34th Street which should minimize the need for vehicles to travel through residential areas to exit the site. The northern part of the property, which abuts a residential neighborhood, will have a school land use area, a linear open space feature that buffers IL LUA, and a park. Denser areas of light industrial and mixed-use land use areas are intentionally located in the core, to the south, and to the east of the property, to ensure a smooth transition toward the more commercial areas along SE 192nd Avenue.

d. Physical integration of uses.

- 1. All buildings and improvements on the site shall be located and designed to look and function as an integrated development and to encourage pedestrian travel between buildings and uses. Complete segregation of use types, such as placement of multiple commercial structures all on one side of a mixed use site and multiple residential structures all on the other, shall be prohibited.**

Response: The applicant has planned the project to ensure that uses will look and function as an integrated development. As reflected on the Proposed Land Use plan (Sheet 003) the project features a school site, consolidated IL LUA, two RLUA areas and a MX LUA which is concentrated in the southeast of the site and extends along the south half of the loop road ensuring that residential uses are within a short walk to services. The loop road, coupled with the pedestrian laneways and other proposed infrastructure, provides multi-modal connection between the uses while the Forested Tract, VIC Trail, Town Plaza and other potential open space areas identified on the Potential Open Space plan (Sheet 004) provide alternative connections between LUAs.

The Revised Design Guidelines included in Appendix F provide details regarding the design and character of future buildings to ensure high quality design within the development. In addition, the applicant plans to establish and maintain thematic elements throughout the development to solidify a sense of place throughout the project. These include uniform wayfinding signage, public street furniture elements (benches, waste receptacles, etc.), playground design, bicycle racks, street lighting, street trees and other consistent treatments. The combination of land planning and implementation of district wide design guidelines will produce a well-integrated, cohesive development consistent with this standard.

- 2. Separate buildings shall be connected through pedestrian linkages delineated through landscaping, differentiated surface materials or texture. Delineation through striping alone shall not be considered sufficient.**

Response: Pedestrian linkages through the site will be delineated through designated laneways, landscaping and/or different surface materials. The precise treatments will be defined with future site plan review requests within each LUA.

- 3. One or more similar design characteristics among separate structures shall be provided, including but not limited to similar or complimentary building facades, surface materials, colors, landscaping, or signage.**

Response: The applicant has proposed limited revisions to the design guidelines approved with the current VIC Master Plan, primarily removing references to single-family detached dwellings, and other refinements to better align with the Revised VIC Master Plan. The Revised Design Guidelines are included as Appendix F. With adherence to the revised guidelines structures within the district will have complimentary building facades, surface materials, colors, landscaping, and signage. The Open Space Plan Sheet 004 (Appendix E) and the Mobility Plan Sheet 005 (Appendix E) illustrate the corridors that will facilitate bicycle and pedestrian travel between each development on the property. The applicant will

ensure each site plan, plat or other preliminary entitlement application is consistent with these design standards.

4. **One or more outdoor publicly accessible features shall be provided to encourage interaction among residents or users of the site, including but not limited to courtyards, delineated gathering spaces, or seating areas. These areas may be paved and/or landscaped and must comprise at least 5% of the total site area and be centrally located within the site to fullest extent possible.**

Response: The applicant is proposing numerous outdoor publicly accessible open space areas throughout the project as indicated in the Potential Open Space plan Sheet 004 (Appendix E). Exact dimensions and boundaries of publicly accessible open space areas are not yet known; however, the applicant intends to provide a neighborhood park, town plaza and other open space areas along the south portion of the loop to establish a band of open space and publicly accessible amenities from east to west. A perimeter trail has also been identified and will vary in width and character along different site boundaries as reflected on the Enlarged Trail Sections plan (Sheet 007, Appendix E). The revised plan maintains the 13.7-acre forested tract identified in the prior plan. The applicant is diligently working with the City to negotiate a Purchase and Sale Agreement to sell the Forested Tract to the City to be developed into a municipal park. The applicant previously recorded a deed restriction preserving the Forested Tract and limiting its development as outlined in the current Master Plan. The applicant has committed to providing a minimum of 24 acres of open space features within the master plan site which equates to approximately 13.4 percent thereby exceeding the minimum required.

e. **Development and building density/intensity standards.**

1. **Residential buildings shall achieve a minimum density of at least 12 units per net acre, as measured by the total number of residential units divided by the portion of the site devoted to residential use, not including public or private streets, or critical areas and associated buffers on that portion.**

Response: After subtracting out the school site (20-acres), the proposed forested tract and open space area (24-acres), right of way (21.79-acres) and industrial use area (74.12-acres) from the 179-acre site area total, the net master plan area available for residential use is approximately 39.09 acres and is comprised of both the R LUA and MX LUA. With an anticipated maximum buildout of 1,800 residential dwelling units, the resulting density within residential and/or mixed-use areas is approximately 46.05 units per acre, thereby exceeding the minimum density standard above. Given the availability of the IL LUA for up to 100 dwelling units per this proposed master plan, the density of the residential area may ultimately be slightly below this 46.05 units per acre target but will not affect the project's compliance with this provision. Specific compliance with the 12 units per net acre will be demonstrated with each Site Plan Review request within the master plan.

2. **Non-residential buildings shall achieve a floor area ratio (FAR) of at least .5, as measured by the gross square footage of the nonresidential buildings divided by the site area or areas devoted to nonresidential use. Individual nonresidential buildings and associated attached structures shall be counted as floor space. The site or portion of the site**

devoted to those buildings, not including public right-of-way, parks or pedestrian trails, shall be counted as site area. Parking garages may be counted towards the FAR requirement provided that 60% of the ground floor is devoted to an office or commercial use.

Response: Because the project is planned for highly integrated mixed-use buildings, the only LUAs that will contain minimal to no residential component are the School LUA and the IL LUA. Consistent with the Current VIC Master Plan, the applicant proposes to apply the development standards most analogous to each LUA within each LUA, thus the .5 FAR does not apply to the Residential, School, or Light Industrial LUAs within the Revised VIC Master Plan.

3. Development standards shall be as indicated in the MX column of Table 20.430.040-1.

Response: The applicant is proposing to apply development standards for these areas that align with existing development standards for comparable land use districts in the City as provided for and modified in the Restated DA. For example, the applicant is proposing to apply the light industrial development standards found in VMC 20.440, for intended light industrial uses and R-30 development standards outlined in VMC 20.420 for the RLUA. Limited exceptions to those standards were authorized with the Current VIC Master Plan as detailed in Exhibit D of the Restated DA. Updates to the Restated DA are anticipated to align with the Revised VIC Master Plan proposal.

4. Screening. Non-residential uses, including off-street parking, which directly abut off-site single-family residential zones without an intervening public or private street shall provide screening as per 20.440.030(C)(3).

Response: The only instance in which non-residential uses will abut a single-family zone without an intervening street is along the northern boundary of the VIC site where the School and IL LUA's abut an existing single-family residential neighborhood. As reflected in the Master Plan Design Set (Appendix E) a minimum 65-foot-wide open space area is proposed along the northern boundary of the site and will include a minimum 30-foot-wide vegetative buffer, a minimum 15-foot-wide trail, with an approximate 20-foot transitional area between the trail and future parking areas for buildings within the IL LUA. The combination of buffer and horizontal separation will adequately screen the neighborhood from the non-residential uses proposed within the site.

f. Frontage standards.

1. Buildings shall be placed to encourage pedestrian activity within and along the site. No more than 50% of each site frontage along arterial or collector streets shall be devoted to off-street parking or vehicular access. Portions of site frontages devoted to off-street parking or access shall include design features such as landscaping or columns so as to maintain visual continuity of the street and sidewalk to the fullest extent possible.

Response: All three roads on the perimeter of the site are either a collector (SE 176th Avenue) or an arterial (SE 34th Street and SE 192nd Avenue). In addition, the northern half of the loop road, SE 29th

Street, is proposed as a new urban collector arterial which will run east- through the site. Tentative massing and development diagrams reflected on the Master Plan Design Set (Appendix E) indicate that the use along the site frontages will be predominantly occupied by buildings and will likely incorporate landscaping and pedestrian facilities between buildings and the right of way. While some parking and vehicular access areas will be present, they will not occupy more than 50% of the site frontage. Demonstration of compliance with this provision will be provided at the site plan review stage with each future development request. The applicant has sold the school LUA to Evergreen School District (ESD). ESD will address this frontage requirement as part of its school site development proposal.

2. **At least one fully functional and visibly identifiable public entrance shall be provided along the frontage of each building adjacent to an arterial or collector street.**

Response: The property will be designed to comply with this provision. The site is bounded by a collector (SE 176th Avenue), and arterial streets (SE 34th Street and SE 192nd Avenue). Due to SE 29th Street's designation as an urban collector arterial, minimal access points have been proposed to facilitate vehicular circulation to the north IL LUA area. Roundabouts along the loop road will provide access to an internal private vehicular accessway to serve the existing VIC and VIC Building North which recently obtained construction plan approval. Buildings fronting these higher classification roadways can incorporate public entrances to comply with this criterion.

3. **Blank walls longer than 30 feet without windows or an unbroken series of garage doors are not permitted on any street frontage, including frontage to controlled access highways and freeways.**

Response: Per the Revised Design Guidelines (Appendix F), blank walls longer than 20 feet without windows or an unbroken series of garage doors are not to be permitted on any street frontage. Demonstration of compliance with this provision will be provided at the time of site plan review submittal for future developments.

- g. **Multiple parcel sites. Mixed use sites may be developed pursuant to this chapter on sites which consist of multiple parcels and internal public or private roads, provided that all applicable standards herein are met. Pedestrian connections required by 20.430.060 (C)(2)(d)(2) crossing internal arterial streets shall not require differentiated surface materials if striping is provided.**

Response: The applicant's request involves a mixed-use master plan on a site with multiple parcels. Demonstration of project compliance with the standards of this chapter is provided throughout this narrative and the remaining application materials.

- h. **Parking – The following shall apply in addition to the standards of VMC 20.945.**
 1. **The maximum number of spaces provided shall be no more than 125% of applicable minimum requirement for sites 10 acres or less, and no more than 115% of the minimum for sites larger than 10 acres.**

Response: The current master plan developed parking strategies centered around utilization of existing surface parking facilities. As reflected in the revised master plan, many of the existing parking facilities

will not be retained. Most of the facilities located to the south, east and west of the existing VIC will be incrementally demolished as development occurs within the site. New parking lots, stalls, and/or facilities will be constructed with each phase of new development. The applicant will provide parking consistent with the ratios specified in the Restated DA with the following exceptions:

- Given that the applicant anticipates having studio apartments on campus, the applicant proposes a parking ratio of 1 stall/studio dwelling unit. The current DA does not specify a parking ratio for studio apartments.
- As noted during the pre-app, there was a scrivener’s error in the approved DA stating that parking in the IL LUA was to be at a minimum of 4.5 stalls/1,000 SF. This should have stated that 4.5 stalls/1,000 SF was the maximum allowed. Applicant proposes to adhere to VMC 20.945.070 requirements as the minimum for parking in the IL LUA. The maximum for the light industrial LUA is being removed and not being reinstated as 4.5 stalls/1,000 SF in order to allow the applicant to respond to tenant/market demand
- Uses in all LUAs may count available on-street and off-site parking spaces which are within 1,000-foot walking distance (4 minutes) to the development toward the minimum on-site parking requirement.
- The table below summarizes the proposed parking ratios to be used throughout the Revised VIC Master Plan site.

Table 1. Revised VIC Master Plan Parking Ratio

Program	Prior DA (Masterplan 1.0)	Proposed for Masterplan 2.0	Proposed Change
SFR	1 – 2 stall/DU	1 stall/DU min.	No change
MFR	1.5 - 2 stall/DU	1.5 stall/DU min.	No change
SFR/MFR/MX/IL Senior	0.3 stall/DU	0.3 stall/DU min.	No change
SFR/MFR/MX/IL Studio	N/A	1 stall/DU min.	Masterplan 1.0 did not address parking ratio for studios so proposing to include one
MX Non-residential	2 – 2.5 stalls/1,000 SF	2 – 2.5 stalls/ 1,000 SF	No change
IL Non-Residential	4.5 stalls/1,000 SF	min per VMC 20.945.070; remove maximum	Reduced minimum; removed maximum

- The Planning Official may authorize shared or joint use parking among uses which are likely to be visited with a single driving trip and are adequately linked to their parking, provided an adequate legal agreement for the joint parking usage for the duration of the arrangement is recorded.**

Response: The applicant is anticipating the use of shared or joint parking across the site. The variety of uses proposed within the site do not have coinciding peak parking demands and therefore, provide a unique opportunity to allow shared parking. Additionally, as noted above, the applicant is seeking the use

of shared off-site parking facilities and on-street parking to satisfy parking demand for each use. Instances such as these in which the applicant seeks joint parking will be requested in conjunction with site plan review requests for future development actions. As noted previously, the City intends to provide its own dedicated parking for the Forested Tract so shared parking will not be needed for that use.

3. **The Planning Official may authorize shared or joint use parking among uses which have differing hours of operation or usage, such as residences and offices, provided an adequate legal agreement for the joint parking usage for the duration of the arrangement is recorded.**

Response: As discussed above, the applicant anticipates that joint parking will be utilized in instances where adjoining uses have different peak parking demands.

4. **The Planning Official may authorize up to a 25% reduction in required parking if transit service is available to the site.**

Response: A request for reduced parking is not anticipated at this time. C-TRAN Route 37 provides loop service between SE 164th Avenue and Mill Plain Boulevard. Bus stops currently exist in both directions on SE 34th Street at SE 189th Avenue and on SE 192nd Avenue at SE 31st Street. The future intersection of SE 29th Street at SE 192nd Avenue is only approximately 800-feet north of the current bus stops at SE 192nd Avenue and SE 31st Street. Pedestrian facilities through the site will facilitate access to these bus stops to encourage the redevelopment of the site, and, in particular, the dense MX LUA at the center of the site. The applicant is interested in facilitating additional bus routes to and through the property, with C-TRAN's concurrence.

- i. **Vesting**
Vesting and concurrency provisions shall be as indicated in 20.260.090 and 20.260.100.

Response: Vesting and concurrency has been addressed in previous development agreements for the site. Concurrent with the current VIC Master Plan, the applicant requested City approval of the Restated DA that updated the vesting and transportation concurrency provisions to reflect the specific uses and implemented standards anticipated for future development of the site.

3. **Review Process – Mixed Use Sites**
 - a. **Mixed Use Plan. Initial development of a multiple building mixed use site or portions of a mixed use site shall require submittal and approval of a Mixed Use Master Plan, unless already subject to previous Mixed Use or Master Plan approval. The following requirements shall apply:**
 2. **Approval Criteria and Zoning. Proposed Mixed Use Master Plans 25 acres or larger in size shall be reviewed as Type IV application by the Planning Commission. Proposals less than 25 acres shall be reviewed as Type IV applications by the hearings Examiner. Approvals, or approval with conditions shall be granted upon findings that:**

- a. **The Master Plan and associated conditions of approval ensure future development will meet all applicable criteria of this chapter; and**

Response: Compliance with the provisions of this chapter is demonstrated in the responses provided throughout this narrative and in the associated application materials. Subsequent site plan approval will meet all applicable criteria of the VMC 20.430.060 multiple building mixed use standards unless modified by the Development Agreement and this Master Plan.

- b. **The proposal complies with applicable rezone criteria of VMC 20.285.080; and**

Response: Per Ordinance 4346 on August 6, 2021, the site has been rezoned from Industrial to Mixed Use. Compliance with the rezone criteria found in VMC 20.285.080 is not required to be demonstrated with this application.

- c. **There is or will be sufficient capacity within the transportation system and public sewer, water, police, fire, and stormwater services to adequately serve all portions of the site at the time of development; and**

Response: The revised TIA prepared by Kittelson and Associates, Inc. (Appendix D) demonstrates that the proposed uses within the master plan will generate a modest increase in weekday AM peak hour trips and the same number of weekday PM peak hour trips as compared to those already reserved for the site through the existing development agreement. The combined impact of refinements to the on-site transportation network, closure of one existing VIC campus vehicular access on SE 34th Street and revised site land uses results in changes to off-site proportional share contribution amounts but does not trigger new off-site transportation capacity mitigation construction beyond those measures required of the current VIC Master Plan development agreement. Because the City's transportation planning department has already reserved capacity in the system for the trips associated with the site, sufficient capacity exists within the transportation system with resolution of infrastructure improvements and other mitigation requirements outlined in the revised TIA. Consistent with the current VIC Master Plan, the applicant will improve the long-term capacity of the surrounding road network to address future growth in part by completing a segment of SE 29th Street from SE 192nd Avenue to SE 176th Avenue to provide an alternate east-west corridor to help relieve demands on SE 34th Street between SE 164th and SE 192nd Avenues. The revised TIA finds there will be sufficient capacity within the transportation system to adequately serve all portions of the site at the time of development and identifies implementation timing for each of the recommended mitigation measures associated with project phases. No new off-site mitigation measures were identified in the revised TIA.

Water and sewer utilities are readily available to the site and can be feasibly extended to serve the properties. All stormwater runoff from impervious surfaces on the site will be treated and infiltrated on-site as noted above. Stormwater runoff will be addressed in detail with future development plans and Stormwater Technical Information Report(s) with site plan review requests. Police, fire, and emergency services are generally available to serve the site and project impacts on these services will be incremental over the course of the buildout of the master plan.

- d. **A change in circumstances has occurred since existing zoning designations at the site were originally adopted. For the purposes of a multiple building mixed use plan only, compliance with the development standards of VMC 20.430.060.C.2 and the applicable Comprehensive Plan policies shall be sufficient to demonstrate that a change in circumstances has occurred.**

Response: Per Ordinance 4346 on August 6, 2021, the site has been rezoned from Industrial to Mixed Use. Compliance with the rezone criteria found in VMC 20.285.080 is not required to be demonstrated with this application. The revision to the prior master plan does not change the overall composition of the mixed-use master plan but rather reconfigures land use areas within the boundaries for larger, consolidated industrial sites and increases residential density in response to unprecedented demand for housing.

3. **Proposed modifications to previously approved mixed use concept plans shall require Type I, II or III review depending on the modification required, as specified in VMC 20.260.030.**

Response: The applicant is requesting a modification to an approved mixed use master plan, and pursuant to DA Section 7, the requested changes constitute a major revision thus prompting a Type IV review.

- b. **Development proposals on sites subject to an existing Mixed Use Master Plan or existing mixed use zoning:**
 1. **Development on sites or portions of sites subject to Mixed Use Master Plan approval under this chapter, or under equivalent mixed use approval prior to this chapter, shall require site plan approval as Type II review under VMC 20.270. Approval or approval with conditions shall be granted if the proposal is fully consistent with the approved Mixed Use Master Plan or equivalent, applicable portions of this chapter, and VMC 20.270 procedural standards.**

Response: The applicant anticipates site plan review submittals for future development requests within the master plan.

2. **Development on sites or portions of sites zoned MX but not subject to an approved Mixed Use Master Plan under this chapter or other shall submit for master plan review under this chapter as a Type III application for sites less than 25 acres, and a Type IV application for sites 25 acres or larger.**

Response: The entire site area was previously rezoned to Mixed Use (MX) and therefore, will be subject to review under the governing land use entitlements associated with this revised mixed use master plan request.

- 3. 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 occupancy permit approval until occupancy permit approval is provided for at least 25% of the total square footage of all of the major 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.**

Response: The Restated DA includes “Synchronicity” provisions. These provisions limit the extent of residential uses allowed on the site based on the applicant’s delivery of new employment use square footage within the development. Specifically, Section 6.4(d) of the Restated DA stipulates that the applicant will be unable to construct greater than 50% of the residential units within the project until the developer has built at least 215,000 SF (25%) of the proposed new employment square footage on the site. Refinement of this language is anticipated to address additional housing units proposed with the project. However, as previously stated, the applicant has recently secured final engineering and building permit approvals for a new 200,981 square foot industrial building, VIC Building North, which largely meets this initial obligation for non-residential square footage.

- D. Adjustment to Numerical Standards – Single Building and Mixed Use Sites. Numerical standards contained in this chapter may be adjusted by up to 25% if a clear demonstration is provided that the proposed mixed use development with the adjustment would fully comply with the purpose statement and all other applicable standards of this chapter, and that the proposal would clearly not be able to comply with those standards without the proposed adjustments.**

Response: The applicant proposed land use area-specific development standard adjustments with the Restated DA that was approved by the Vancouver City Council by Ordinance 4346 on August 16, 2021. An adjustment to numerical standards is not proposed as part of the revised master plan request at this time, however, application of this provision may be requested at the time of individual site development.

- E. Incentives – Single Building and Mixed Use Sites. Traffic impact fees for mixed use developments shall be reduced to account for internal trips between uses on the site or building as demonstrated by an approved traffic study.**

Response: The TIA prepared by Kittelson and Associates (Appendix D) has considered an internalization factor for trips that will be retained on site due to the proposed mixture of land uses. It is assumed that any traffic impact fees applicable to future developments within the site would be based on the net increase of trips after this internalization factor is applied.

Vancouver Strategic Plan

GOAL 1: Ensure our built urban environment is one of the safest, most environmentally responsible and well maintained in the Pacific Northwest.

Response: The revision to the VIC mixed use master plan serves Goal 1 as the developer is committed to ensuring a safe, environmentally responsible, and well-maintained property. The applicant demonstrates

this commitment through the Revised Design Guidelines (Appendix F) for the site that promote design principles to incorporate sustainability and energy efficiency measures such as vehicle charging stations, solar panels, low impact development (LID) stormwater management approaches, shared parking strategies, and site design that supports a 20-Minute Neighborhood. The concept of the 20-Minute Neighborhood, and the 5-Minute derivative proposed with the Revised VIC Master Plan is to encourage accessibility, active (walking, cycling) transport and public transport in proximity to housing, employment opportunities, recreational opportunities, and open spaces. The Revised VIC Master Plan proposes a network of passive and active open space areas that utilize existing trees and natural resources, a balance of community gathering spaces and areas, the creation of a compact urban form composed of well-articulated buildings and ample pedestrian areas to encourage multi-modal travel throughout the site between the various on-site uses and open space areas and enable building design that encourages pedestrian access, ground floor visibility and community spaces for socialization and collaboration.

GOAL 4: Ensure that Vancouver's parks and trails system is the highest quality and most complete in the region.

- **Objective 4.1: Increase maintenance levels and accessibility to parks**
- **Objective 4.2: Increase recreational opportunities in our parks**

Response: As demonstrated with the Potential Open Space Site Plan Sheet 004 (Appendix E), the revised master plan serves Goal 4 by promoting a town plaza, neighborhood parks and providing a network of active and passive open space areas on the site including a multi-use trail that connects to 34th Street as part of the City's Complete Streets Program to enhance safety, efficiency, and mobility for all users. The master plan preserves an approximately 13.7-acre designated forested tract at the northeast corner of the site. Additionally, the Mobility Plan Sheet 005 (Appendix E) demonstrates functional connections to the site-wide bicycle and walking path network.

GOAL 6: Facilitate the creation of neighborhoods where residents can walk or bike to essential amenities and services—"20-minute neighborhoods"

- **Objective 6.1: Support a strong, active neighborhood program that enhance livability and community connections**
- **Objective 6.2: Improve amenities and services that allow residents to "age in place"**

Response: As mentioned, the proposed mixed use master plan supports the 20-minute neighborhood concept that encourages accessibility, active (walking, cycling) transport and public transport in proximity to housing, employment opportunities, recreational opportunities, and open spaces. The Mobility Plan Sheet 005 (Appendix E) demonstrates functional connections to the site-wide bicycle and walking path network. This mixed-use community will strengthen east Vancouver's commercial, light industrial, retail and community districts, helping to build a strong, resilient economy.

GOAL 8: Strengthen commercial, retail and community districts throughout the city

- **Objective 8.1: Make downtown Vancouver a vibrant destination for the community and the region**
- **Objective 8.2: Strengthen neighborhood business districts**

Response: The Revised VIC Master Plan proposes a more integrated mixed-use community in east Vancouver in a location where residents can work, shop, go to school and recreate all within a 20-minute walk from home. The diversity of residential housing products will offer a diversity of price points to allow housing opportunities for persons of a wide range of incomes within the community. The increase in residential density within the site will respond to shortages in the market. The additional residential rooftops will help support the neighborhood retail uses within and near the master plan site, supporting the existing and future neighborhood business districts.

GOAL 9: Build the strongest, most resilient economy in the region

- **Objective 9.1: Create infrastructure and policies that support job creation**

Response: The Revised VIC Master Plan reconfigures land use areas to provide greater integration of uses throughout the site including development of large-footprint light industrial buildings which allow for more flexibility to respond to market demands and tenant needs and is critical to achieve both the project and City's employment generation goals. As demonstrated with the Master Plan – Proposed Land Use Sheet 003 (Appendix E), of the approximately 179-acre site, approximately 74 acres of IL land and approximately 33 acres of MX land is proposed to create infrastructure that supports job creation and employment opportunities in research and development, light industrial/manufacturing uses, professional office, medical, retail, education and in the short term, construction and trade industries. The mixed-use environment enhances the experience for residents, employees and patrons by offering a variety of services and amenities which will not only support the immediate businesses within the site but will support other uses in the broader Vancouver area.

In addition, the developer will be constructing a segment of SE 29th Street between SE 192nd Avenue and SE 176th Avenue through the site. The facility is planned as an urban collector arterial and will relieve east-west congestion occurring on SE 34th Street and increase mobility and convenience in east Vancouver. The addition of this facility and other public infrastructure will enhance the marketability and interest in the employment uses on the site. The proposed location for SE 29th Street and the SE 29th Street streetscape will provide a transition between residential, and office/flex uses on the site, provide for truck traffic to and through the IL LUA, and offer safe and convenient pedestrian and bicycle access between the uses on the site.

Vancouver Comprehensive Plan

EC-1 Jobs-housing balance

Increase the ratio of jobs to residents in the City of Vancouver and the region.

Response: The June 30, 2020, Market & Economic Analysis for Vancouver Innovation Center, prepared by Eric Hovee discusses the various market factors influencing the development of the site and the respective benefits of the applicant's proposal to diversify the uses within the site and broaden the array of employment uses allowed. The study estimated that the Current VIC Master Plan could add approximately 3,500 net new jobs at build out. As discussed throughout this narrative and reflected in the various appendices, the Revised VIC Master Plan maintains the nonemployment square footage targets and thus the potential job creation is consistent. The increase in residential density will improve the jobs to residents ratio in the East Vancouver area.

EC-2 Family-wage employment

Promote the formation, recruitment, retention and growth of businesses that provide a wide range of employment opportunities, particularly family-wage employment. Prioritize family-wage employment in land use policies and practices.

Response: New jobs anticipated at build-out will provide a wide range of employment – in tech and light industrial activities, good paying professional/technical office-related occupations, and including entry-level and part-time retail/service employment suited to a range of employee interests and needs.

EC-3 Public revenue enhancement

Promote development that enhances revenue generation for public services.

Response: Per Clark County GIS, from 2006-2019, property taxes paid on the HP property declined by approximately 22%. Re-occupancy of the full existing space should stem this erosion. New development will add substantially to the property values and resulting tax revenues (in amounts not yet estimated). While on-going sales tax potential is greatest for commercial retail, dining and personal service uses (as compared with many industrial or office activities), the City will also generate considerable one-time sales tax revenue from new construction over the course of development to project build-out.

EC-4 Industrial and business park sanctuaries

Provide an adequate supply of industrial and/ or business park areas with opportunities for family-wage employment and revenue generation.

Response: The Revised VIC Master Plan concept can accommodate approximately 5,000 jobs including significant and diverse family-wage employment opportunities consistent with the current master plan. The revised master plan will maintain the mix of residential and commercial uses contemplated in the current plan, uses which yield higher per square foot values than industrial-only uses, resulting in increases to both property and sales tax revenue beyond what would be generated by less-intensely developed industrial-only uses.

EC-5 No net loss of employment capacity

Restrict zone changes or legislative land use approvals that would lessen long-term capacity for high-wage employment unless accompanied by other changes within the same review cycle that would compensate for the lost capacity or unless the proposed change would promote the long-term economic health of the city.

Response: As noted with the current VIC Master Plan, it is expected that a highly integrated mixed-use center that incorporates housing and amenities with employment will result in a greater employment potential on the site and greater business retention. When formerly considering if the property should be zoned from industrial to MX, Jones Lang LaSalle Americas, Inc. prepared a Comparative Valuation Analysis on December 8th, 2020, that concluded: “the property will exceed its current value significantly under the proposed mixed use (MX) zoning due to the added diversity of the asset mix and the construction of retail, lifestyle, and educational amenities for tenants and the surrounding community.” The revised master plan retains the integrity of this assessment and offers an even greater degree of

mixed-use integration, which will further this objective of increasing business and business retention through the creation of place.

EC-6 Efficient use of employment land

Maximize utilization of land designated for employment through more intensive new building construction and redevelopment and intensification of existing sites.

Response: The VIC proposal serves EC-6, efficient use of employment land, by consolidating and reconfiguring the IL LUA and leveraging more shared parking strategies. The Revised VIC Master Plan offers a more efficient overall land plan that provides greater flexibility for site design and development to respond to market drivers.

EC-7 Regional focus

Work with the larger Portland-Vancouver region to leverage opportunities, unique site availability, and marketing to promote the region nationally and globally to attract new business.

Response: The vision of the revised master plan is to honor and build around the innovative roots of the site as a high-tech employment hub, by building around the existing buildings and making that the core of the community. This will create a unique environment unlike others in the region and an environment that can be promoted at both a national and global level. The applicant has already made strides by securing tenants in the existing VIC who have national and international reach in their individual business markets. The implementation of the Revised VIC Master Plan will only improve upon this tenant portfolio.

EC-8 Small business support

Support the growth of new and expanding small business through efficient permitting, incentives, and communication.

Response: The proposed master plan revision will retain the capacity for small business within the site. There is substantial opportunity for new and expanding small businesses to find a home within the existing VIC or one of its future buildings. The variety of spaces provide great flexibility for tenant configurations to meet a wide range of businesses. This is especially critical in the near term as a visible sign that Vancouver is open for business to promote economic recovery over the next 2-3 years. The applicant is interested in collaborating with the City of Vancouver to identify and promote development and employer-based incentives – most ideally with coordination offering features of one-stop permitting that should work with an already approved master plan.

Chapter 4: Housing

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.

Response: The revised master plan proposes to increase density to a maximum of 1,800 dwelling units and will allow a variety of residential product types including single family attached, garden style apartments and vertical mixed use residential. Considerable effort has been expended to evaluate market needs for the various housing types and building composition including a mix of unit sizes which will serve

demand more efficiently. These product types can provide either rental or ownership opportunities at a variety of price points. This is particularly critical to ensure that housing is available for a variety of workers in various positions within the employment uses on the site and to relieve housing shortage within the broader Vancouver area.

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.

Response: The Revised VIC Master Plan proposes to increase density to a maximum of 1,800 dwelling units and will allow a variety of residential product types including single family attached, garden style apartments and vertical mixed use residential with a wide range of price points to serve broader economic groups. If the City were to adopt an MFTE zone that included the property, the applicant may seek to participate in the program for some portions of the site.

H-3 Housing improvement

Encourage preservation, rehabilitation and redevelopment of existing housing stock. Support neighborhood based improvement efforts.

Response: There are no existing homes on the master plan site. The Revised VIC Master Plan proposes two non-contiguous R LUAs and anticipates residential uses within the MX LUA. A variety of amenities are proposed throughout the site including publicly accessible open spaces, the perimeter trail, and other pedestrian and bike friendly facilities along roadways within the site. Uses anticipated within the site including office, retail, services, employment and education will add to the nature and feel of the neighborhood and community.

H-4 Innovative zoning

Encourage innovative housing policies that provide for affordable housing and maintain neighborhood character.

Response: The MX master plan allows for higher density housing on the site, thereby increasing housing inventory and allowing new housing at multiple price points. If the City were to adopt an MFTE zone that included the property, the applicant may seek to participate in the program for some portions of the site.

H-5 Housing placement near services and centers

Facilitate siting of higher density housing near public transportation facilities and in designated centers and corridors.

Response: C-TRAN Route 37 provides loop service between SE 164th Avenue and Mill Plain Boulevard. Bus stops currently exist in both directions on SE 34th Street at SE 189th Avenue and on SE 192nd Avenue at SE 31st Street. The future intersection of SE 29th Street at SE 192nd Avenue is only approximately 800-feet north of the current bus stops at SE 192nd Avenue and SE 31st Street. Pedestrian facilities through the site will facilitate access to these bus stops to encourage and will further encourage the redevelopment of the site.

H-6 Special needs housing

Facilitate housing for special needs populations dispersed throughout Vancouver and the region. Such housing may consist of residential-care facilities, shelters, group homes, or low-income housing, and should be located near transportation and other services such as health care, schools, and stores.

Response: While the applicant is not currently planning an affordable housing project on the site, they are willing to explore such a project if the City were to help with incentives such as adopting an MFTE zone for the site.

H-7 Home ownership

Promote opportunities for home ownership and owner occupancy of single- and multifamily housing.

Response: The Revised VIC Master Plan proposes to remove single family detached units from the project and will focus on other housing typologies which will increase housing inventory in the city and will allow for new housing at a variety of price points which may be available for sale or lease.

H-8 Public-private partnerships

Facilitate enhanced partnerships between public, private, and non-profit sectors to address affordable housing.

Response: The applicant is open to pursuing public-private opportunities that would enable an affordable housing project at the site.

H-9 Funding for housing

Pursue funding mechanisms to support affordable housing.

Response: Programs such as the MFTE program, Community Development Block Grants (CDBG), Tax Increment Financing (TIF) and other opportunities exist to help facilitate affordable housing projects. The applicant is open to further dialogue over the course of the development of the Revised VIC Master Plan to develop affordable housing on the site should the City seek to partner to make incentives available for such a project.

Chapter 5: Public Facilities and Services

PFS-1 Service availability

Consider water, sewer, police, transportation, fire, schools, storm water management, and parks as necessary facilities and services. Ensure that facilities are sufficient to support planned development.

Response: The applicant and developer of the VIC will be making significant investments to develop a robust on-site infrastructure system to support the uses on the site. These investments include the development of SE 29th Street to an urban collector arterial standard, and the installation of public water, sanitary sewer, and LID stormwater facilities throughout the project site. In addition, the applicant has sold a 20-acre site to the Evergreen School District for a future middle school. The master plan also calls for significant areas of open space across the campus including the 13.7-acre forested tract identified in the prior plan which the applicant is in negotiations with the City to sell this land to be developed as a

municipal park in the future. Other open space areas are proposed including the VIC Trail which will run along the perimeter of the site, a town plaza and a neighborhood park. In total, the revised master plan proposed 24 acres of open space, approximately five (5) acres more than what was contemplated in the current master plan. Additionally, the payment of system development charges or impact fees applicable for new development as well as property taxes help fund public services including police, fire, emergency management, schools, etc.

PFS-4 Transportation system

Develop and maintain an interconnected and overlapping transportation system grid of pedestrian walkways, bicycle facilities, roadways for automobiles and freight, transit and high-capacity transit service. Include support programs such as traffic operations, transportation demand management, neighborhood traffic management, and the regional trails program. Work towards completing and sustaining individual components and programs to ensure success of the entire system.

Response: Figure 5-3 of the City's Comprehensive Plan illustrates planned connection routes through the City. This map identifies a new east-west route through the VIC site in the alignment of NE 25th Street. Following discussions with the City during the current master plan review, it was determined that this route will be provided in the alignment of NE 29th Street. This route will help ease the number of vehicular trips that have to use SE 34th Street for connectivity between SE 164th Avenue and SE 192nd Avenue so long as the existing configuration of SE 34th Street is maintained subject to any improvements required for this project. The revised master plan maintains the NE 29th Street extension thus providing of this important link in the regional transportation network.

PFS-5 System balance

Allocate resources to balance transportation choices. Promote development of a broader range of transportation options including pedestrian, bike, and transit systems, rather than focusing all resources on satisfying peak commuting demand with roadway capacity alone.

Response: The revised master plan will include an extensive network of pedestrian pathways or trails, sidewalks, bike lanes, plaza, and promenade areas to help provide alternative routes of travel for pedestrians and bicyclists to travel within the site and to off-site locations, including transit stops located on SE 192nd Avenue at SE 31st Street and on SE 34th Street at SE 189th Avenue.

PFS-8 Transportation circulation and system connectivity

Develop a transportation grid that provides good connections to surrounding land uses and activity centers and allows for multiple circulation routes to/from each location. Close gaps and complete system connections through the development and capital improvement processes.

Response: The applicant's completion of the SE 29th Street link will be an important improvement in the local regional traffic network, which lacks a continuous grid in many areas. The installation of SE 29th Street will relieve the burden currently being placed on existing corridors for vehicular throughput.

PFS-10 Livable streets

Design streets and sidewalks and manage vehicular traffic to encourage livability, interaction, and sense

of neighborhood or district ownership in linkage with adjacent land uses. Encourage multi-modal travel, and provide accessible, human scale opportunities for transferring between travel modes.

Response: The revised master plan will include an extensive network of pedestrian pathways, sidewalks, bike lanes, plaza, and promenade areas to help provide alternative routes of travel for pedestrians and bicyclists to travel within the site and to off-site locations, including transit stops located on SE 192nd Avenue at SE 31st Street and on SE 34th Street at SE 189th Avenue.

PFS-13 Neighborhood traffic

Protect and enhance neighborhoods with an active program that focuses on safety, safe routes to school, traffic calming, education, and enforcement.

Response: The proposed future middle school is located at the northwest corner of the site and near residential uses on the site providing for shorter routes of travel for many of the residents on the site. New public sidewalks and additional trails on the site will further help to facilitate safe pedestrian routes to this school. The Mobility Plan and associated Streetscapes Summary included in the Master Plan Design Set (Appendix E) reflect a thoughtful approach to both vehicular and non-vehicular transportation. For example, the use of laneways in neighborhoods place more emphasis on pedestrian movements and shared space with lower vehicle use, while SE 29th Street is designed for higher volumes of traffic and separated bike and pedestrian facilities to buffer against traffic. The applicant has been working with City staff and has refined the designs to respond to feedback.

PFS-17 Vehicle miles traveled

Use transportation and land use measures to maintain or reduce single occupant motor vehicle miles traveled per capita to increase system efficiency and lower overall environmental impacts.

Response: One of the fundamental goals of the existing master plan was to create a 20-minute community in which residents can fulfill most of their daily trip needs within a 20-minute walk. By establishing a 20-minute community, the applicant can minimize the need for vehicular trips, which in many cases would be conducted in a single-occupant vehicle and with a significantly greater carbon footprint. The revised master plan improves upon the 20-minute community concept and now has mixed use buildings within a five-minute walk for those living and/or working on the campus.

PFS-28 Schools

Work with local school districts to facilitate an adequate supply of schools and associated facilities. Facilitate timely and efficient siting processes which allow for assessment and mitigation of impacts.

Response: The applicant worked with the ESD to reserve an approximately 20-acre site on the property for a future middle school during the entitlement for the current master plan. Since then, ESD has purchased the parcel and the applicant continues to work with them as party and some further boundary adjustments need to be made to the school parcel to align with the proposed roadway network in the revised master plan. ESD staff has indicated that the proposed boundary adjustments provide a more developable parcel for the school district and the total acreage of the parcel remains 20-acres as in the current master plan.

PFS-30 Open spaces and parks

Provide and maintain parks, open spaces, and recreational services for all segments of the community consistent with adopted level-of-service standards. Facilities and services should support recreational activities, environmental or historical resource protection, and should preserve and enhance neighborhood identity and function.

Response: The applicant began discussions with the City to reserve a 13.7-acre location at the northeast corner of the site for a park that will be open to the public during the first master plan entitlement. Discussions have continued as the applicant has refined the master plan. The forested tract is delineated within the Master Plan Design Set and reflects a slightly modified boundary to encapsulate mature and healthy trees which have been surveyed since the current master plan approval.

PFS-31 Trails

Provide a system of trails linking public and private open spaces, parks, recreational uses and transportation facilities within and between jurisdictions. Encourage use of greenspaces and riparian corridors as pedestrian and nonauto-oriented linkages within the urban area, in balance with habitat protection.

Response: The proposed master plan will include an extensive network of pedestrian pathways and trails, sidewalks, a neighborhood park, town plaza, and promenade areas to help provide alternative routes of travel for pedestrians and bicyclists to travel within the site and to off-site locations. See Sheets 004 and 5 of the Master Plan Design Set (Appendix E).

PFS-32 Parks Coordination

Plan for parks, trails, open spaces and recreational services in coordination with other local and regional public agencies and private entities. Facilitate provision of lands and/or impact fees for parks as part of the development review process.

Response: The applicant began discussions with the City during the Current VIC Master Plan entitlement process to reserve an approximately 13.7-acre location at the northeast corner of the site for a park that will be open to the public. The Revised VIC Master Plan reflects the proposed forested tract, and the applicant continues to work with the City to negotiate the terms of this reservation including the potential for additional land which the City will use to provide dedicated off-street parking for the new municipal park.

6.2.2 Coordinate with service providers to identify the land and facility requirements of each and ensure that sufficient land is provided in urban and rural areas to accommodate these uses.

- 2. How the proposal is more consistent than the existing designation with each of the following objectives as applicable:**

Response: The applicant is not proposing a Comprehensive Plan amendment or rezone application with this revised master plan submittal. This standard does not apply.

IV. Conclusion

As demonstrated in this narrative and in the associated application appendices, the proposed major revisions to the current mixed use master plan will further the goals and policies of the City's Comprehensive and Strategic Plans and facilitate investment in the community. As the proposal has been found to meet the approval criteria governing the request, the applicant respectfully requests City approval of these land use applications.