

HP EAST MASTER PLAN

SEPTEMBER 5, 2024



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01

01 / INTRODUCTION

1.1

A COMMUNITY PARTNER

HP Inc. (HP) has been an active member of the Vancouver (City) community for over 40 years. Over the course of HP's tenure, thousands of people have been employed, raised their families, and become deeply invested in Vancouver community activities. HP's culture has fostered this deep involvement because the company understands its responsibility as a positive influence on communities where HP employees live, work, and play. HP's employees have contributed their time and energy to City of Vancouver committees and task forces and held positions with local non-profits and community organizations.

Community service is a value so deeply ingrained at HP that employees are offered paid volunteer hours and encouraged to apply for the Time-off Community Support Grant, which sponsors employees to volunteer full-time for a week. In addition, HP recently introduced 'We Day', a day for HP employees to volunteer together to maximize impact. In 2024, HP Vancouver sent out 300 volunteers on We Day to various service projects in the community, completing over 800 volunteer hours in one morning.

HP also offers donation matching for employees, grants for non-profit organizations, and sponsorship in their communities. Through HP Vancouver's Community Outreach team, our employees regularly engage in support of a range of nonprofits, including

Clark County Food Bank, Columbia Springs, Humane Society of Southwest Washington, Fort Vancouver Regional Library, Vancouver Watershed Alliance, Firstenburg, Boys and Girls Club, Washington Trails Association, Evergreen Habitat for Humanity, Share Vancouver, Friends of the Children, Janus Youth, YWCA, and Global Watershed Shoreline.

HP protects the City of Vancouver's natural and social environment through its Site Council. The Site Council funds a minimum of \$20,000 annually for HP's Community Outreach team to organize and complete community improvement projects, along with sponsorships and donations to local events such as providing holiday giving trees, Pride parades, and more.

Furthermore, HP supports the next generation of diverse technology experts. Each fall, HP Vancouver employees vote for local nonprofit organizations to receive the HP Imagine Grant, supporting programs that align with the foundation's mission by focusing on education and technology related learning experiences for underrepresented and/or underserved communities. Additionally, HP mentors and trains the next generation of innovators through its annual intern program, HP LIFE program, WSU Vancouver Capstone Project, iUrbanTeen, Girls in STEM, Free Geek, and other programs.



FIGURE 1.A - A COMMUNITY PARTNER

HP is a corporate leader in environmental stewardship and has always focused on incorporating environmental sustainability in everything it does, including constructing sustainable buildings for HP sites in regions where HP operates.

HP's Corporate Real Estate and Workplace Solutions (CREWS) team is highly focused on reinventing the workplace as an environment that advances the wellbeing of its people and the planet. HP's industry-leading sustainability standards will be incorporated as a baseline along with additional focus on specific goals maximizing renewable resources and emission reduction. (SP UD-6).

For example, HP is on track toward achieving its goals of 100% renewable electricity, 65% greenhouse gas reduction, 35% increase in water efficiency and Zero Waste (90+% of waste diverted from landfills) by 2025.

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

1.2

BACKGROUND

In 2018, HP reviewed its options for planned growth over the next 15-20 years for office, research and development, and other uses consistent with the Development Agreement, and determined the City of Vancouver an excellent location to expand its footprint. HP's deep community connection, developed over nearly four decades, gave the company confidence to continue to grow with the City of Vancouver as it moves forward to develop the last large swath of vacant land currently within the City's urban growth boundary in Section 30. (SP LU-1).

In 2009, the City of Vancouver set forth a vision to transform 553 acres of land historically used for aggregate extraction and processing into a new employment center / mixed-use neighborhood in the Section 30 Urban Employment Center Subarea Plan. Approximately 140 acres of Section 30 property is publicly owned by Clark County, the City of Vancouver, and the Bonneville Power Association. The HP East Master Plan represents one of the recent development proposals within the Section 30 area. HP currently owns approximately 98 acres of property in Section 30. The HP East Master Plan extent is comprised of approximately 30 acres of HP's 98 acres north of NE 3rd Street, near the intersection of NE 184th Avenue and SE 1st Street, as depicted in Figure 1.B. (SP LU-10).

This Master Plan will govern development of the HP property, over the next 10-15 years and beyond. The Master Plan sets forth HP's vision of a multi-building development, which in combination across HP's property, may be comprised of up to 1.5 million gross square feet (GSF) consistent with the Development Agreement. Proposed uses will be similar to existing uses in HP's other Vancouver work spaces, including office, research and development, and other uses consistent with the Development Agreement, as well as the potential for occupant-supported small-scale retail, restaurant and accessory uses. (SP LU-13).

The HP East Master Plan extent is zoned Employment Center Mixed Use (ECX). It is bordered on the west by HP Greenfield Master Plan area, to the south and east by the CTC Section 30 LLC property, CRP/PG Harmony Industrial Owner LLC and Clark County, and to the north by Grayrock Resources LLC. In order to prepare the Master Plan, HP incorporated input from neighboring Section 30 property owners to anticipate appropriate development to the north and east. Those assumptions are used to assess longer-term development of the entire plan area. (SP UD-1-2).



**FIGURE 1.B - HP EAST MASTER PLAN
AND SECTION 30 EXTENT**

1.3

A CATALYST FOR DEVELOPMENT IN EAST VANCOUVER

The HP East Master Plan and the development anticipated to occur over the next 10-15 years as a result of the plan's adoption will be a catalyst for investment and employment growth within the City. The HP East property will be developed in phases to create a comprehensive new office and research development.

Section 30's status as a mostly undeveloped former aggregate extraction and processing area means that a new vision for infrastructure is required at the outset to ensure that development of the area can be served by necessary public services from utilities to a new multi-modal street grid. This new vision is being implemented with HP's first building in the HP Greenfield Master Plan area. In this visioning process, HP has worked with project neighbors to identify Section 30 infrastructure needs. In addition, the Master Plan incorporates landscape design guidance, and other design elements to support plan approval. (SP LU-5).

HP and the City have initiated coordination of infrastructure planning for this portion of Section 30. On December 16, 2019, HP and the City entered into a Development Agreement related to HP's property to encourage development throughout Section 30. A copy of the Development Agreement is included as Appendix B to this Master Plan.

The City recognized the need to build Section 30 infrastructure to include a sanitary sewer pump station ("Section 30 South Wastewater Pump Station"), a public stormwater collection facility benefiting from the native gravels along the planned extension of 9th Street, looped water service, and a new road network. The City agreed to reinvest up to \$10,000,000 of City Reinvestment Funds towards Core Public Improvements. Examples of Core Public Improvements include collector and arterial streets, inclusive of all frontage improvements: sidewalks, roundabouts, landscaping, street lighting and water mains. Also included are public recreational trails, public transportation facilities, public stormwater collection facilities, public water facilities, and public sanitary sewer facilities and infrastructure related to each. (DA § 7(b)).

The City agreed that Core Public Improvements include the extension of NE 184th Avenue from HP's first phase to NE 9th Street, construction of NE 9th Street between NE 172nd Avenue and NE 184th Avenue, payment of System Development Charge fees (including the One Pacific Agreement related to sewer fees), any developer-dedicated public recreational trail, and construction of the Section 30 South Wastewater Pump Station (formerly known as the Area 2 Pump Station) and related infrastructure as contemplated in the Subarea Plan. In addition, the City agreed to make Section 30 public infrastructure a top priority in the City's grant writing program and other public funding plans. (DA §§ 4(f), 7) (SP LU-6, UD-8).



FIGURE 1.C - CONCEPTUAL AERIAL VIEW OF SECTION 30 PROPERTIES

An aerial view of the Section 30 properties and their surroundings are shown looking northeast with the 30-acre HP East development illustrated in concept, along with the illustration of the HP Inc. – A Portion of Phase 1 development to the west of the 30-acre HP Master Plan East extent. Roundabouts on NE 184th Avenue are shown, with the principal entry to the property from SE 1st Street shown bottom right and additional roundabouts at NE 3rd, NE 6th and NE 9th Streets.

1.4

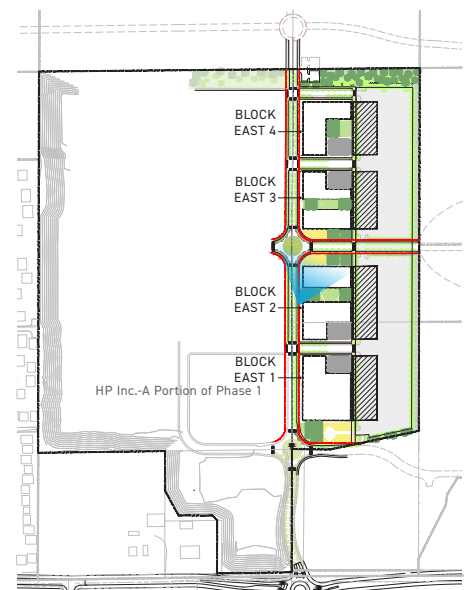
MASTER PLAN PURPOSE

The HP East Master Plan is intended to set forth clear objectives for development of HP's 30 acres of property. The plan incorporates the City's visions, goals, and policies that are set forth in several Section 30 planning documents described in greater detail below under Section 1.5 Regulatory Context. In addition, this Master Plan discusses phased development of the HP East property and phased infrastructure plans to serve HP's uses and, where applicable, other surrounding Section 30 properties. Further, the plan takes into consideration surrounding uses, and long-term development of the entire plan area to analyze street and pedestrian connectivity, transitional grades between surrounding development sites, stormwater management, open space connectivity, utility service, and traffic impacts. (SP TR-10, MS-2-5).

HP's future development will be subject to site plan approvals that are consistent with this Master Plan and the Development Agreement. Since the Master Plan governs the development of the HP East property over the long-term, the City's processes allow for refinement and the potential for modifications of the plan document. Graphic illustrations in this Master Plan are conceptual in nature. If refinement is necessary, HP will undertake the requisite review for such changes. Further, as identified in the Development Agreement, HP may purchase other property within Section 30 and in the company's discretion may, with the City's consent, annex such later-purchased property into this Master Plan through future amendment. (DA §§ 4(c), 8(j)).



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



KEY PLAN

1.5

REGULATORY CONTEXT

The following documents provide specific direction for master planning in Section 30:

- › Section 30 Urban Employment Center Subarea Plan, 2009, presenting the vision and policies related to the future development of properties within the Section;
- › Section 30 Urban Employment Center Design Guidelines, 2009 (“Design Guidelines”), implementing the Subarea Plan vision;
- › Vancouver Municipal Code (“VMC”), particularly portions of Chapter 20.690, that govern the Master Plan requirements. (DA § 4(d)(vii)).

In addition, HP and the City of Vancouver entered into a Development Agreement on December 16, 2019 to vest HP to certain site-specific development standards, recorded in the City’s Development Standards binder. Within this regulatory context, HP provides this Master Plan to bring high quality development to East Vancouver marrying planning and design to create an attractive office, research and development (and other uses consistent with the Development Agreement), as a central economic development use within Section 30. (DA §§ 4(d), 26).

As observed in the Development Agreement, the above set of regulations anticipated development to occur on a parcel-by-parcel basis, instead of a coordinated effort led by HP’s catalyzing development involving a significant portion of Section 30’s privately owned land.

However, the Subarea Plan did anticipate flexibility in its application and is referred to as a framework that envisioned a joint effort for development between the City and property owners, and between HP and its neighbors. This Master Plan is a further step to turn the framework into a reality and transform Section 30 into the neighborhood envisioned in the Subarea Plan.

The content of this Master Plan is arranged to respond directly to topics as addressed in the Design Guidelines. Each section also refers to relevant portions of the Development Agreement, and other documents listed above, and in the Appendices. A Regulatory Compliance Matrix has been prepared (included in the listed reference documents) that correlate specific sections of City Planning Documents, City Code, and the City of Vancouver-HP Inc. Development Agreement to associated sections within this Master Plan. The HP East Master Plan will establish a site-specific path for development in Section 30 that creates a high quality built and landscaped environment that is both respectful to preexisting neighboring communities, and supportive of the new mixed-use community that will grow to the north and east of the HP property. HP uses parenthetical notations within this document to show where particular portions of the Master Plan address Subarea Plan Policies (referred to as SP), Design Guidelines (referred to as DG), the City code (referred to as VMC), and Development Agreement (referred to as DA).



FIGURE 1.E - EXISTING CONDITIONS WITHIN SECTION 30

Existing conditions within Section 30 including HP property under development (top), Harmony Sports Complex (bottom left) and vision for a public park from Section 30 Subarea plan (bottom right).

02

02 / AREA PLANNING

2.1

VISION FOR THE HP PROPERTY

HP proposes a mix of office, research and development, and other uses consistent with the Development Agreement, as well as the potential for occupant-supported small-scale retail, restaurant and accessory space, and related parking and associated onsite improvements. These uses are consistent with ECX zoning of the site.

Development of HP's property has begun with a portion of Phase 1 at an improved entry point from SE 1st Street where NE 184th Avenue will extend north to the future alignment of NE 4th Street. Future phased development consistent with the Development Agreement will occur across the HP property. (DA § 4(b)).

Circulation, infrastructure and landscape improvements will be expanded as necessary with each phase of development. The Subarea Plan contains a concept for a public recreational trail along the western boundary of the HP property. The recreational trail location in the Subarea Plan is conceptual and allows for deviation to be determined through the master plan process. To meet the goals of the Subarea Plan, the recreational trail must be open to the public and must connect north to a location near NE 9th Street and west towards NE 172nd Avenue along or near the northern boundary of the HP property. To satisfy this Subarea Plan goal, a shared use recreational trail on the west and east side of NE 184th will be constructed as part of Phase 1 and will connect north to a location near NE 9th Street in subsequent phases. (SP LU-3, OS-1, OS-2, OS-9, OS-11) (DG A.6.1.c) (DA § 8(d), Ex. 6, p. 3).

Banks at HP's east boundary will be stabilized and landscaped, providing a natural buffer between site development and existing neighboring properties. The Full Site Utilization Plan (FSUP) shows the long-term configuration of the developed site. Development contemplated in this Master Plan is expected to take 10-15 years and possibly longer as HP explores opportunities to fully buildout the 98 acre HP property, depending on market conditions and industry demands. Therefore, the FSUP, consistent with VMC 20.690.060.C, proposes potential sizes, locations, configurations and uses associated with buildout of the HP East Master Plan property (consistent with the Development Agreement which allows 1.5 million GSF across the entire HP property, which full development is referred to herein as "up to 1.5 million GSF"). (OS-14) (DA § 4(a)).

Other Uses: The ECX zoning provides for a mix of permitted, limited, and conditional uses that HP can develop on its property, and HP reserves the right to update the Master Plan in the future should other uses be desired. Notwithstanding the range of ECX allowed uses, the HP property shall not be developed with Group Living, Community Recreation, Park & Ride Facilities: Structure, Vehicle Fuel Sales, Rail Lines/Utility Corridors, or Uses listed under RCW 36.70B.170(3)(e). In addition, the VMC contemplates urban neighborhood overlays in Section 30. HP neither seeks application of an Urban Neighborhood Overlay, nor to include a residential component at this time. As a result, this Master Plan does not address residential use specific Subarea Plan policies and Design Guidelines.



FIGURE 2.A - A VISION FOR THE HP PROPERTY

This plan illustrates the general locations dedicated to buildings, open space and parking. Note the zone running north-south along the eastern half of the HP East extent may include either buildings or parking uses depending on HP's future space and area requirements.

LEGEND	
	POTENTIAL BUILDING
	PARKING AREA
	POTENTIAL BUILDING OR PARKING
	SECTION 30 SOUTH WASTEWATER PUMP STATION

2.2

SITE GRADING AND ELEVATIONS

EXISTING GRADES

The HP East Master Plan takes advantage of post-reclamation elevations to use the valley features of Section 30 to create a sense of place and community through a well-connected street system with utilities and services and an environment conducive to bicycling and walking. HP has coordinated with its neighbors to ensure that grade transitions between development sites will create an interesting and cohesive development, while maximizing the developable area of HP and neighboring properties. Finished elevations are indicated on the Vicinity Plan, Sheet L1.0. The remainder of Section 30 provides ample opportunities to accomplish transitional grades as development extends east and north. (SP GE-1-5).

The HP East property is currently a quarry with variable floor elevations ranging from 230 to 250 feet. Surrounding elevations include the CTC Section 30 LLC property to the south and east ranging from 230 to 270 feet, and property to the north ranging

from 240 to 270 feet. Grades at the perimeter of the HP property will be adjusted to provide smooth transitions with the surrounding berms. NE 184th Avenue is currently being constructed from SE 1st Street north to NE 4th Street and will abut the westerly edge of the HP East Master Plan extent. This includes a roundabout at NE 3rd Street with grades around 250 feet going north to NE 4th Street around 244 feet in elevation. NE 6th Street as proposed will slope within an accessible range to meet the proposed grades at NE 184th and the terminus at the HP property line.

HP intends to develop the site to prepare for finished grades between 2% and 4% across the HP East property. The southernmost portion of the 30-acres has been filled and compacted to an approximate elevation of 247 feet, with gentle slopes to the east. These grades are set based upon the development of NE 184th Avenue to the west and NE 3rd Street to the south.

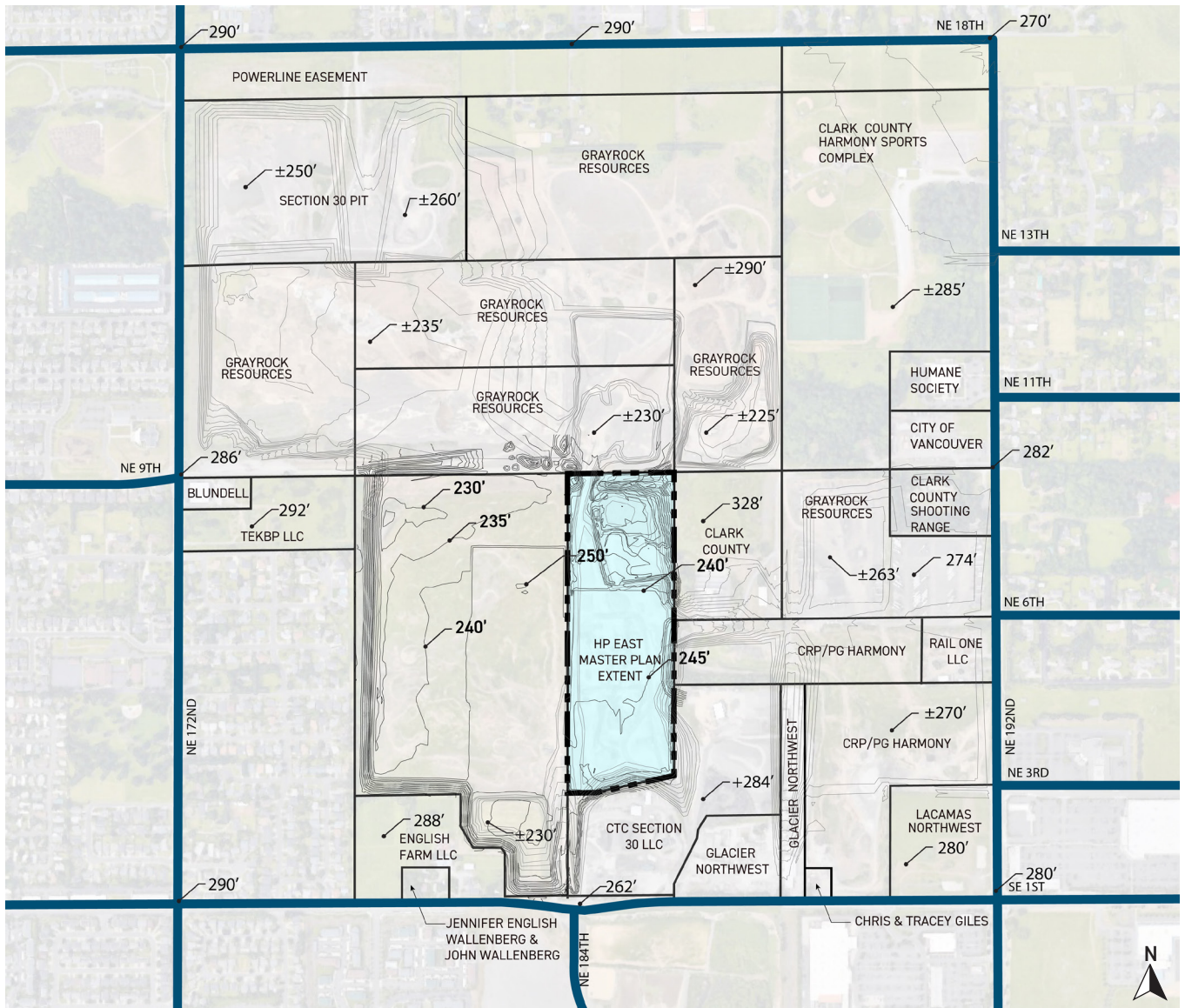


FIGURE 2.B - EXISTING GRADES

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

LEGEND

- EXISTING STREETS
- HP EAST MASTER PLAN EXTENTS

FUTURE GRADES

Extension of a portion of NE 184th Avenue north of SE 1st Street to NE 4th Street is currently underway to provide transportation access to the HP property. The extension of NE 184th Avenue is being constructed as a Core Public Improvement. The extension will serve the HP property and the CTC Section 30 LLC property to the south and east of the HP property. Consistent with the Development Agreement, construction is being coordinated with the City's improvements on SE 1st Street. The northward extension of NE 184th Avenue will slope down approximately 20 feet to access the HP property as it extends north to NE 9th Street. NE 3rd Street will extend east to link the southern portion of the HP East property and CTC Section 30 LLC property to NE 184th Avenue.

The floor of the HP East property is of variable elevation and will be leveled and compacted to a uniform elevation with appropriate grading for storm water drainage. Soils supercharging will precede each phase of development. The proposed elevations and graded perimeter banks to the east will minimize the use of retaining walls, and provide landscaped slopes between building pads, pedestrian paths and streets. (SP TR-10).

Stormwater will be filtered through a bioretention facility or mechanical treatment systems as approved by the City of Vancouver prior to discharging into local or regional infiltration facilities, including, but not limited to, towards the regional stormwater filtration area along the northern property line of the HP property, and included in the design of street improvements, sidewalks, and the recreational trail along NE 184th Avenue. The edge of former quarrying operations will be graded as 2:1 earthen banks along the south, east, and north sides of the

HP East extent. These will be landscaped for stabilization and appearance. The size of the HP property facilitates balancing of cut and fill materials across the site. (SP GE-1-5, OS-4, OS-5, OS-7) (DG A.1.1.a, b, d, e, A.1.2).

HP's property is separated from properties to the east by a drop of 10 to 20 feet and by earthen banks that will be stabilized and landscaped. Both distance and the elevation difference, together with shade trees planted in the parking lots will attenuate noise and take into consideration the views for neighbors across the property. The final grades along the northern, eastern, and southern edges of the HP East extent will be coordinated with the neighboring property owners as development occurs. (OS-16).

The intersection of SE 1st Street and NE 184th Avenue will be the principal entrance to Section 30 from the southwest. Development of the HP East Master Plan will begin at the intersection of NE 3rd Street and NE 184th Avenue. Subsequent HP development phases will continue along NE 184th Avenue sloping gently north to NE 9th Street. (DG A.3.1.a-c) (SP TR-5, TR-6).

Finished grades will slope down approximately 10 feet from the HP East property to the intersection of NE 184th with NE 9th Street. This gentle slope will aid in directing stormwater towards ground recharge areas near NE 9th Street. The finished grades will also accommodate future extensions of NE 3rd and NE 6th Streets to the east, and development of property fronting NE 184th Avenue. Pedestrian and bicycle access to all parts of the developed Section 30 community are taken into consideration in these proposed finished elevations. Therefore, NE 3rd and NE 6th Streets, together with the multi-use recreational trail along NE 184th Avenue between SE 1st and NE 9th Street are being designed with usable slopes for multi-modal accessibility. (SP TR-10) (DA § 8(d), Ex. 6, p. 3).

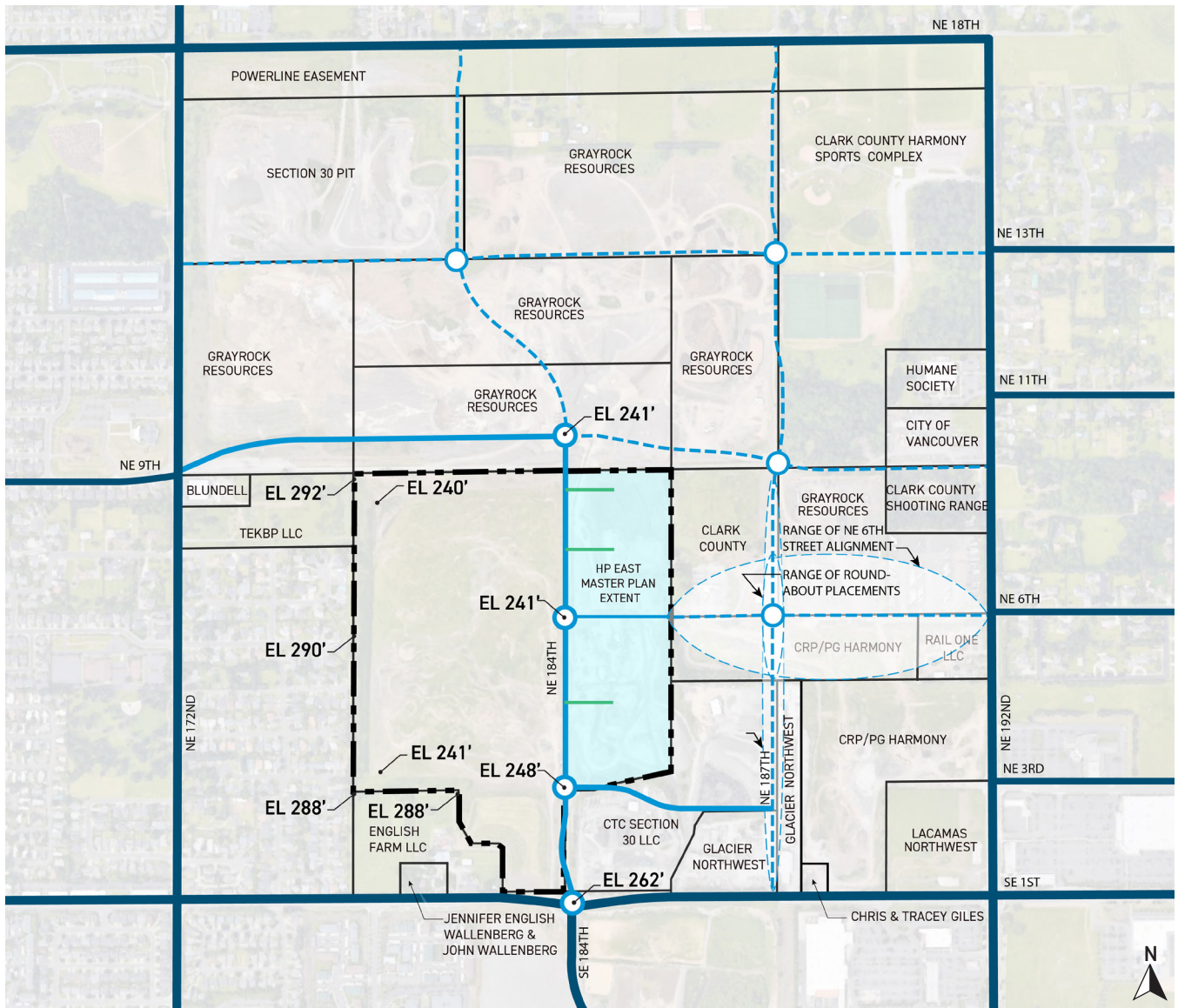


FIGURE 2.C - FUTURE GRADES

LEGEND	
—	EXISTING STREETS
—	PROPOSED STREETS
—	PROPOSED PRIVATE STREETS
- - -	POTENTIAL FUTURE STREETS
- - -	HP PROPERTY LINE
—	PROPERTY LINES

2.3

BUILDING LOCATION AND ORIENTATION

As visitors enter NE 184th Avenue a tree-lined street will open before them with a 12-foot wide recreational multi-use trail. HP's buildings along the east side of NE 184th Avenue will be set back 20 feet from the recreational trail. Access east from NE 184th between groups of buildings will be on public and/or private streets connecting to a tree-lined north-south parking access lane approximately parallel to NE 184th Avenue providing access to building entrances and to parking lots shaded with trees bordering parking aisles and walkways, (see Master Landscape Plan, Sheet L2.0). (DG A.2.1).

The Full Site Utilization Plan summarizes how up to 1.5 million GSF of development will be constructed in phases. As HP plans each phase of development, a mix of uses will be determined to meet the company's employment space needs. The FSUP demonstrates a realistic assessment of future building types and footprint sizes, as well as parking space demand and accommodation of potential future increased density. (SP UD-4).

Section 30 has neither height limits nor floor area ratio (FAR) limits. However, HP recognizes the City's goal of achieving a distinctly urban form of development and compatibility with neighboring uses. Buildings will vary in height, providing for active and pedestrian scale street fronts through façade articulation and the inviting appearance of the new buildings. These building heights will take into consideration mountain views for residential neighbors to the west. Anticipated

FAR at full buildout is 0.5 to 1.0. Boundary treatments will be compatible with surrounding uses and employ architecturally appropriate landscaping and fencing. (DG A.2.2, E.2.1) (SP UD-1-3, UD-9) (VMC 20.690.040.B).

Building footprints depicted on the FSUP indicate the anticipated range of office, research and development, and other uses consistent with the Development Agreement, as well as the potential for occupant-supported small-scale retail, restaurant and accessory space. Larger building footprints will accommodate research and development with limited office, while smaller building footprints will provide options for a mix of the other uses mentioned. (SP LU-4).

The Design Guidelines and VMC 20.690.040(D)(2) define maximum building setbacks from streets other than collectors and arterials, of 10 feet from the back of the sidewalk, with an exception allowed up to 20 feet. This will enable appropriate accommodation of pedestrian facilities and landscape. Consistent with the Development Agreement, this 10 foot minimum landscaped setback is measured from the back of the sidewalk, with the option to exceed the minimum to ensure architecturally sound design of landscaped setbacks taking into account factors including, but not limited to, pedestrian interface, vehicular circulation, and building design. Back of sidewalk also refers to back of a public recreational trail that may be co-located on a public right of way or private street. (DA Ex. 4, p. 2) (VMC 20.690.040(D)(4)).

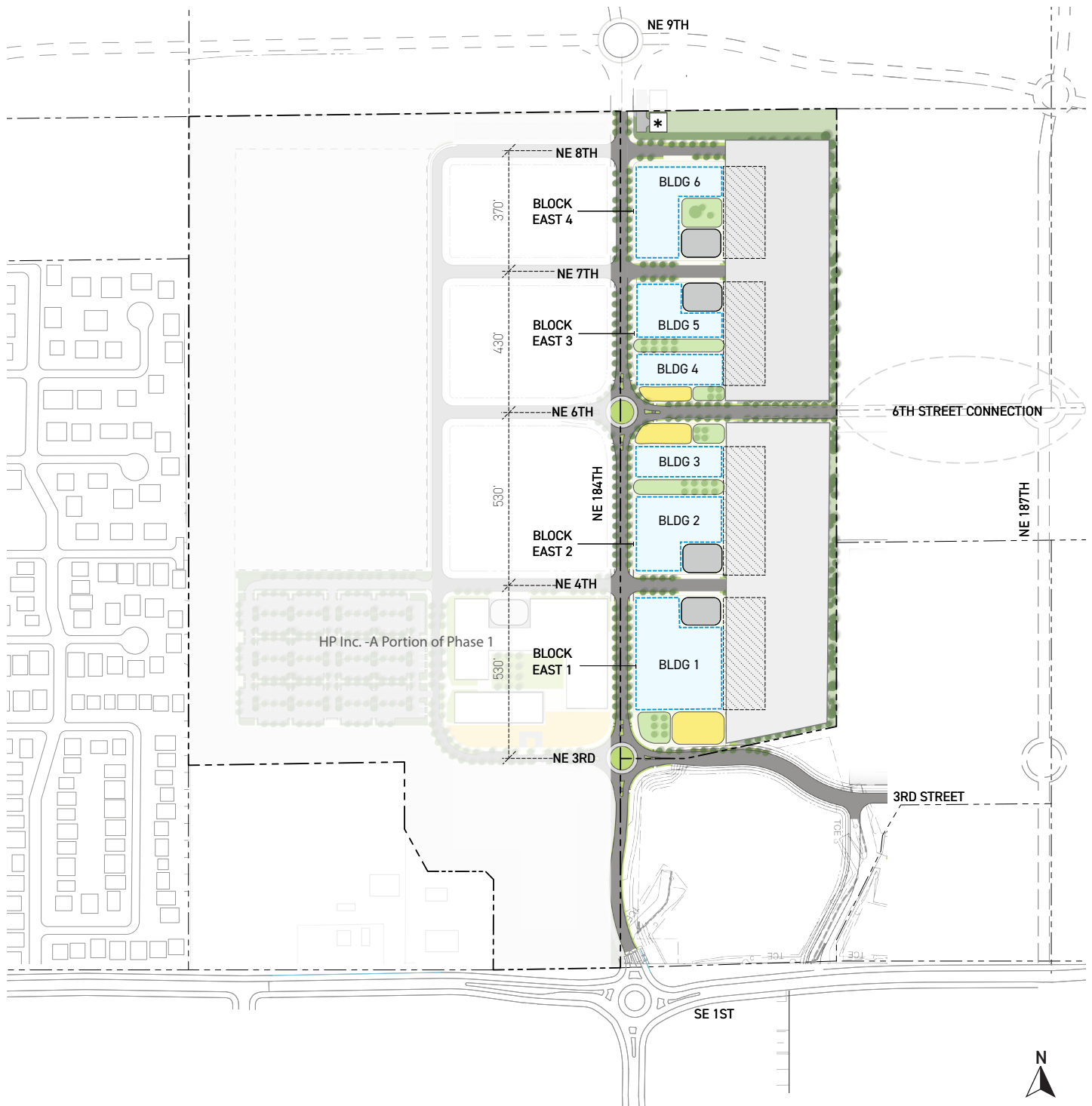


FIGURE 2.D - BUILDING LOCATION AND ORIENTATION

LEGEND	
	POTENTIAL BUILDING
	POTENTIAL BUILDING OR PARKING
	PARKING AREA
	SECTION 30 SOUTH WASTEWATER PUMP STATION

BUILDING LOCATION AND ORIENTATION CONTINUED

Buildings will be arranged around open gardens and plazas, providing a secure environment for circulation, visitor access, employee rest and respite. Pathways will connect these spaces to sidewalks in surrounding streets as shown on the FSUP. A south-north footpath will provide access to gardens and plazas and will connect facilities in all phases of development. (DG A.2.1.b, A.4.1, A.4.2) (SP LU-1, LU-10).

Streets encircle each phase of development, creating a series of city blocks. These blocks will vary in dimension based on the number and type of buildings and internal open spaces. Each block will have a distinctive character. Materials and design details will differ between buildings, although a “family resemblance” will present a unified appearance. The overall impression will be one of compact urban buildings interspersed with plazas and gardens bordered by tree lined streets. (DG D.1.1, D.1.2, D.1.3, D.1.4) (SP UD-13, UD-16).

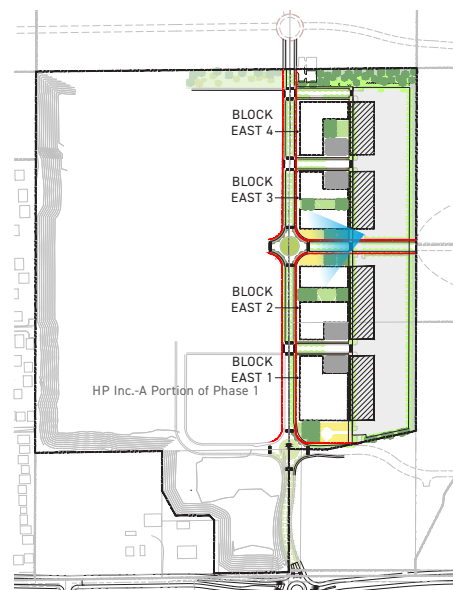
Parking lots east of the buildings will be partly screened by street trees, and partly by lines of shade trees that create separate parking areas. Occupants of taller buildings will look across tree canopies towards the landscaped banks at the eastern boundary. Trees will screen parked cars from most viewpoints (see Master Landscape Plan, Sheet L2.0). Services and utilities will be expanded as necessary to serve each new phase or block of development. (SP UD-12).

The Master Plan's proposed street alignments are based on the conceptual street layouts depicted in the Subarea Plan, and are also informed by HP's communication with surrounding property owners. Two roundabouts will be included between SE 1st Street and NE 9th Street, the first located on an extension of NE 3rd Street and the second aligned to a potential extension of NE 6th Street. SE 1st Street and NE 9th Street will become primary connections to neighborhoods to the west. Connections to the eastern properties in Section 30 will be via NE 3rd, NE 6th, and NE 9th Streets. Roundabouts calm traffic by maintaining slow and constant travel speeds, while minimizing the need for acceleration and breaking. Roundabouts will help make the streets safe for all modes of travel. Other traffic calming tools will be considered to maintain traffic flow and safety as design proceeds. (SP TR-2, 25, 26) (DG B.2.3.c) (DA Ex.6, p. 5) (VMC 20.690.040(E)).



FIGURE 2.E - CONCEPTUAL VIEW OF BLOCK EAST 2 AND BLOCK EAST 3 LOOKING SOUTHWEST FROM NE 6TH STREET

This illustration represents an anticipated relationship between built areas and open space and the connection from buildings onto the east-west roadways.



KEY PLAN

2.4

SCALE AND BUILDING MASSING

Buildings will be designed to be compatible with one another in scale, orientation and massing, but will be expressive of different uses in their outward appearance. Variations in architectural details, materials and colors will be modulated to convey a "family resemblance" between buildings in each group or phase, but differences in appearance and grouping will create a distinctive identity for each phased block within the larger development and will use a mix of details from the Design Guideline's details toolbox. The proposed scale and design will aid direction finding and will avoid the monotony that could otherwise dominate the 30-acre site. Details of the design will be directed principally by functional requirements and the wellbeing of building occupants – both inside and around the buildings. A footpath will provide access to the open spaces in each block connecting all buildings in all phases. (DG D.4.1.a-i).

Buildings will typically be urban in character thereby consistent with the recommendations of the Section 30 Design Guidelines. Buildings may be single or multi-story and configured to be compatible with the pedestrian-scaled spaces around them. Buildings will predominantly be a minimum of 24 feet in height. The design of buildings and open spaces will be coordinated to clearly define building entries, connecting pathways and other features. (DG A.2.2, D.2.1.a).

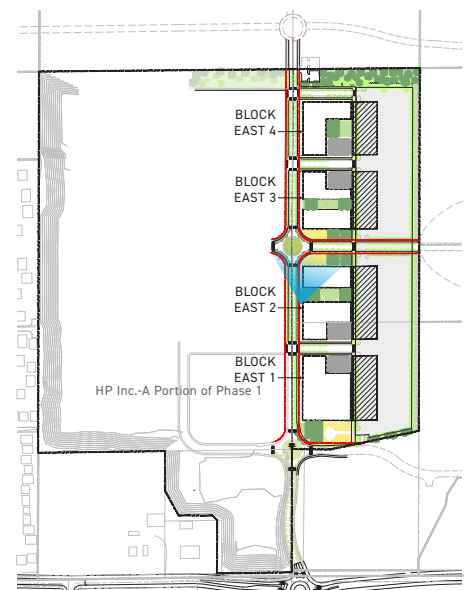
Any façade longer than 120 feet facing a public street will be interrupted with a setback, projection or other device at least 30 feet long and 20 feet deep for the full height of the building. Roof design will vary with building function but will be compatible between neighboring buildings. Rooflines visible from public streets longer than 100 feet will feature changes in profile or other features consistent with articulation of the façade. Blank walls will generally be avoided in locations visible from public streets and pedestrian routes. In cases where such walls are unavoidable, architectural features or landscape devices will be used to soften their appearance and harmonize with adjacent building details and open space features. (DG D.2.2, D.2.3, D.2.6, D.3.1).

Sustainability and longevity will influence the selection of architectural materials and finishes consistent with HP's sustainability goals. Architectural and landscape details will emphasize human scale, especially at building entries and around pedestrian walkways and seating areas. Signage, walls, fences and other landscape features will be compatible in scale and appearance with the architecture. Colors will be coordinated. Masonry or other durable materials will be used below ground floor windowsill levels. (DG D.5.1, D.5.2) (SP UD-6).



FIGURE 2.F - CONCEPTUAL VIEW OF BLOCK EAST 2 LOOKING NORTHEAST FROM NE 184TH AVENUE

This illustration shows the potential relationship between buildings and internal open space with NE 184th Avenue and the recreational trail running along the east side of the road. Buildings are anticipated to be scaled and massed such that they are able to frame open space and create a strong frontage along NE 184th Avenue while also preserving a human scale and pedestrian orientation.



KEY PLAN

CREATE A CONSISTENT STREET WALL ALONG NE 184TH

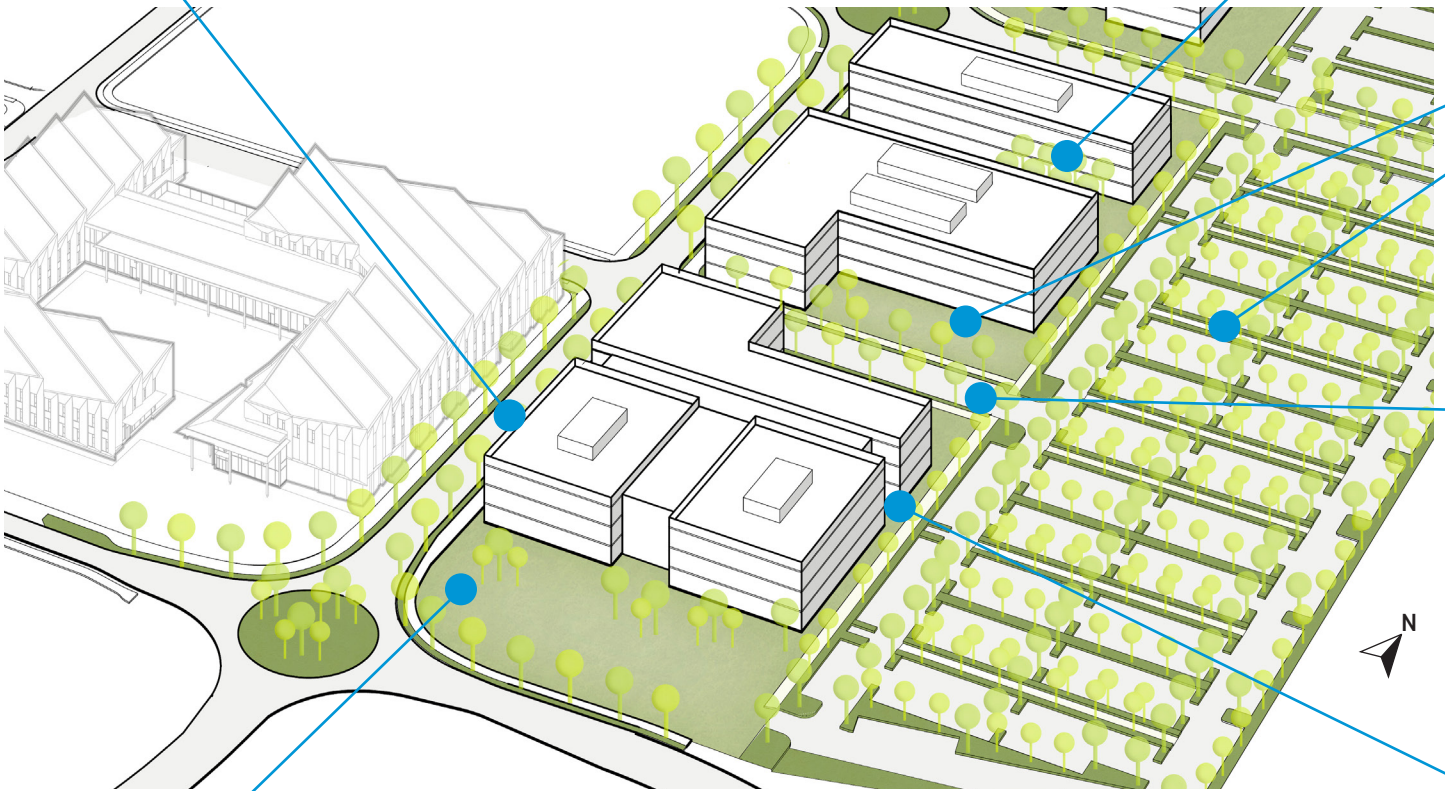


FIGURE 2.6 - BUILDING MASSING CONCEPTS

UTILIZE OPPORTUNITY FOR OPEN SPACE AT ROUNDABOUTS



PROVIDE USABLE OPEN SPACE BETWEEN BUILDINGS



SERVICE AND PARKING AREAS ARE SEPARATED



LOCAL CONNECTIONS ALONG PRIVATE ROADWAYS



DESIGN WITH PEDESTRIAN SCALE IN MIND



2.5

OPEN SPACE AND PLAZAS

Buildings will be interspersed with open spaces and plazas providing occupants with various outdoor opportunities for rest and recreation. Seating areas and informal gathering spaces will be designed to address building occupant needs for open space amenities and to provide welcoming entrances to buildings. Plazas will be designed for solar access and may include raised planters. The plazas and site open space will connect to the sidewalk network, private streets and the multi-modal recreational trail along NE 184th Avenue. (DG A.4.1, A.4.2).

Former quarry slopes between the site and properties to the east are or will be graded to an incline up to a maximum of 2:1 and will be planted to provide a green backdrop to the HP development. These slopes will offer a visually pleasing buffer to neighboring properties. The banks will only be accessed for periodic maintenance. None of these slopes qualify as western slopes in Section 30 under the Design Guidelines. (DG A.6.1).

Trees will line NE 184th Avenue and the streets to the east. Shade trees will line walkways throughout the parking areas and will also be used to separate parking aisles as shown on the Master Landscape Plan, Sheet L2.0. These plantings will help to reduce heat island effects and improve air quality, as well as add to the City's tree canopy cover. (DG E.1.4).

The multi-use recreational trail on the west and east side of NE 184th Avenue, and symmetrical sidewalks on the east side of NE 184th Avenue will connect the HP development to the network of neighborhoods, parks and other features planned for Section 30 development as the HP property extends north over the planning horizon. (DG B.5.2) (DA § 6(e)).

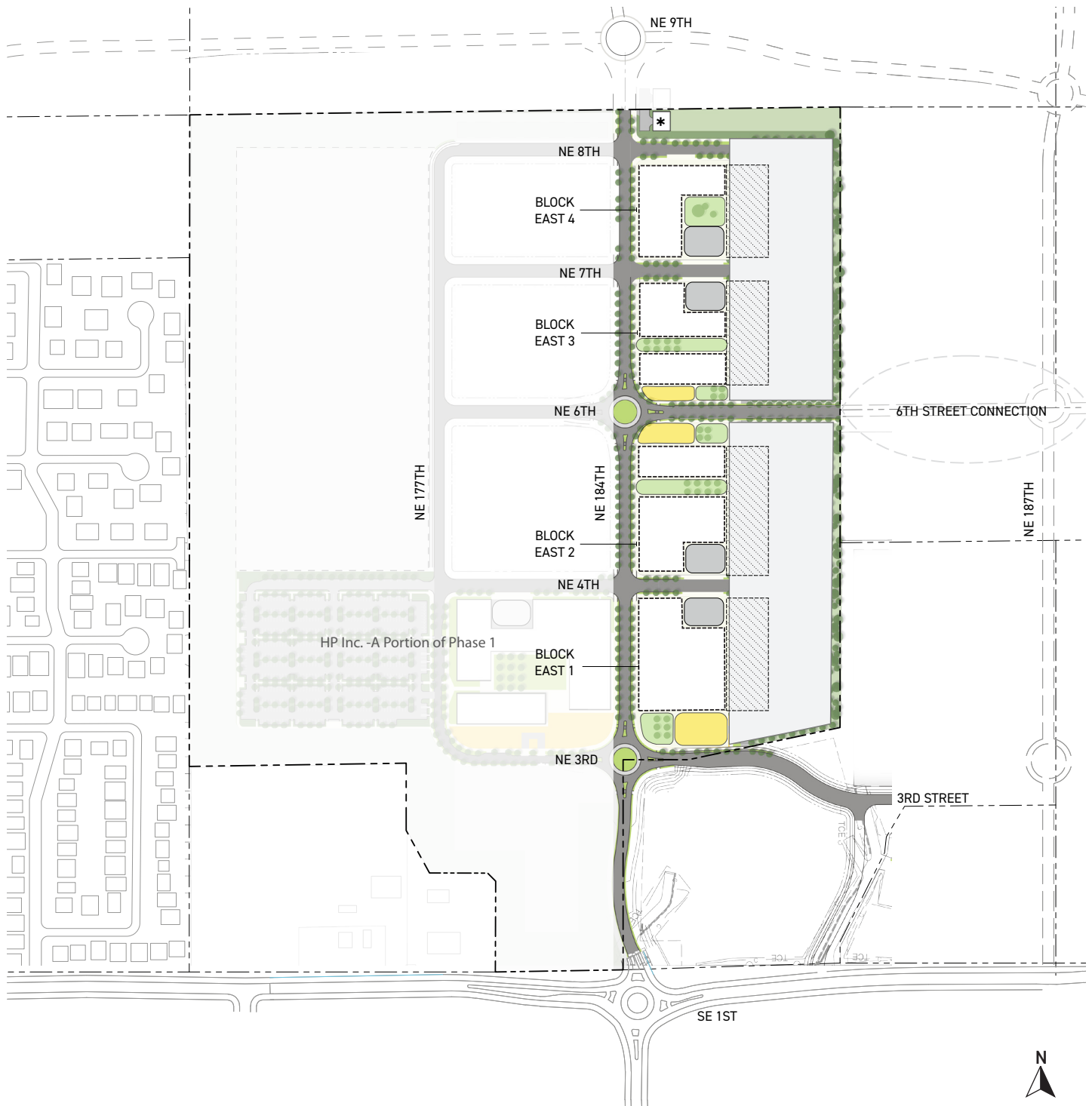






FIGURE 2.H - OPEN SPACE AND PLAZAS

LEGEND	
	LANDSCAPE BUFFER
	PLAZA
	OPEN SPACE
	SECTION 30 SOUTH WASTEWATER PUMP STATION

2.6

GATEWAY STREETS

The HP East extent is not located at the gateway or corner of Section 30 as described in the Design Guidelines and as a result of the alignment of NE 9th Street developed by project neighbors. Nonetheless, the entry to the HP property near the intersection of NE 184th Avenue and NE 9th Street will contain a signature gateway identified by HP monument signs. HP has the option of locating such signature gateway sign on either or both sides of NE 184th Avenue. (DG A.3.1.a-c).

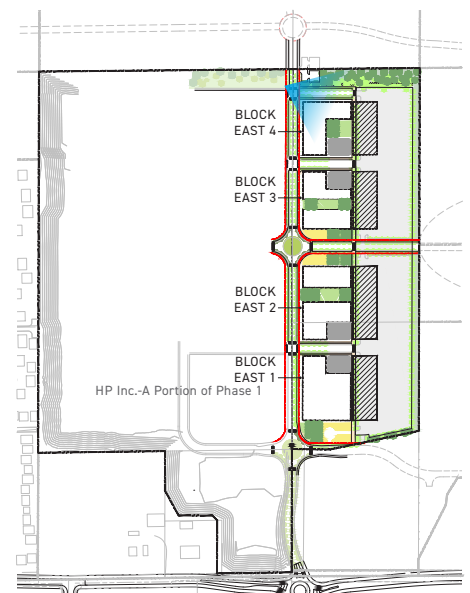
The approach to the HP property from the north will present a different gateway experience, since grade changes will be minimal, and views will be open. The formality of the straight, tree-lined street with a 12-foot wide recreational multi-use trail along NE 184th Avenue will be evident, its east edge contained by the frontages of urban scaled buildings. A monument sign will identify HP at the northern end of its property, where landscaping will favor predominantly native and drought resistant plant materials to establish continuity between phases of development. (DG A.2.2).

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



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

Northern entry with a potential for topographic landscaping and/or signage.



KEY PLAN

2.7

SERVICE ELEMENTS IN THE CONTEXT OF SECTION 30 AND SURROUNDING ZONES

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

The roundabouts will be designed to accommodate large freight vehicles and will include pedestrian crossings. Service areas are located on the north, south, and east side of building groups to screen them from NE 184th Avenue and maintain the pedestrian scale development along this collector street. All service areas, including garbage and recycling areas, will be screened from view by a 6 foot high wall or fence, have self-closing doors, and will be accessible to large vehicles. Service areas will be consistent in

design with the architecture of the buildings served, using similar materials, colors and detailing. Three foot wide planting strips will be used around service enclosures and may help separate sidewalks and/or surrounding buildings. Roof mounted equipment will be screened from public view by designing such equipment structures as part of the building architecture and designed and placed to reduce intrusive noise. Utility boxes and meters will be accessible from the streets or other portions of the HP property. (DG A.7.2.a-c, A.7.3, A.7.4, A.7.5) (SP UD-15).

The Master Plan recognizes commercial and light industrial land-uses adjacent to the project, and care will be taken to consider the impact of the Master Plan on the views to Mt. Hood from homes along the quarry slope on the western edge of Section 30. (DG A.6.1.a).

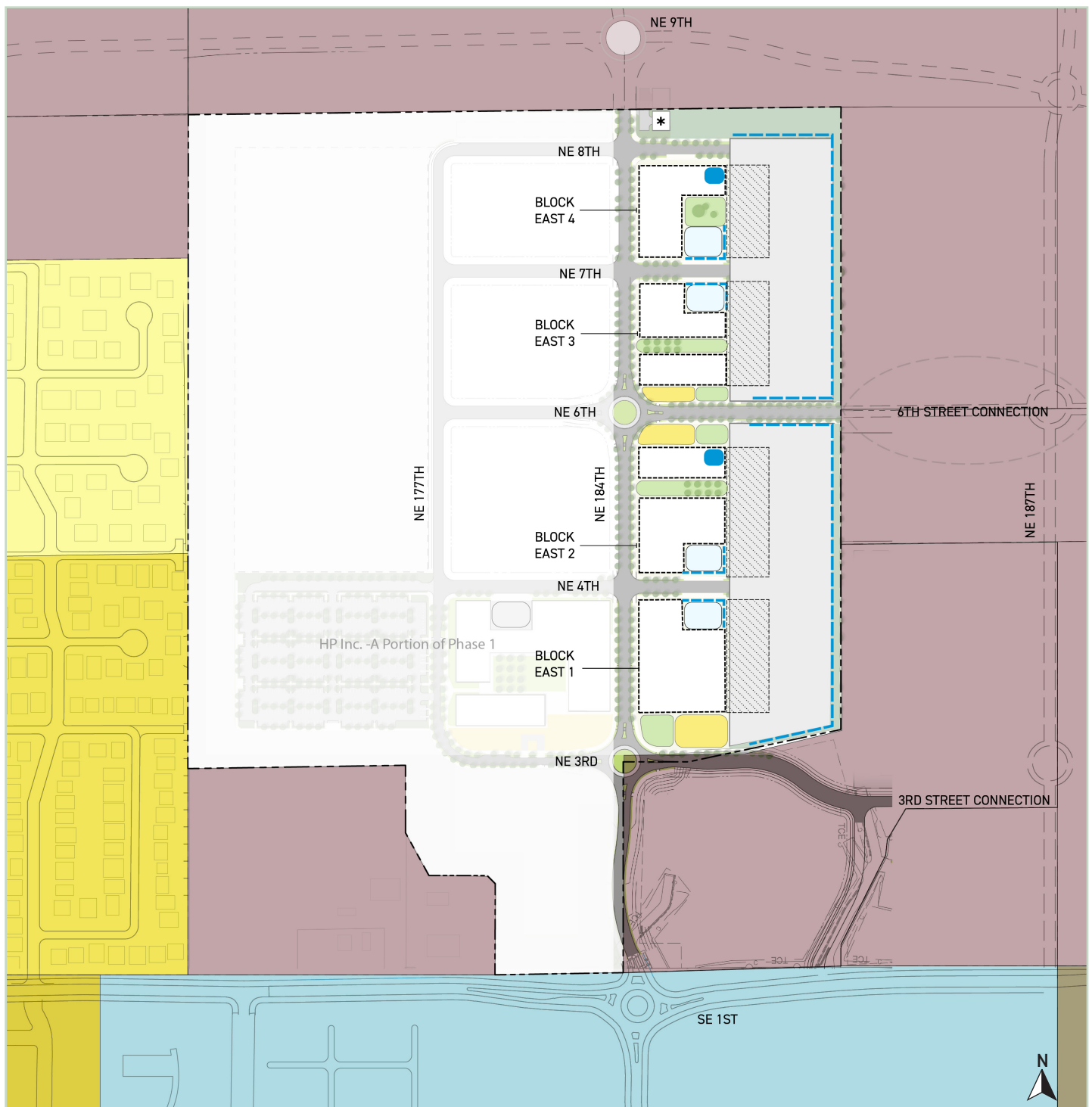












FIGURE 2.J - SERVICE ELEMENTS AND SURROUNDING ZONES

Service yards will be accessed from roadways within the development, but not NE 184th Avenue, and will be screened, as will service meters and other utility equipment.

LEGEND

 SERVICE YARDS	 EMPLOYMENT CENTER MIXED-USE (ECX)
 INTERNAL SERVICE	 SINGLE FAMILY RESIDENTIAL (R1-10)
 SCREENING	 SINGLE FAMILY RESIDENTIAL (R1-6)
 SECTION 30 SOUTH WASTEWATER PUMP STATION	 LOW DENSITY RESIDENTIAL (R-9)
	 LIGHT INDUSTRIAL (IL)
	 MIXED USE (MX)

03

03 / ACCESS, CIRCULATION, AND PARKING

3.1 STREET PATTERN AND LAYOUT

The location and alignment of streets on and adjacent to the HP property are based on the conceptual locations in the Subarea Plan and discussions with impacted landowners within Section 30. The street connections provide the framework for the planned pedestrian oriented employment center, linking employees to commercial and residential neighborhoods elsewhere in Section 30. Frequent points of access from HP buildings to NE 184th Avenue will encourage walking and bicycling rather than automobile use for local trips. Bicycle racks and associated facilities will be located within each group of HP buildings. (DG B.3, B.5.1.c-d).

Access to the HP property will be located at the intersection of the arterial, SE 1st Street and NE 184th Avenue. A roundabout aligned with NE 3rd Street provides access to the street network south of the HP property. Roundabouts at NE 6th Street and NE 9th Street along NE 184th Avenue will connect the HP property to the local street network to the east.

These will be the first elements of a district-wide system of streets, recreational trails and pathways favoring multi-modal transportation, inclusive of connectivity to public transit options. HP is not required to locate a transit facility on HP property. Nonetheless, the Master Plan will accommodate transit

stops on or near arterial streets or local streets in coordination with C-Tran. NE 184th Avenue between SE 1st Street and NE 3rd Street is located on HP and CTC Section 30 LLC properties, as is NE 3rd Street as it extends east from NE 184th Avenue. The northern portion of NE 184th, the NE 184th/9th St roundabout, and NE 9th Street from NE 184th to NE 172nd resides on Grayrock property. CTC Section 30 LLC and Grayrock agree to the roadway alignments in this Master Plan and will coordinate grading plans to accommodate the streets and utilities. NE 6th Street as it leaves the HP property will ultimately cross other Section 30 properties as it extends east to NE 192nd Avenue. HP has coordinated with CRP/PG Harmony Industrial Owner LLC and Clark County on the grading plan for the connection of NE 6th Street as it exits the eastern boundary of the HP property (SP TR-2, TR-3, TR-27, TR-28, PU-6) (DG A.1.1.c, B.4.2) (DA § 8(b)).

Truck routes off of NE 172nd Avenue from NE 9th Street to NE 184th Avenue and 1st Street to 184th Avenue will allow deliveries to the HP property. Today most of HP's deliveries use City-trucks, although other operations that may be located on the HP property may require travel truck deliveries. The design of SE 1st Street, NE 9th Street, and NE 184th Avenue will accommodate a variety of truck sizes. (SP TR-23) (DA Ex. 6, p. 4).

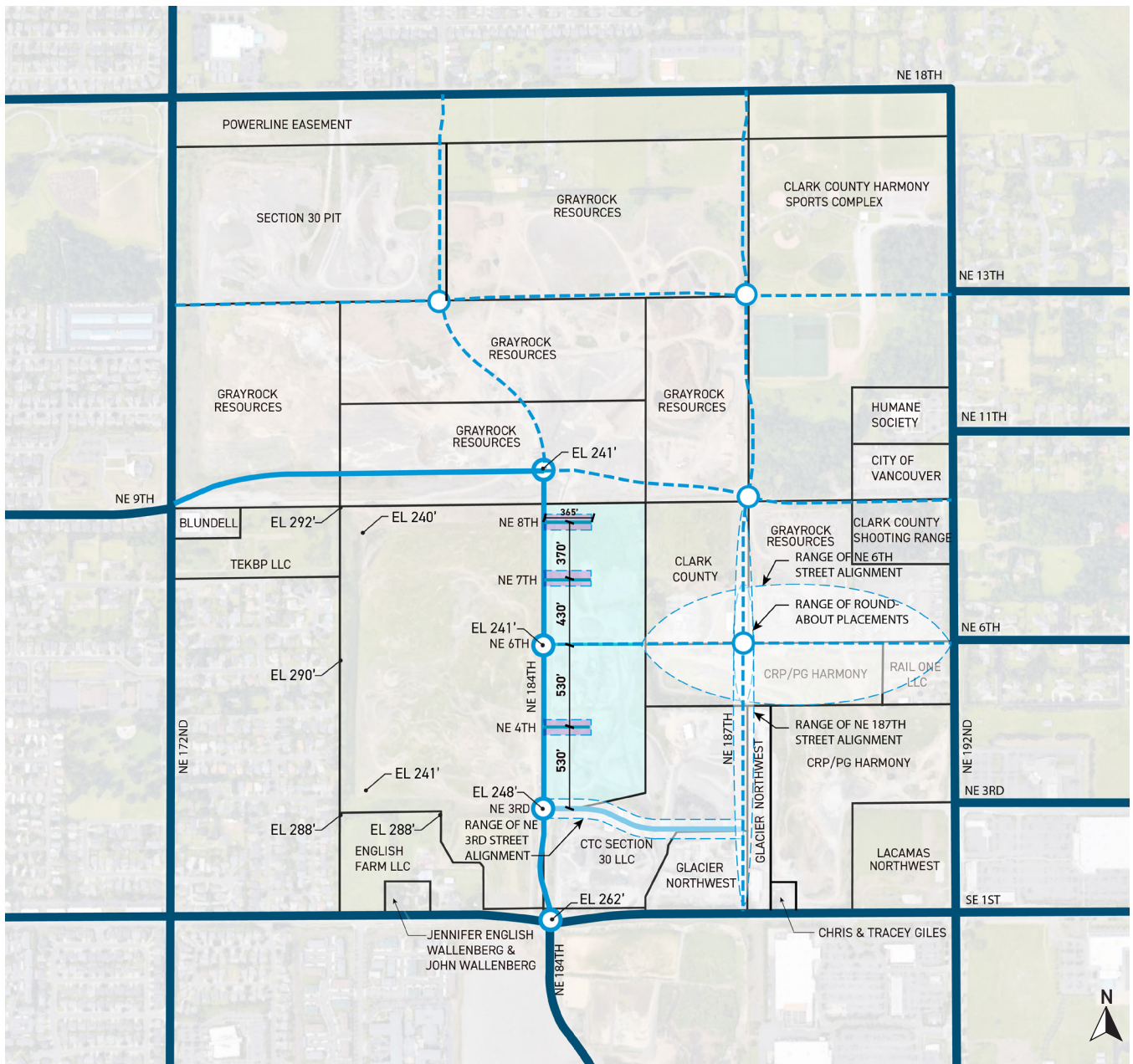


FIGURE 3.A - STREET PATTERN AND LAYOUT

The illustration shows anticipated street layout and hierarchy of roadways. Note potential variation in roadway alignment indicated by filled areas within the HP property for NE 3rd Street, NE 4th Street, NE 7th Street, and NE 8th Street. In addition, there are a range of alignments anticipated for NE 3rd Street, and NE 6th Street as they are extended outside of HP property.

LEGEND	
—	EXISTING STREETS
—	PROPOSED STREETS
—	PROPOSED PRIVATE STREETS
- - -	POTENTIAL FUTURE STREETS
▒	POTENTIAL PRIVATE STREET AREAS
—	PROPERTY LINES

SITE CIRCULATION

In anticipation of future Section 30 development east of 184th Avenue, roundabouts will be constructed at alignments approved for NE 3rd and NE 6th Streets. These roundabouts will lead to public access streets between HP's phased development and to parking and other facilities serving the buildings. The block lengths along the north-south streets vary between 370 feet and 530 feet, HP reserves the right to reduce minimum separation consistent with the Development Agreement to 200 feet; any deviation in the range between 200 and 600 feet is subject to a City of Vancouver exception. (DG B.1.1.a-c, B.2.1.a, B.4.1) (SP TR-7-8, 20, UD-11) (DA Ex. 4, p. 4).

Consistent with the Development Agreement, maximum block face length shall be 600 feet generally, with the exception to allow maximum block lengths up to 700 feet; while the Master Plan does not currently intend for any block to exceed a 600 foot block length, any potential lengths exceeding 600 feet will be reviewed as part of the site plan review. (DA Ex. 4, p. 4).

As the main collector street through the HP property, NE 184th Avenue will accommodate one vehicular travel lane in each direction, as well as a recreational multi-use trail on the west and east side of the street. Each of these pathways will be separated from the roadway by a landscape strip planted with street trees that will not require irrigation once they are established. In addition to aesthetic appeal, the trees will reduce thermal stresses on the roadway and will improve air quality. On-street parking will not be permitted on NE 184th Avenue between SE 1st Street and NE 9th Street to maintain pedestrian safety and ensure safe and efficient use of the road by vehicles. Pedestrian facilities will include crosswalks installed at the roundabouts, and if necessary to serve connectivity, mid-block pedestrian crossings may be considered as NE 184th Avenue extends north to NE 9th Street. (DG B.2.1, B.2.3.a -c) (SP TR-11-13, 17) (DA Ex. 6, p. 3) (VMC 20.690.040(H)).

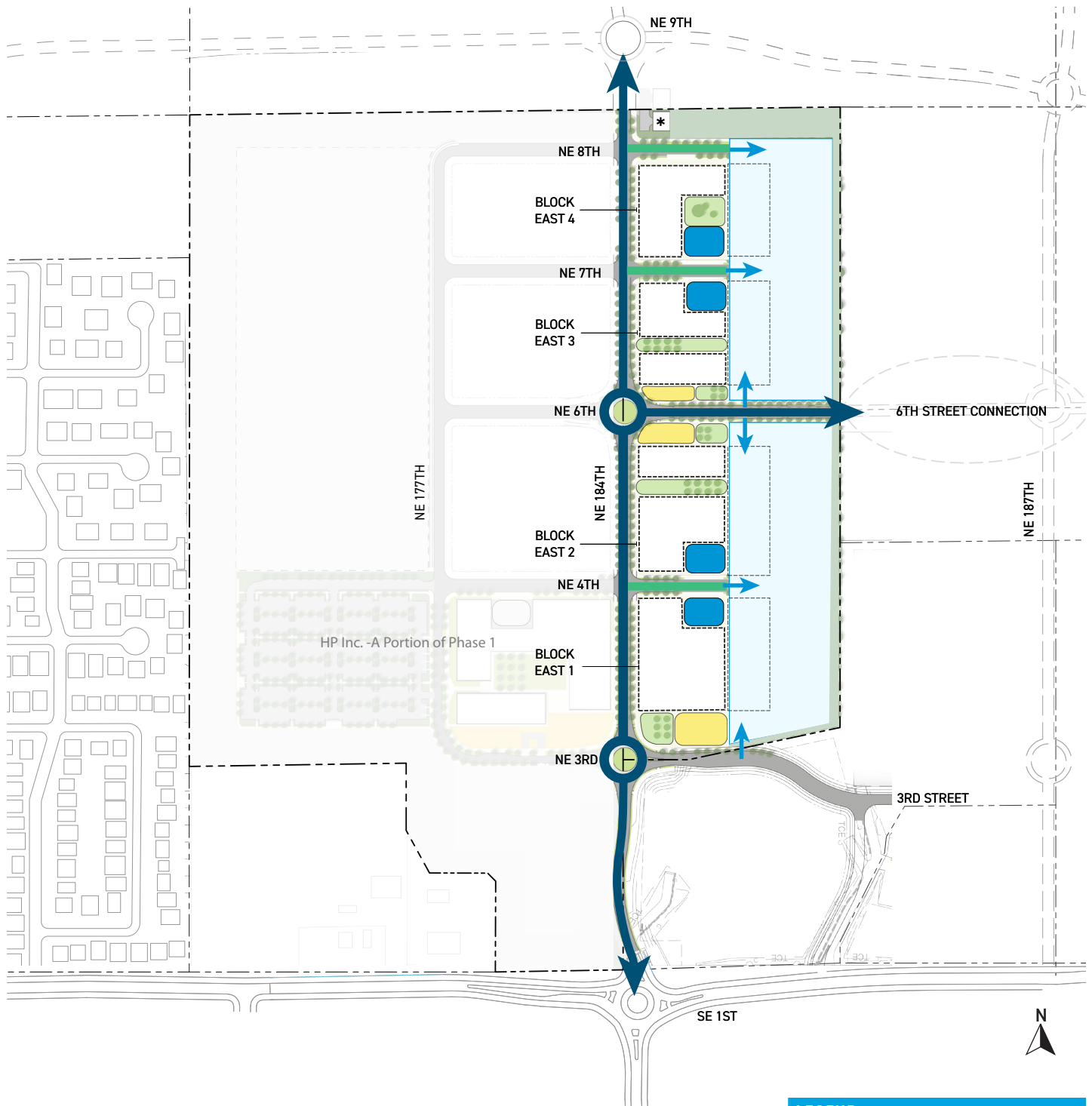


FIGURE 3.B -VEHICULAR NETWORK

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

SITE CIRCULATION CONTINUED

The gradients on NE 184th Avenue will conform with ADA standards, as well as meet other relevant requirements. NE 9th Street will be constructed to connect NE 172nd Avenue to NE 184th Avenue at an elevation close to that of the HP property. This design will result in no significant grade change on NE 184th Avenue between HP's property and the roundabout intersection with NE 9th Street to be constructed in the future. (SP TR-3).

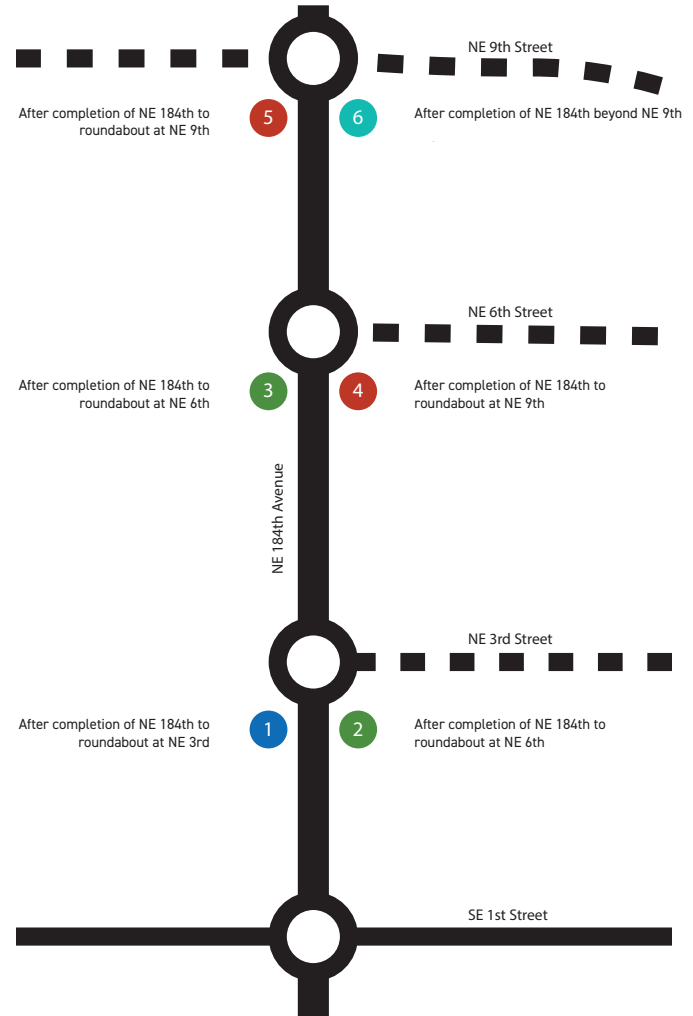


FIGURE 3.C - CONCEPTUAL BUS STOP PHASING

A conceptual bus stop phasing graphic has been provided by C-Tran depicting potential locations and a development-based timeline for implementation. Potential stop locations include the south side of roundabouts at NE 3rd, NE 6th, and NE 9th. South side bus stop placement may enable C-Tran to leverage the development schedule by using the roundabouts to turn service while subsequent phases are built out. C-Tran bus stops can be accommodated along NE 184th by modifying the existing right-of-way planter area for the transit platforms. Transit usage will dictate the size and character of each bus stop location.

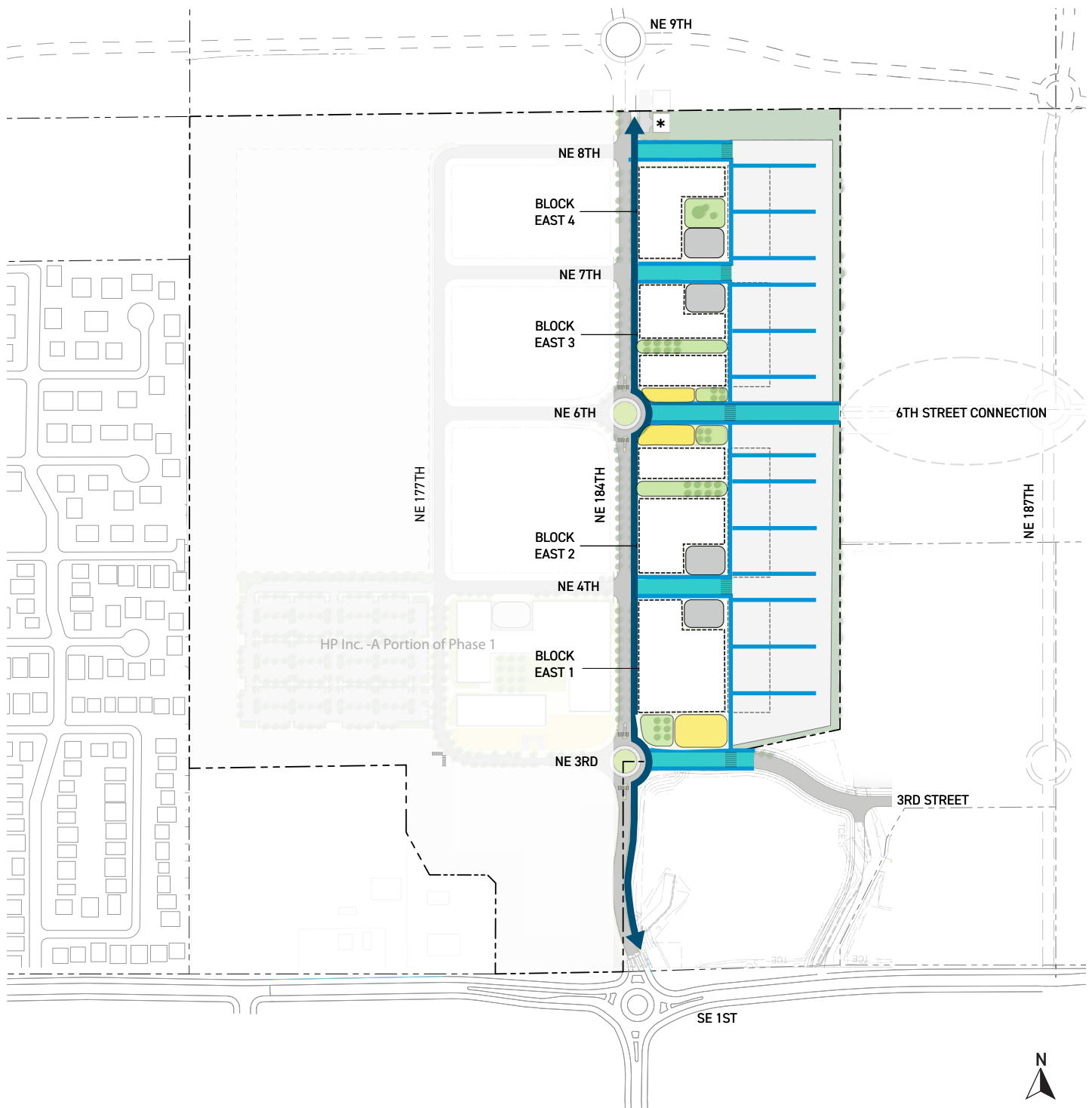


FIGURE 3.D - PEDESTRIAN AND BIKE NETWORK

Note that within the HP property, primary pedestrian circulation will be via sidewalks. Secondary pedestrian routes will link buildings across open space both in the north-south and east-west directions, however, primary access will be from the sidewalk.

LEGEND	
	SECTION 30 RECREATIONAL TRAIL
	PEDESTRIAN SIDEWALK
	BIKE-FRIENDLY STREET
	SECTION 30 SOUTH WASTEWATER PUMP STATION

3.2

STREET DESIGN

NE 184TH AVENUE

Public access to and through the HP property will be provided by NE 184th Avenue. The 70 foot wide right-of-way allows for a 34 foot wide roadway bordered on each side by a six foot wide planting strip and a 12 foot wide multi-modal recreational trail on the west and east side of NE 184th Avenue for pedestrian, bicycles and other non-vehicular traffic. Utilities for HP and other Section 30 property owners will be extended as needed through the NE 184th Avenue right-of-way (SP PU-6) (DG B.4.2).

Vehicular turns onto NE 184th Avenue from the HP property will be right-in, right-out only, as well at the roundabouts located at the intersections of NE 3rd Street and NE 6th Street. While the roundabout designs for NE 3rd and NE 6th Streets are currently planned to be compatible with the roundabout at the intersection of SE 1st Street and NE 184th Avenue, consistent with the Development Agreement, HP has provided a different configuration for NE 3rd Street based on measured traffic flow and the City's review and approval. The roundabout at NE 6th Street will be similar to the NE 3rd Street design. (SP TR-9) (DA Ex. 6, p. 2).

Consistent with the Development Agreement, HP may provide 200 feet minimum separation between intersections of local collector streets that still meet the Subarea Plan policies, TR-7, TR-9, and TR-21, governing intersection spacing. Since the intent of these guidelines is met with the proposed layout, the right-in, right-out access at these locations will allow for safe, efficient

access, and will provide necessary emergency access to future buildings and parking areas between roundabouts. (SP TR-7, 9, 21) (DA § 4(d)(vi)) (VMC 20.690.040(G)).

Consistent with the Development Agreement, this permission for right-in, right-out access is not construed as any exemption to the City's Street and Development Standards (VMC Chapter 11.80). Further, the City has agreed it will review in good faith any standards modification requests (i.e. road modification requests) under VMC 11.80.160 that are deemed necessary to achieve sufficient access to 184th Avenue to effectively implement the Master Plan vision for the HP property.

NE 3RD STREET

NE 3rd Street will be extended east from NE 184th Avenue to the CTC Section 30 LLC property.

NE 6TH STREET

NE 6th Street will be constructed as a public road as it travels east from the proposed roundabout at NE 184th Avenue. The street type will be the T10-12 standard from the City of Vancouver with a 70 foot wide right-of-way that accommodates two-way traffic with a center turn lane and bicycle lanes along each curb edge. Within the 70 foot tree lined right-of-way will be a sidewalk and planter strip on each side of the public street.

This street will continue to the eastern edge of the HP property under this Master Plan, which will allow future connectivity to NE 192nd Avenue as contemplated in the Section 30 Subarea Plan.

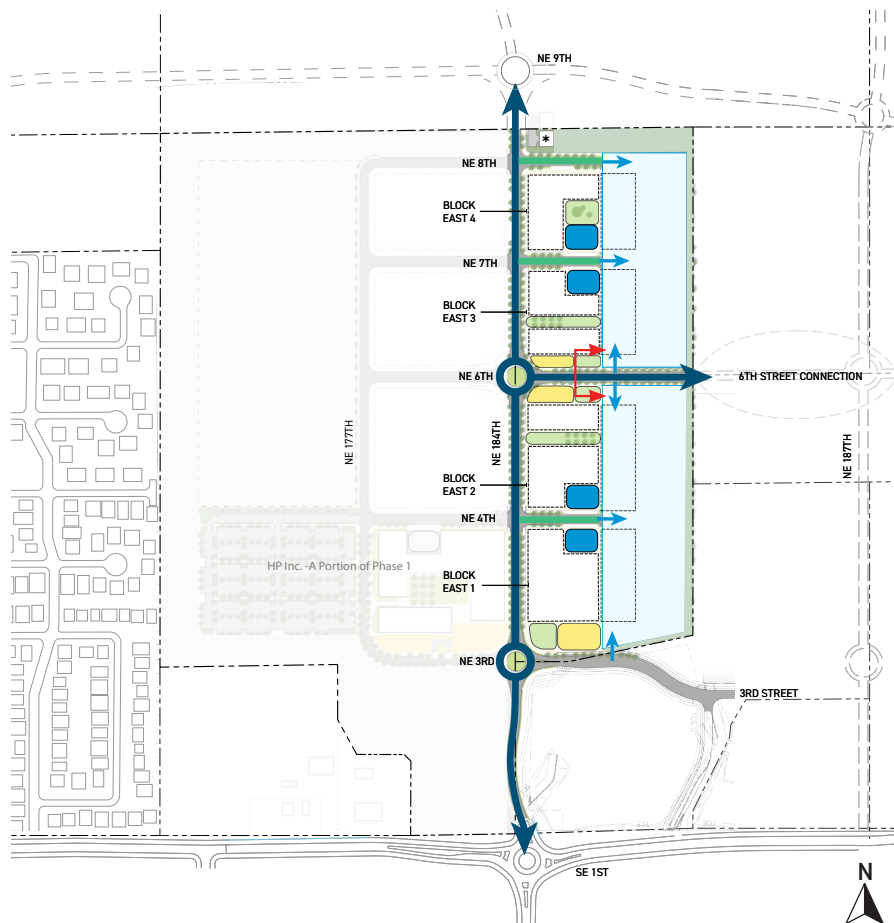
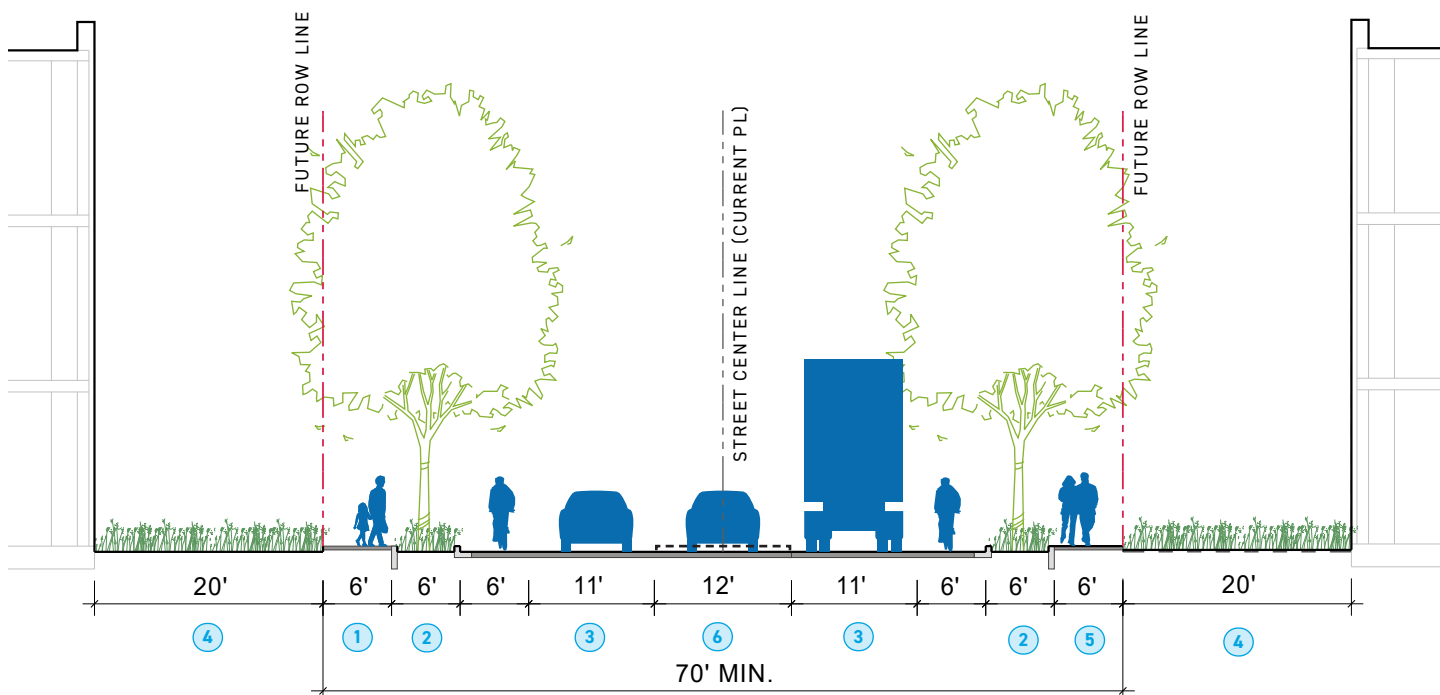


FIGURE 3.E - NE 6TH AVENUE STREET SECTION

KEY	
1	SECTION 30 RECREATIONAL TRAIL
2	STORMWATER PLANTER
3	TRAVEL LANE
4	SETBACK
5	SHARED USE PATH
6	MEDIAN/TURN LANE

PRIVATE STREETS

Three private streets across the HP property, designed to local standards, will connect NE 184th Avenue to parking and service areas to the east of the buildings. Low speeds on these private streets will allow bicyclists to share the road to access private bicycle racks and facilities within buildings or near service areas. Consistent with the Development Agreement local private streets for ingress and egress to parking areas for each building are included in the design.

Each block of buildings and open spaces will be separated from adjacent blocks by a 22 foot wide private street with a landscaped 10 foot setback to buildings to the north and south. The landscaped setback will include continuous and connected sidewalks. HP includes a planned exception for the road north of Block East 4 because it will have fully connected sidewalks, but no buildings on the north side. To the extent that these private streets provide access to multiple phases of HP's development, joint access goals of the Subarea Plan are met. (DG B.5.1.a) (SP TR-19, 22) (DA Ex. 6, pp. 2, 4).

The three private east-west streets will connect to a private north-south access lane that may run parallel to NE 184th Avenue or may curve to the east or west in order to accommodate building or parking locations. This 22-foot wide roadway will accommodate two-way traffic and will be bordered by sidewalks,

landscape, stormwater planters and street trees. These streets will provide access to service areas in each of the four blocks of development, as well as provide internal bicycle access to buildings along the west side of the developed area, and parking access to the surface parking lots that extend to the toe of the east boundary bank. On-street parking will not be located along NE 184th Avenue. Some on-street parking may be accommodated on these private streets and will be designed in a way that does not dominate the site. (DG B5.2, B.6.1.a).

If necessary, structured parking may be added during later phases of construction as indicated on the FSUP (see Section 5.2 below). Street frontages for structured parking will not exceed 100 feet in length and entry design will be respectful of pedestrian circulation routes, will meet landscape and other design requirements, and design guidelines. HP's parking design will include sidewalks developed consistent with typical cross sections for collector and local access streets, and east-west pathways will be used and designed with a minimum 6' width. Sidewalks and pathways will be bordered by shade trees and raingardens to provide safe and pleasant pedestrian access between parking areas and buildings. (SP LU-7, TR-3, 4, 11, 12, 14, 15, 16, 20, PU-21) (DG B.5.2, B.6.3.a, B.6.3.b, and E.1.5) (DA Ex. 6, p. 3).

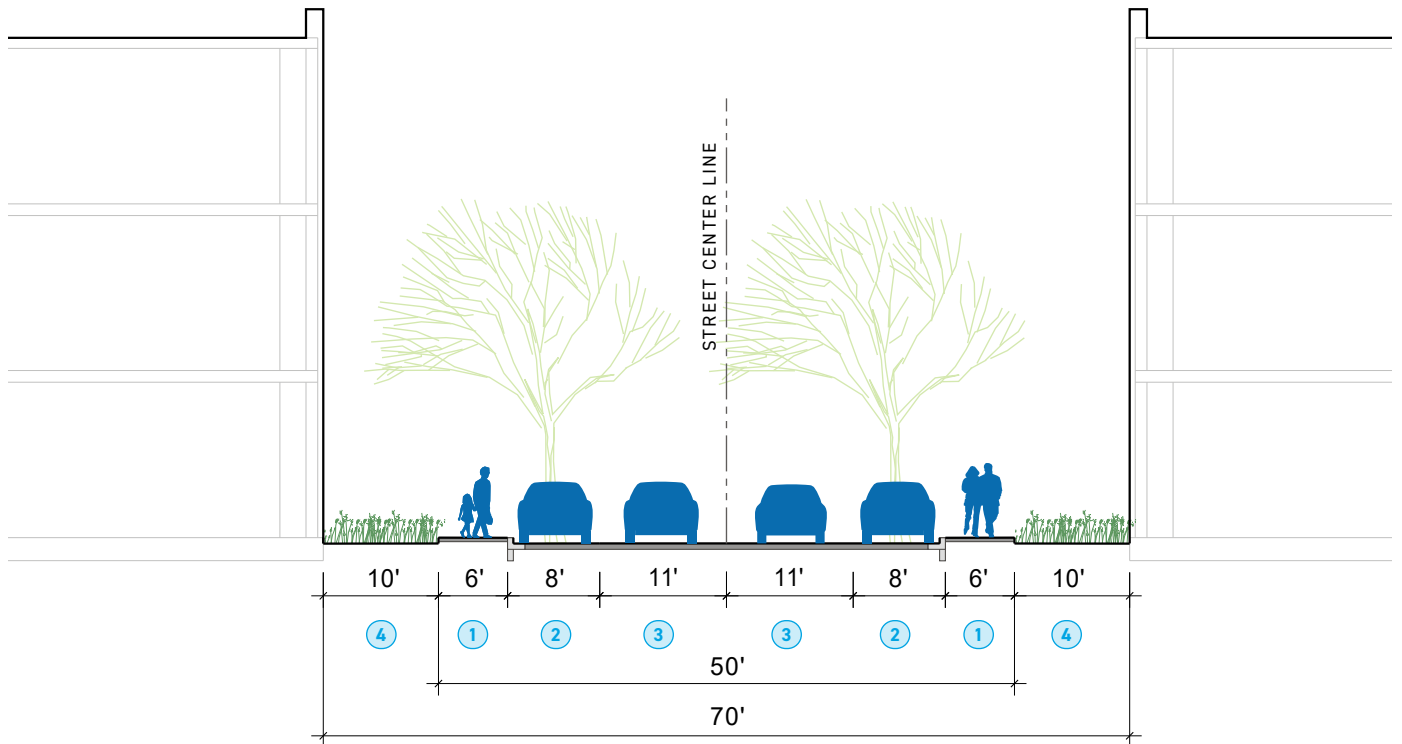
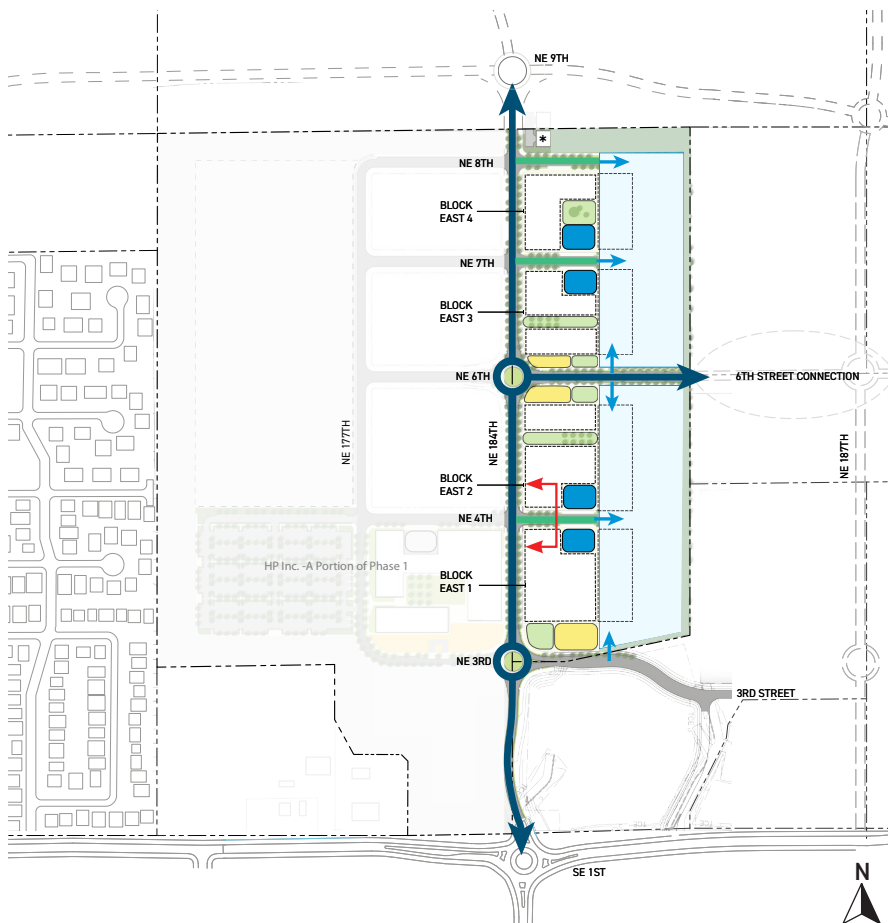


FIGURE 3.F - PRIVATE STREET (W-E) STREET SECTION



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

KEY PLAN

PRIVATE STREET ACCESS

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

HP's proposed street design also accommodates large truck turns for service and delivery trucks. The roundabouts on NE 184th Avenue, and private streets are designed to accommodate truck access to service yards and loading bays.

HP will accumulate TIF credits for any qualifying road projects it constructs unless the City contributes City Reinvestment Funds to cover the full cost of a qualifying road project. HP shall be entitled to TIF credits for the portion it funds, and these will not be deducted from the City's Reinvestment Funds. (DA §§ 6(c), 7, Ex. 6, p. 8).

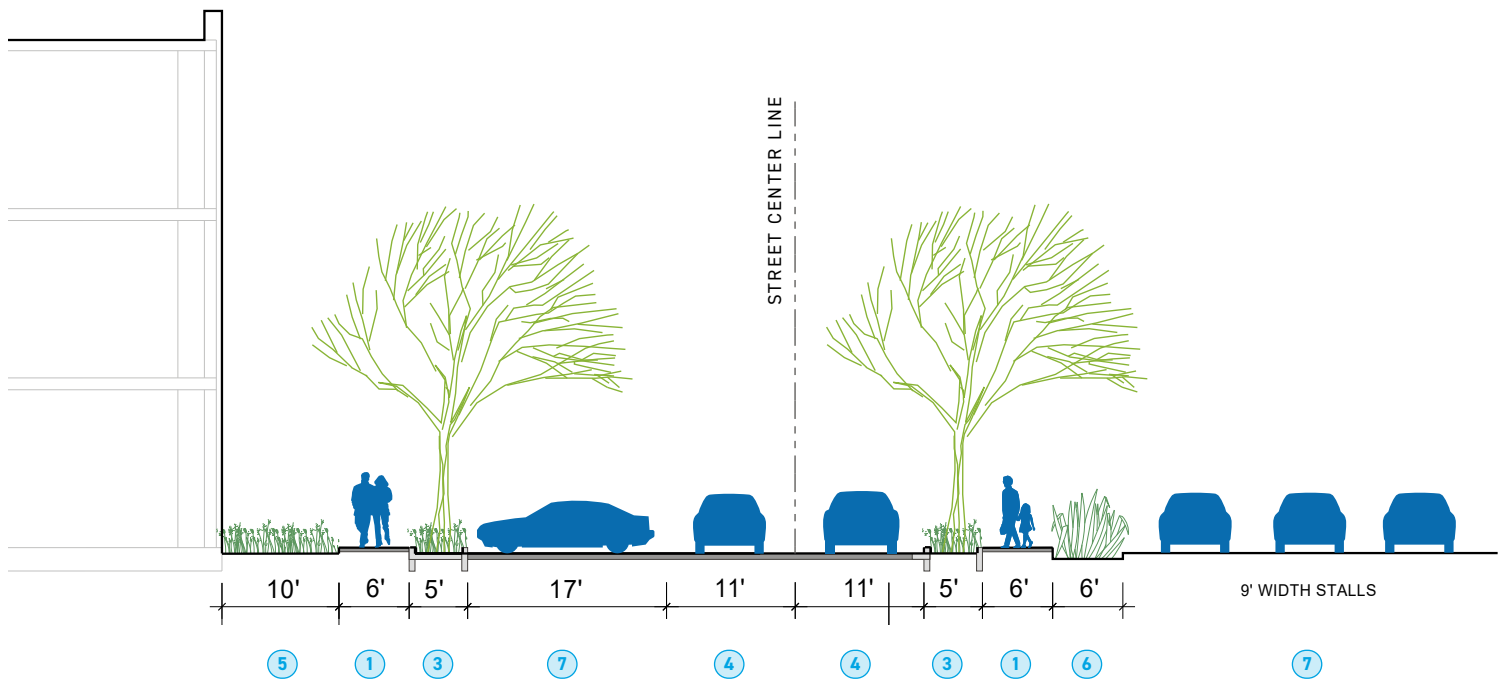
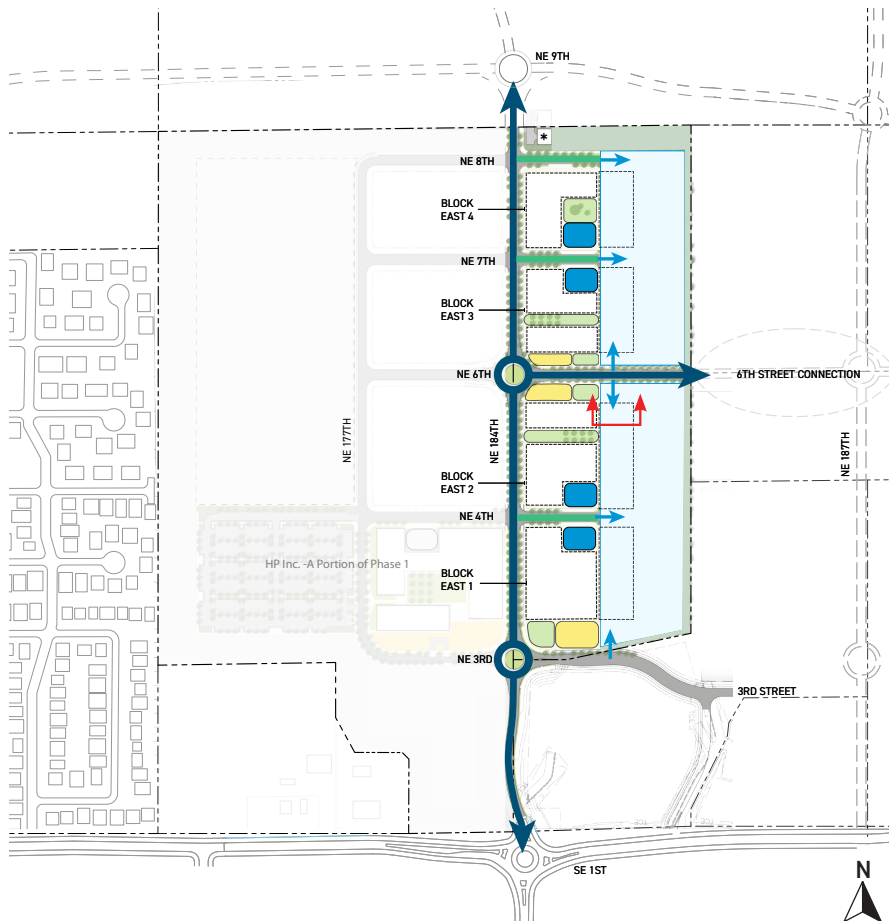


FIGURE 3.G - PRIVATE STREET (N-S) STREET SECTION



KEY PLAN

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

3.3

PARKING

The overall parking plan in the FSUP is conceptual and shows that there is adequate room for parking to serve full build out of the HP property, and for access between parking lots to occur without having to access public streets, except for potential crossing of NE 6th Street as it extends east. In the later phases, HP may propose deck or structured parking over the existing parking areas as shown on Figure 3.H. Any parking structure will include landscape screening to soften the appearance of the structure. Charging stations for electric vehicles will be provided, and will be designed and located to comply with the ADA and code requirements. HP is permitted, but not required to provide joint parking facilities. (SP TR-18, 19) (DG B.6.3.b) (DA Ex. 6, p. 4).

The HP East Master Plan includes parking space allocation that is consistent with the Development Agreement. The parking space description in the VMC Table 20.945.070-2 lists the minimum number of parking spaces associated with a particular use. The City may interpret VMC 20.690.040(E) to suggest that a maximum parking space limit applies to Section 30 development, subject to exceeding the maximum if a parking study is submitted. In order to allow flexible, successful, and efficient development of the HP property, the City agrees that HP, consistent with the Development Agreement, will undertake a parking study after Phase 1 development is operational to verify the sufficiency, accessibility and safety of the lots. The parking study could provide

different use scenarios for different buildings and how parking will be brought into compliance with the code as the HP property develops. The overall parking plan analyzed in the parking study could be conceptual with the understanding that it may change as the HP property develops. Notwithstanding the foregoing, the HP property has adequate room for parking, including through contemplated parking structures as discussed in this Master Plan, should they be needed in the future. Parking lots and spaces will be consistent with the Design Guidelines. (DG B.6.1, B.6.2, B.6.3.a, B.6.3.b, B.6.3.c, B.6.3.d, B.6.4) (DA Ex. 4, p. 3). (VMC 20.690.040.E).

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

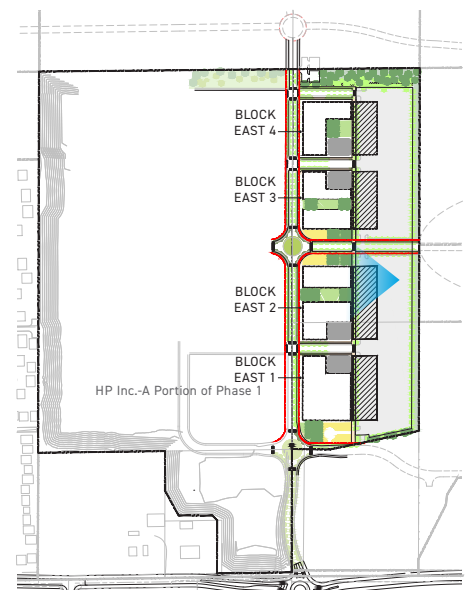
- › Office uses: 2.5 to 5 spaces per 1000 square feet.
- › Research and Development: 1.25 to 3 spaces per 1000 square feet.
- › Light industrial uses: 1.25 to 3 spaces per 1000 square feet.
- › Occupant-supported retail: 1 space per 250 square feet, restaurant, and accessory uses.

Note that occupant-supported uses are primarily meant to be open to HP employees, therefore no additional parking demand will be generated. Other uses incidental to an office building will meet the parking ratios for office uses.



FIGURE 3.H - CONCEPTUAL VIEW OF BLOCK 2 LOOKING WEST FROM PARKING AREA

Parking spaces will be interspersed with rows of trees to screen and shade vehicles and users, and to reduce heat build-up in paving. As shown on the FSUP, west to east pathways that align with the private street configuration offer pedestrian access to the HP buildings. The walkways will be bordered by shade trees set in or near bioretention facilities or mechanical treatment systems prior to discharging into local or regional infiltration facilities. (DG B.5.1.b, B.6.1.a, B.6.1.c, B.6.1.d) (SP UD-12, OS-4, OS-5, PU-21) (DA Ex. 4, pp. 3-4) (VMC 20.690.040(E)).



KEY PLAN

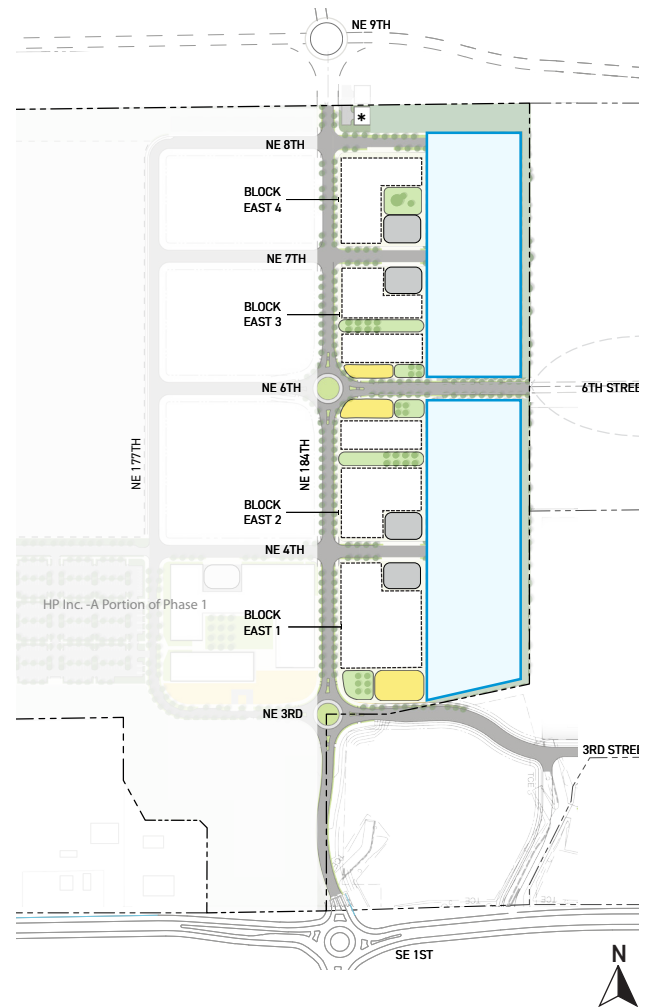
PARKING DIAGRAMS

The adjoining diagrams illustrate how the Master Plan can accommodate several types of parking on the eastern portion of the site. The ultimate parking design may incorporate some or all of these options as development of the HP property occurs over time.

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

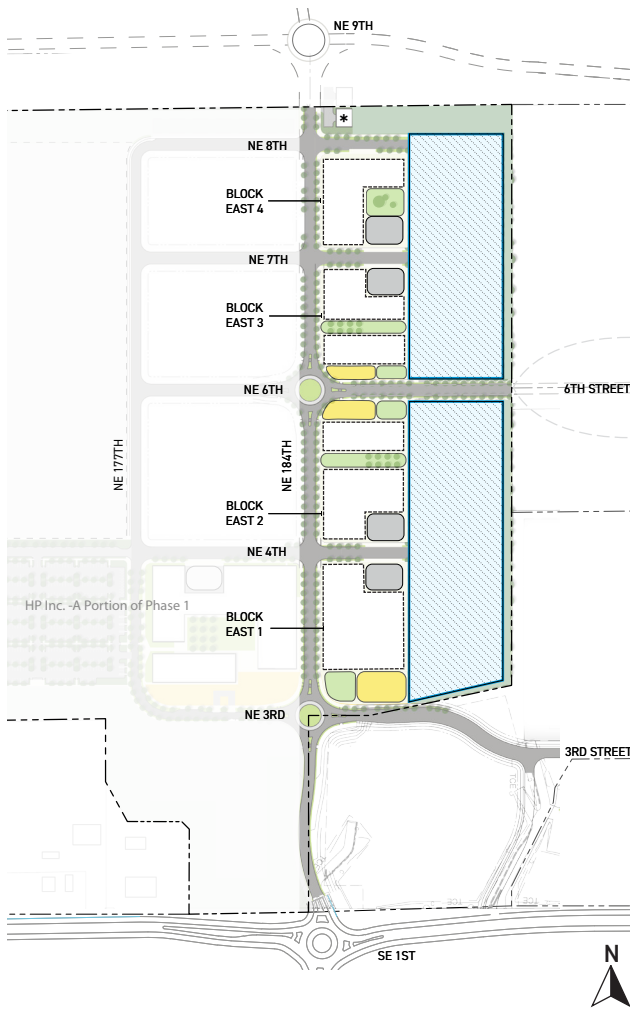
The Option B diagram shows the potential for inclusion of a single layer deck on top of surface parking. This option could be purpose built or retrofitted on top of an existing surface parking lot in the event that the density of development on the site exceeds the capacity of the surface parking areas.

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

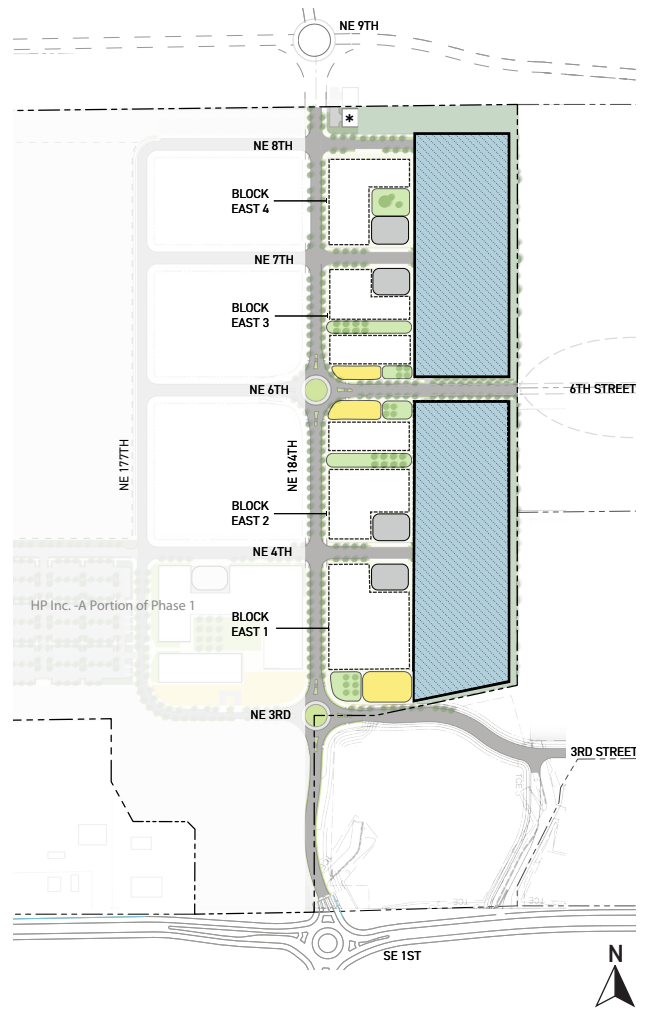


OPTION A
POTENTIAL SURFACE PARKING LOCATION

FIGURE 3.I - POTENTIAL PARKING OPTIONS

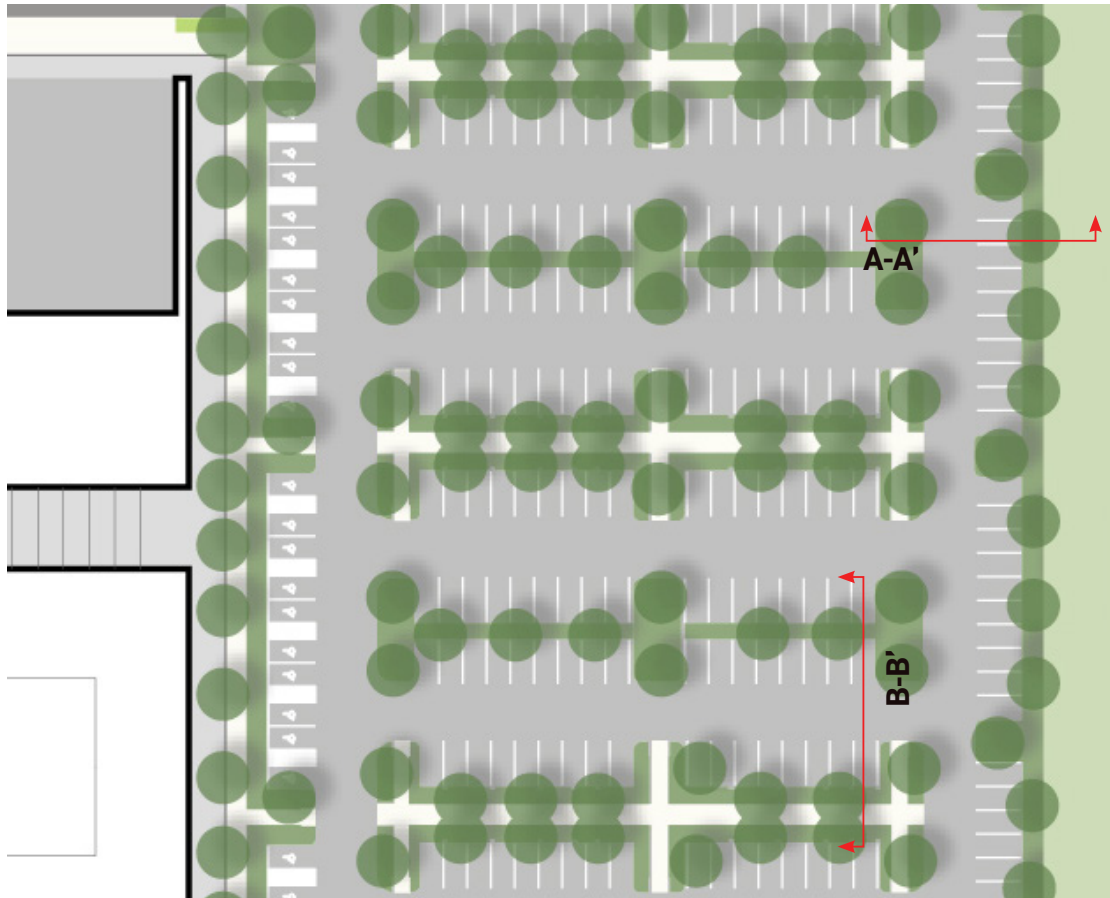


OPTION B
POTENTIAL DECK LOCATION

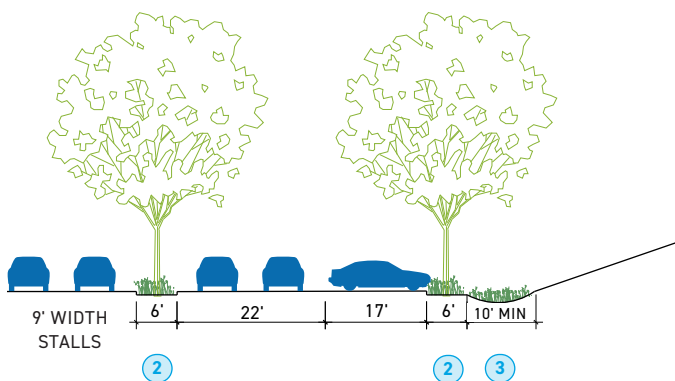


OPTION C
POTENTIAL LOCATIONS FOR STRUCTURED
PARKING

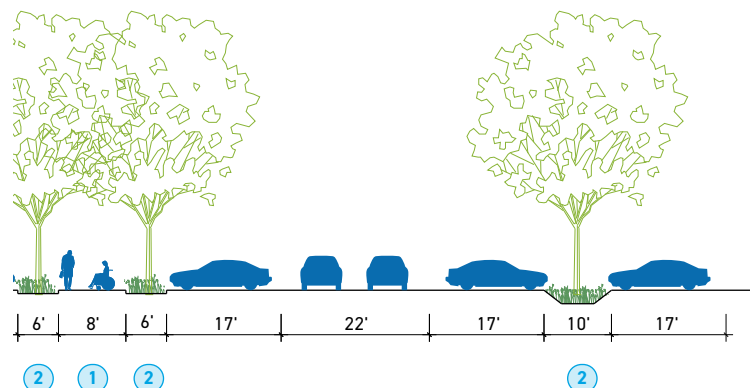
LEGEND	
	SURFACE PARKING
	DECK PARKING
	STRUCTURED PARKING



TYPICAL SURFACE PARKING PLAN



SECTION A-A'



SECTION B-B'

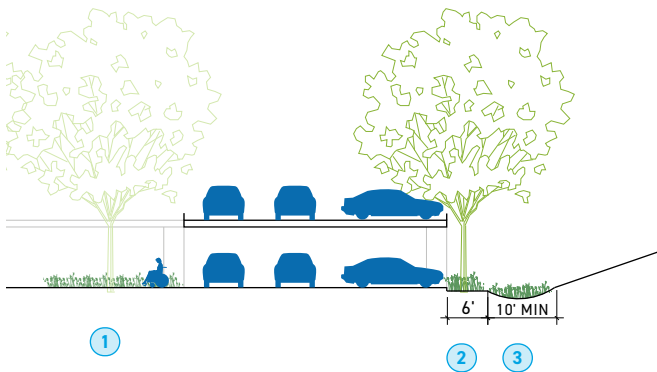
FIGURE 3.J - TYPICAL SURFACE PARKING

Surface lots will be screened from view for building occupants by the canopies of shade trees that will also reduce heat-island effects and shade parked cars.

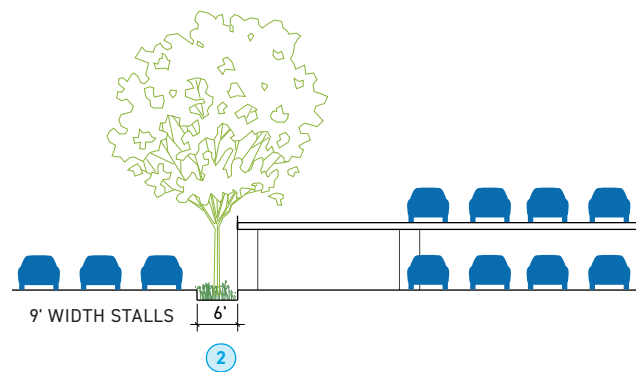
KEY	
①	PATHWAY
②	STORMWATER PLANTER
③	BIORETENTION FACILITY



TYPICAL DECK PARKING PLAN



SECTION A-A'



SECTION B-B'

FIGURE 3.K - TYPICAL DECK PARKING

3.4

TRAFFIC ANALYSIS

The transportation (trip) impacts of the HP East Master Plan site were previously accounted for in the City of Vancouver's September 2022 Section 30 Subarea Study. Future site plan application(s) for the HP East Master Plan will provide a Transportation Compliance Letter (TCL) that documents the trip generation associated with the then-current proposed building(s) relative to previously constructed or approved buildings within the HP property as a whole and the trip vesting associated with the Development Agreement. (DA § 4(g)).

The Development Agreement reserved 723 weekday PM peak hour trips for development of up to 700,000 GSF of development consistent with land use designation 714 in the Institute of Transportation Engineers Trip Generation Manual, 10th Edition. Consistent with the Development Agreement, any development exceeding 700,000 gross square feet of building on the HP property or not consistent with land use designation 714 in the Institute of Transportation Engineers Trip Generation Manual, 10th Edition will require further analysis. The further analysis will consist of preparation of a Trip Generation & Distribution Report

that identifies the proposed development project trip generation as well as trip assignment. Once the vested 723 weekday PM peak hour trips have been fully allocated to HP site development, future site trip generation estimates presented in the Trip Generation & Distribution Report(s) will be based on the then-current version of the Institute of Transportation Engineers Trip Generation Manual adopted by the City or site-specific empirical trip data provided by the Developer and deemed acceptable by the City.

The trip assignment presented in the Trip Generation & Distribution Report(s) will be consistent with the City's September 2022 Section 30 Subarea Study trip distribution patterns. The trip assignment will be used to determine 1) proportionate share contributions of off-site intersection mitigations identified in the Section 30 Subarea Study and 2) proportionate share contributions to any other then-current proportional share intersections the City is collecting fees for that are impacted by one or more site-generated trips. (SP TR-1) (DA § 6(a)).

3.5

TRAFFIC DEMAND MANAGEMENT APPROACH

HP may employ the following strategies to reduce impact on off-site roadways resulting from development of up to the 1.5 million GSF consistent with the Development Agreement.

1. Allow commute trips to avoid peak transportation system demand
 - a. Use staggered shift operations and schedule employee shift changes outside of the typical commuter peak time periods (7:00 to 9:00 AM and 4:00 to 6:00 PM)
 - b. Offer telework options and/or flexible work hours that eliminate the need to commute to the HP property one or more days per week.
2. Provide employee kitchen and café/deli services on site that are available to HP employees within the HP development, reducing the need for employees to travel off site for meals and/or break periods.
3. Encourage bicycling and walking as viable commute options, including but not limited to, providing on the HP property:
 - a. secure, covered bike parking in strategic locations on-campus
 - b. self-service bike tune-up/repair areas
 - c. sponsor monthly (or bi-monthly) bike mechanic to provide free tune-up services to cyclists
 - d. employee lockers for storage of change clothing and personal items to provide more convenience to bicycle and walking commuters
 - e. form an employee-led cycling group (self-selected by participants) to offer additional strategies to encourage cycling over time.
4. Encourage participation in commuter challenges by employees.
5. Provide and disseminate information for alternate transportation options including:
 - a. address commuting options as part of the employee orientation program
 - b. document information on the company/ employer intranet about commute options
 - c. disseminate C-Tran schedule and service information to employees
 - d. encourage employee carpools through carpool matching services and provide preferential parking within parking lots.
6. Provide an on-site employee transportation coordinator (ETC) who can assist and be responsible for promoting, facilitating, and coordinating transit service and carpools for employees with similar shift patterns.
7. Promote C-Tran transit service as a commuting option, that may include:
 - a. incorporate convenient C-Tran service stops with amenities at/near the HP property
 - b. provide pre-tax transit passes and/ or other financial incentives
 - c. subsidize C-Tran passes at 50 percent
 - d. provide enhanced connectivity to the Fisher's Landing Transit Center, the potential Columbia Tech Center Bus Rapid Transit Center, and/or the nearest MAX Light Rail station (in Oregon).
8. Provide emergency ride home services for employees who do not commute in a personal motor vehicle.
9. Partner with a shared vehicle provider such as ZipCar to have one or more vehicles on campus available for employee use.
10. Consider incentives encouraging employee participation in non-single occupant vehicle commutes.
11. Provide periodic monitoring and updates to the TDM program in partial fulfillment of Washington state's Commute Trip Reduction (CTR) law in response to surveys sent by WSDOT and Clark County. (VMC 20.690.050.B.5).

04

04 / PUBLIC FACILITIES AND SERVICES

HP has worked with the major property owners in Section 30, including CTC Section 30 LLC, and Grayrock to identify Section 30-wide utility planning to serve the major property owners. In addition, HP has coordinated extensively with City staff to encourage development of utility systems in a cost-efficient manner consistent with the City's existing plans, including, but not limited to, coordinating underground utilities as SE 1st Street is upgraded and NE 184th Avenue is extended north from SE 1st Street to NE 9th Street, and coordination of the Section 30 South Wastewater Pump Station. This section of the HP East Master Plan provides details about the stormwater design, sanitary sewer, and other utilities that will be constructed as HP develops its property, as well as the anticipated dedications of public facilities in future phases. (SP PU-1) (DA § 6(e)).



4.1

STORMWATER FACILITIES AND GREEN DESIGN

Development of the HP property will be consistent with the City of Vancouver Stormwater Management standards. Each property owner in Section 30 is to manage stormwater quality on its own property prior to releasing it to a public stormwater regional facility. Native gravels provide the best infiltration sites, and the City will prioritize reservation of areas that still have native gravel for stormwater infiltration especially near NE 9th Street. If the City constructs a public stormwater facility or accepts dedication of a stormwater facility, then HP may connect to it provided that all applicable code provisions and payment of any connection charges are made. Should it prove that onsite capacity is insufficient, HP's connection to the City maintained public stormwater facility is allowed. In combination, onsite infiltration and offsite public facility with onsite management of water quality, will result in a stormwater facility design that does not affect other surrounding properties.

Consistent with the Development Agreement, Subarea Plan policies PU-23 and PU-24 will be addressed during site review when the HP East property connects to the public stormwater system. (SP PU-16, 17, 18, 19, 20, 22) (DG C.1.1.c) (DA §§ 4(d)(iii), 6(e), Ex. 6, pp. 7-8).

Finished grades across the HP property will slope down approximately 10 feet between NE 3rd Street and NE 9th Street. Stormwater will flow to bioretention or mechanical treatment facilities to filter stormwater prior to discharging to the regional stormwater facility on the north side of the HP property west of NE 184th Avenue. All treatment and infiltration facilities will be accessible for periodic maintenance. (SP PU-17, 21) (DG A.2.1.a, B.2.3.a, C.1.1.a, C.1.1.b).



FIGURE 4.A - STORMWATER MANAGEMENT

LEGEND

- PUBLIC TREATED STORMWATER CONVEYANCE
- PRIVATE TREATED STORMWATER CONVEYANCE
- ▨ STORMWATER TREATMENT AREA
- ▤ REGIONAL INFILTRATION FACILITY
- * SECTION 30 SOUTH WASTEWATER PUMP STATION

4.2

REGIONAL SANITARY SEWER FACILITIES

Consistent with the Development Agreement, the Section 30 South Wastewater Pump Station will be constructed as a Core Public Improvement, in the location depicted on the plans submitted with this Master Plan. HP will install all required sanitary sewer infrastructure in the NE 184th Avenue right-of-way extension constructed that will be necessary to ultimately connect to the Section 30 South Wastewater Pump Station. This infrastructure will include gravity lines that will carry sewer flows from the HP property to the sanitary sewer pump station and a force main to carry sewer flows from the sanitary sewer pump station to a gravity line in SE 1st Street. (SP PU-7, PU-8, PU-10) (DA Ex. 6, p. 6).

Upon completion of the Section 30 South Wastewater Pump Station all current and future HP buildings will connect to the Section 30 South Wastewater Pump Station (DA § 8(c)).

Consistent with the Development Agreement, HP has reserved 143,000 gallons per day of capacity in the Section 30 South Wastewater Pump Station and associated public infrastructure, equal to the anticipated sanitary sewer demand for the 1.5 million GSF of development associated with HP's development; provided, however, that the reserved capacity shall not be available unless (i) the Section 30 South Wastewater Pump Station is constructed; (ii) Developer provides the City with a minimum twenty-four (24) months advance written notice of its need to utilize the capacity, which was accomplished by

HP's request for a pre-application meeting for the master planning process for the HP Greenfield Master Plan; and (iii) HP pays all applicable fees and charges required by the City to use the reserved capacity and that HP shall pay these amounts in proportionate share as the subsequent phases are developed and sewer capacity is used by HP. (DA § 4(d)(v)).

The land on which the Section 30 South Wastewater Pump Station is constructed will be dedicated to the City, and the City will construct, own, and operate the pump station and provide sanitary sewer service. Access may be provided through easements along the future NE 184th Avenue corridor until the permanent right-of-way is dedicated. Estimated capacity for the Section 30 South Wastewater Pump Station will be in the order of 400,000 GPD, which has been coordinated with the City and other Section 30 property owners that will utilize this pump station. (SP PU-3) (DA § 6(e)).

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



FIGURE 4.B - SEWER FACILITIES

LEGEND

- FORCEMAIN SEWER
- CITY PLAN FORCEMAIN SEWER
- GRAVITY SEWER

4.3

WATER, ELECTRICITY, DATA, TELECOMMUNICATIONS ROUTING AND CONNECTIONS

WATER

The municipal water system will be extended into the site with appropriately sized mains as development progresses. Each building will have a water meter and fire hydrants sufficient to meet emergency needs. Irrigation water demand will be kept to a minimum through predominant use of native and drought resistant plant materials. However, some irrigation will be necessary until trees, shrubs and other plantings become established. (DA § 4(d)(iv)) (SP PU-4, PU-15)).

HP will make commercially reasonable efforts to design the development for sustainable water conservation, thereby pursuing the sustainable water use aspiration of the Subarea Plan. HP may choose to employ green roofs, and to decide at its sole discretion to use public water, rainwater collection, reclaimed greywater, or water from wells for non-potable purposes. (SP PU-11) (DG E.1.6) (DA Ex. 6, p. 6).

HP may not be required to use internal water line systems to maximize looping for its early development of the HP East property if there is no looping to maximize. However, HP will be required to provide system looping and design for sequential development for subsequent phases of development (SP PU-12-13) (DA Ex. 6, p. 7).

Domestic water and fire water mains along NE 184th are assumed to be 8" diameter pipes. The City has reviewed and approved HP's proposed water mains as part of the NE 184th Avenue construction to determine the size of water mains to be installed to meet the need for future expansion of development on the HP property and Section 30. All other water main size designs and plans to connect gaps in the existing system around the boundary of Section 30 shall be designed to provide adequate service through collaboration with adjacent landowners within Section 30. (DA Ex. 6, p. 7) (SP PU-14).

UTILITIES

Private utilities including telecommunications, power and natural gas will be extended from existing nearby service lines and supplemented as necessary to meet the needs of each successive phase of development. Consistent with the Development Agreement, fiber optic cables are part of "cabling needs" and Developer may install such cabling. (SP PU-5) (DG A.7.1) (DA Ex. 6, p. 5).

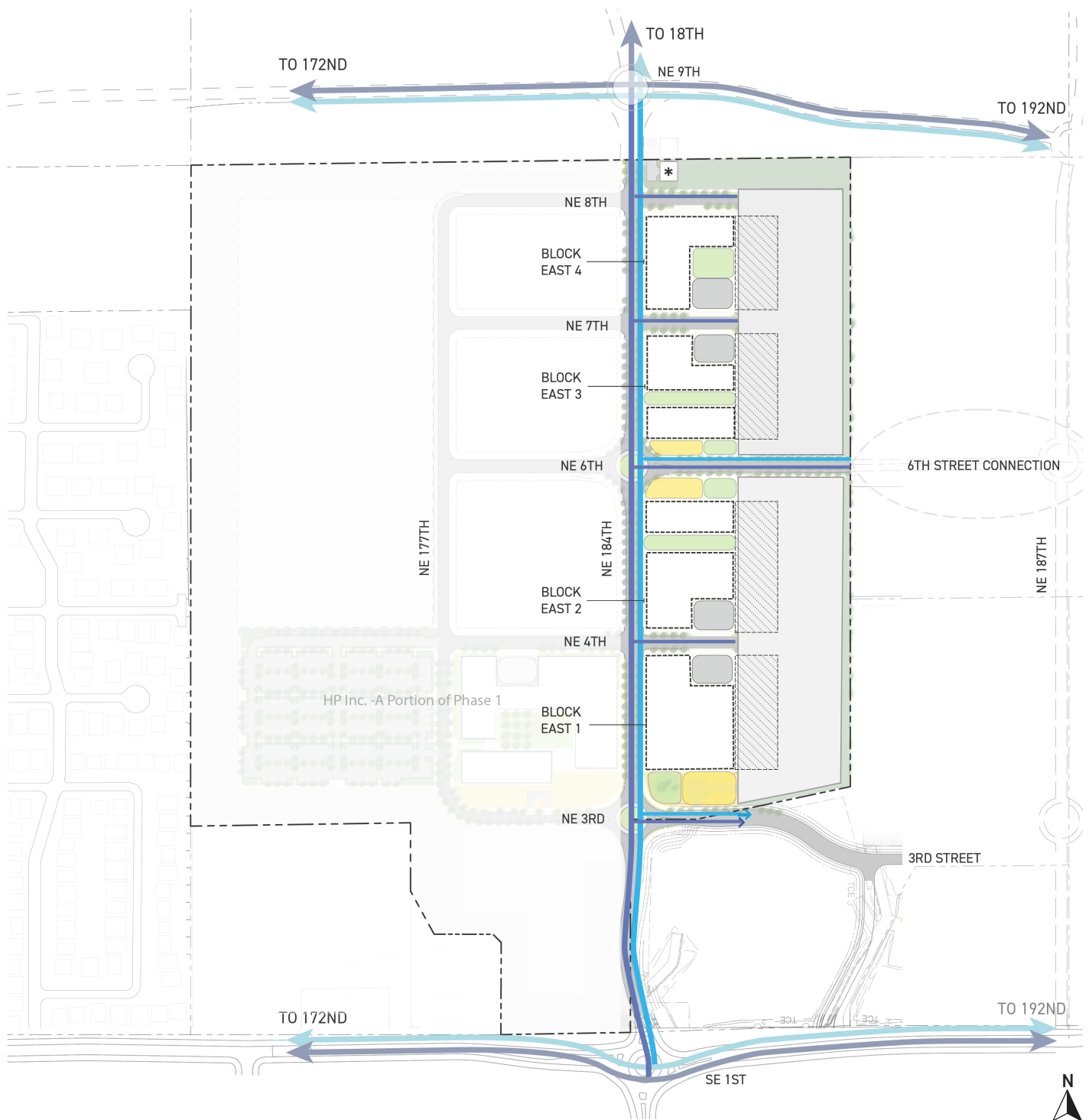


FIGURE 4.C - WATER, ELECTRICITY, DATA, TELECOMMUNICATIONS ROUTING AND CONNECTIONS

LEGEND

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

05

FULL SITE UTILIZATION PLAN AND PHASING

5.1

FULL SITE UTILIZATION PLAN

The function of the FSUP is to provide an overall impression of proposed development, and to show how the development plan can flexibly respond to changing circumstances over the life of the Master Plan. The FSUP is produced in full size in Sheet L1.1, included in Appendix E and reproduced in smaller scale here. Phasing is described in Section 5.2 below.

The FSUP indicates both the potential building and integral open space contemplated for HP East, as well as a plan for full buildout of up to 1.5 million GSF. If future buildings occupy part of the area designated for parking, then a parking structure may be necessary to accommodate displaced spaces. As shown on the FSUP, a separate building may be constructed in the designated parking area, but HP also retains the option to extend an existing building

footprint from NE 184th Avenue to the extent of the potential building widths shown in the FSUP. Such a wide building would accommodate demand for state of the art research and development across the HP property. In such instance, pedestrian connectivity would continue to be designed along NE 184th Avenue, and internally with sidewalks around the perimeter of the building leading to the next eastern block to the north or south, as applicable. Zones where such changes might occur are shown on the plan.

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

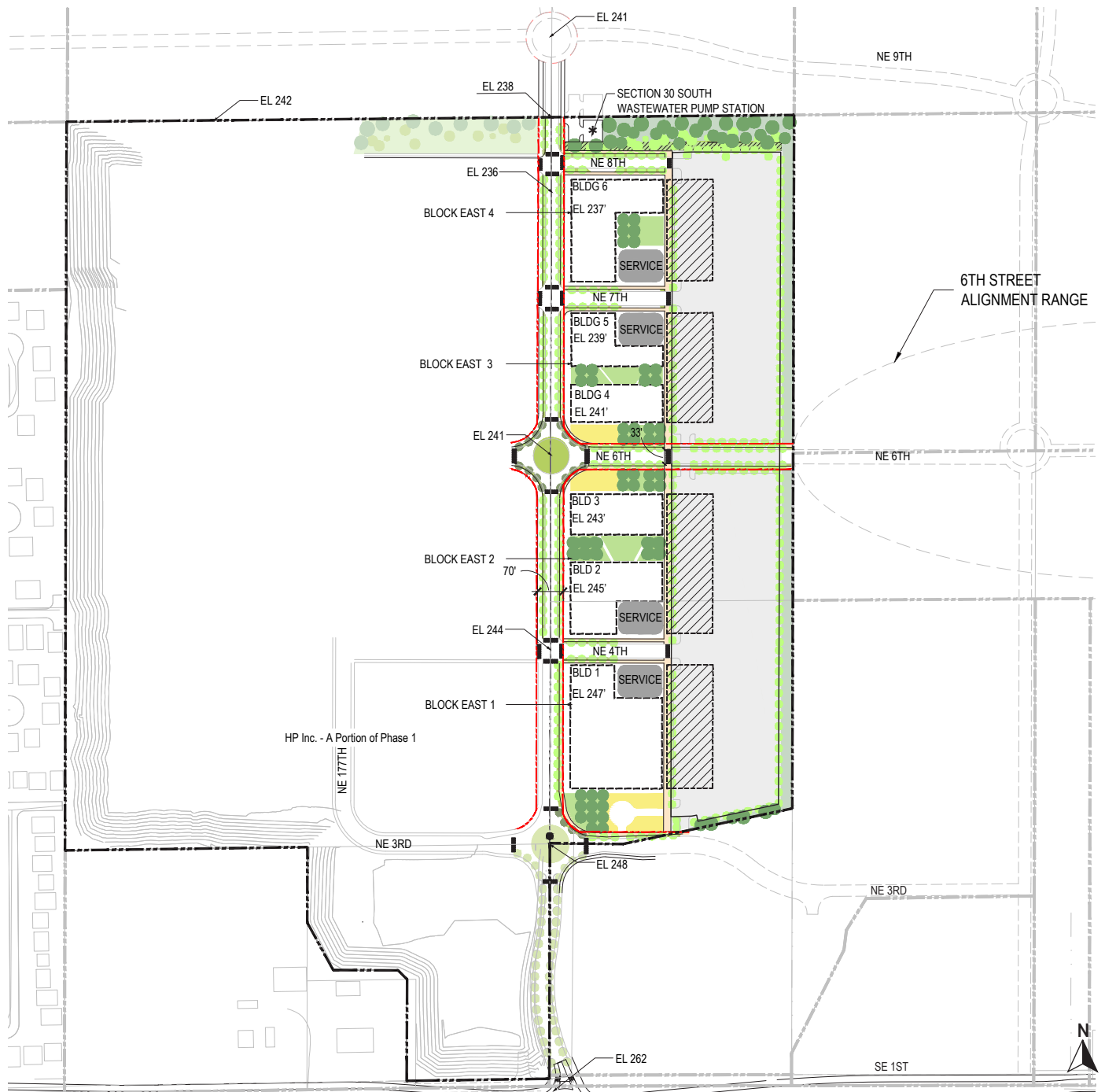


FIGURE 5.A - FULL SITE UTILIZATION PLAN

The Full Site Utilization Plan shows building footprints and the open spaces between them conceptually. If any buildings need to be sited in the eastern parking lots, they will be confined to the agreed upon setbacks in the Development Agreement. The size and configuration of each building will be determined before each phase is submitted to the City for building permits. Until then, the building footprints shown illustrate the mix of potential buildings.

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

5.2

PHASES OF DEVELOPMENT

Buildings and associated improvements have been planned for construction in multiple phases and four blocks. HP will make determinations about the building and use mix for each phase based on market conditions, internal employee demand and other factors that will inform HP's decision-making in the future. Consequently, the potential building footprints could vary in size and position. Phasing may occur block-by-block, or through individual site plan applications for a portion of a block. HP may change phases, provided the development is identified in the FSUP and this Master Plan.

As each successive phase is programmed, arrangements of buildings and open spaces can be refined and will be presented as part of the building permit process. However, the FSUP indicates the general principles of block dimensions and distribution of anticipated developed space. (VMC 20.690.060).

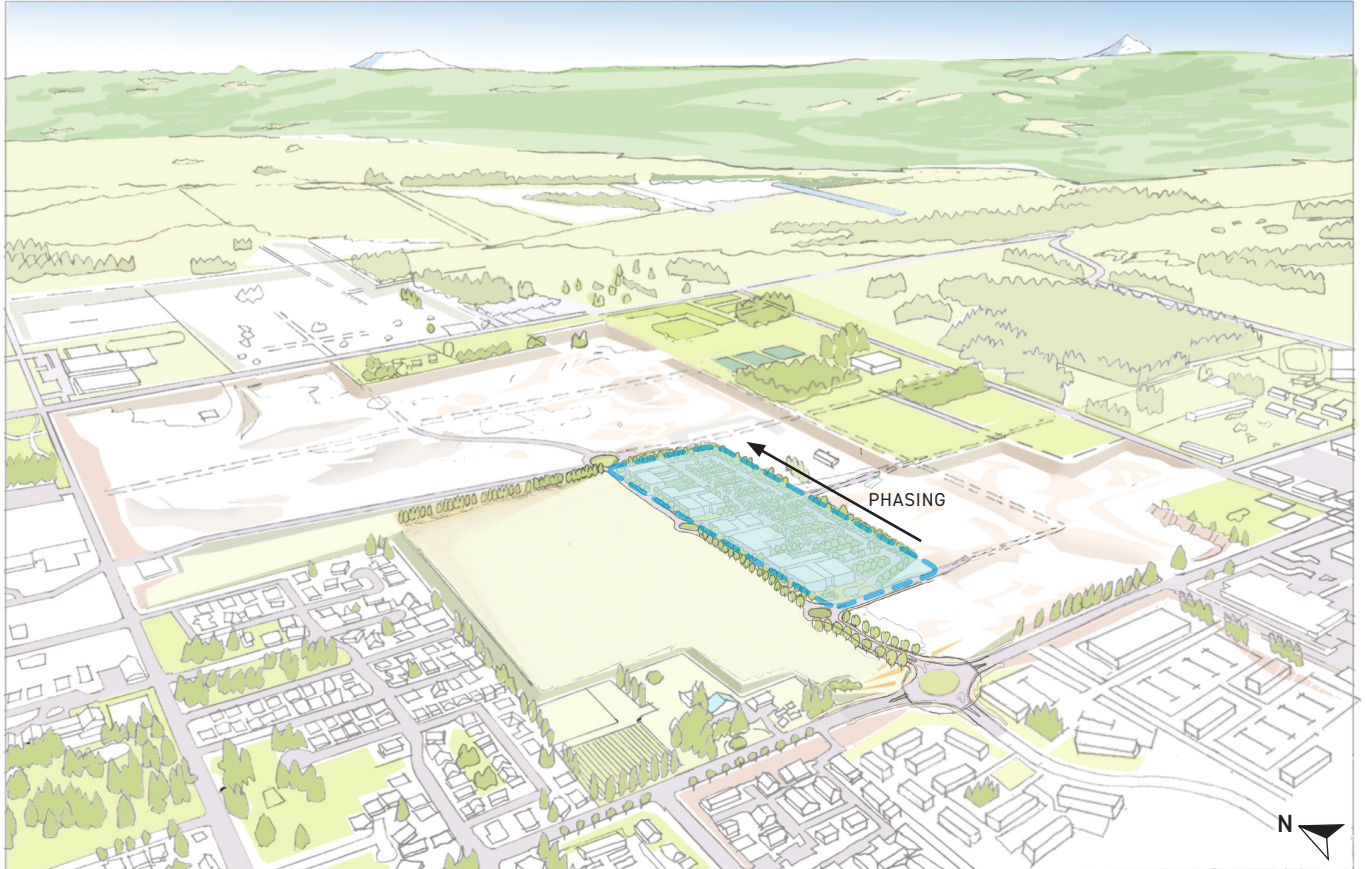


FIGURE 5.B - PHASES OF DEVELOPMENT

Phasing may occur block-by-block, or through individual site plan applications for a portion of a block, generally anticipated from South to North.

06

06 / LANDSCAPE PLANNING

6.1 LANDSCAPING

The intended character and identity of Section 30 portrayed in the Subarea Plan and Design Guidelines will be respected by landscape design of the HP site. Landscape design will favor drought-tolerant native plant materials and will create an environment that encourages walking. Generous use of trees on streets and parking lots will modify microclimates and define distinct outdoor spaces. In addition to providing shade, canopy trees will screen views of parked cars from within the buildings as well as from public streets. Bioretention facilities or mechanical treatment systems prior to discharging into local or regional infiltration facilities, and other landscaped areas will be designed in conjunction with the stormwater system, filtering runoff and directing cleaned water to designated groundwater infiltration areas. All non-paved areas not occupied by buildings will be treated with planted landscaping or hardscape. If security walls or fences are found to be necessary, their design will be closely integrated with that of adjacent architecture and landscaping. (SP UD-14) (DG B.2.3.a, E.1.3, E.2.1).

Retaining walls taller than 6 feet are not anticipated to be required, as perimeter grade transitions are managed with planted sloped terrain. Landscape design will address plant and vegetation criteria for building setbacks as defined in the Design Guidelines. (DG E.1.1, E.2.2).

Building setbacks will be planted with a variety of largely native groundcovers, shrubs, and trees, using higher maintenance annuals and perennials only at places of special emphasis such as building entrances. Drought tolerant plants will be preferred in order to minimize water use and maintenance, once they have become established. Raingardens and recharge zones for cleaned stormwater will generally be inaccessible except for periodic maintenance.



FIGURE 6.A - MASTER LANDSCAPE PLAN

The landscape on the HP property will establish a distinctive sense of place. Street trees will act as screens across the extent of development. The tree canopy will mature to cover much of the property, provide shade, give some weather protection, improve microclimates and 'clothe' the streets, buildings and parking lots. Landscaping will also integrate the stormwater management system.

LEGEND	
---	FUTURE ROW LINE
	OPEN SPACE
	STORMWATER TREATMENT
	PLAZA
●	PROPOSED FUTURE TREE
*	SECTION 30 SOUTH WASTEWATER PUMP STATION

TREES

The northeast area of the HP property has some evergreen trees and a steep embankment. The steep embankment will continue as a natural screen for the properties east of the development. Ample trees are planted across the site as identified in the Master Landscape Plan to achieve the City's canopy goals. The eastern slopes will be planted with an adaptive native grass seed mix to provide a green seasonal variety buffer and provide erosion control to the slope. (SP UD-2, UD-7).

Landscape at street corners will be a mix of large and medium canopy trees. Shrubs and groundcovers will surround the entry features and the surrounding landscape areas will utilize a mix of drought

tolerant low maintenance grasses. The entries will provide gateways to the property utilizing the natural topography and man-made forms to create a unifying entry to the HP property. (DG A.6.1.d).

Each open space and plaza area will incorporate an array of tree types that are consistent with the scale of the outdoor spaces. A mix of shrubs and groundcovers will be utilized to form the shapes of these spaces and allow generous areas for pedestrians to circulate throughout the seasons. (SP UD-3, 14, 16).







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



FIGURE 6.B - TREES

The proposed tree master plan characterizes the intent of tree density city code requirement. As designs are implemented at this site, the tree density requirement will be addressed at each phase.

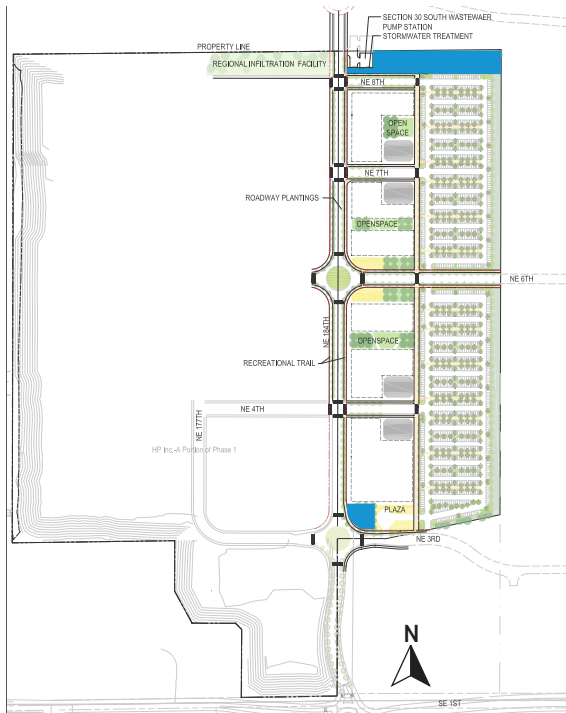
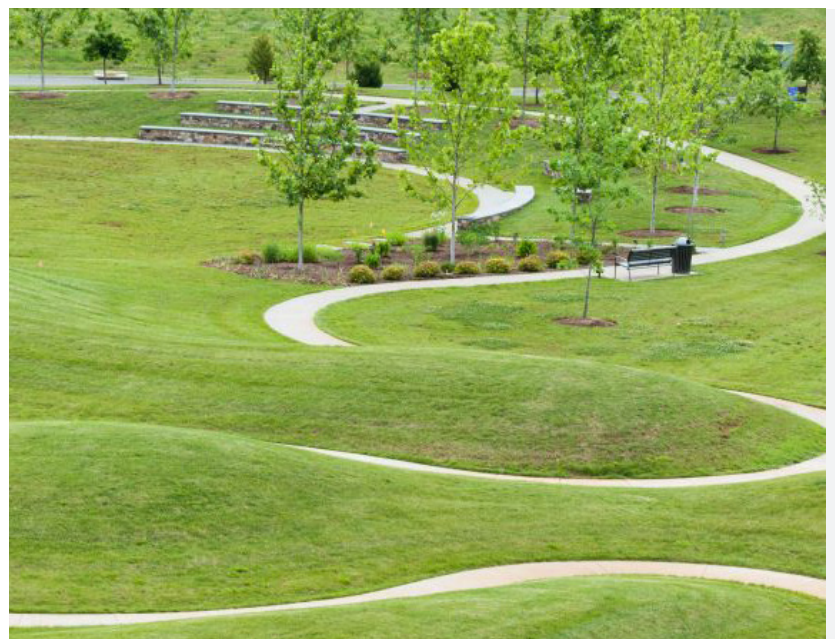


FIGURE 6.C - NORTH AND SOUTH ENTRY

The north and south entry will mark entry and arrival to the Master Plan areas. In addition, the north entry area will be part of the stormwater management system. The adjacent images show larger land forms that illustrate the opportunity to combine the functional requirements of landscape with a unique and identifiable design.



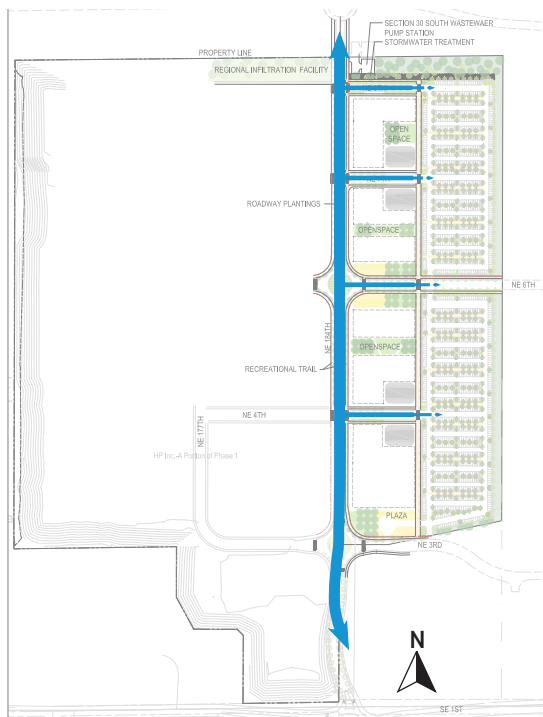
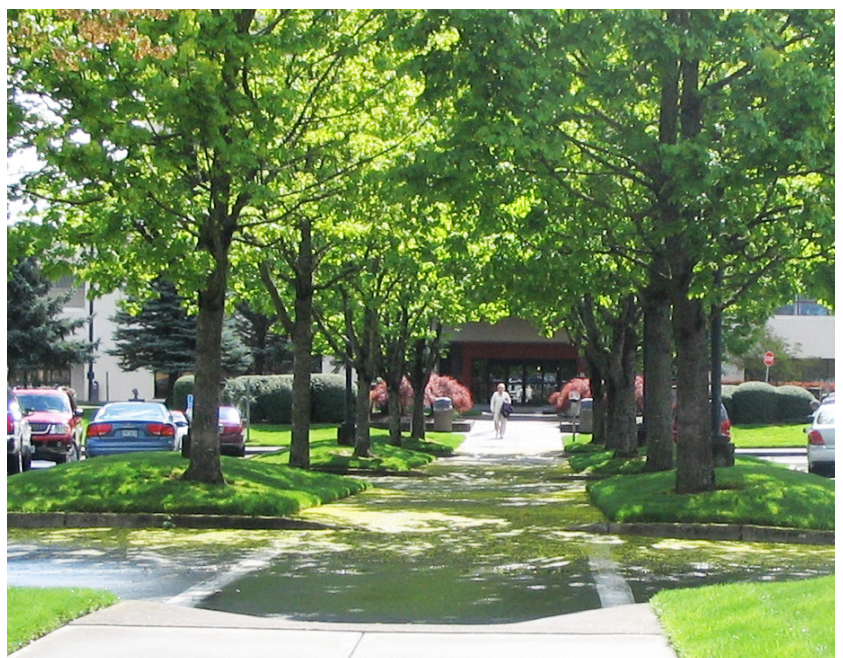


FIGURE 6.D - STREETS

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



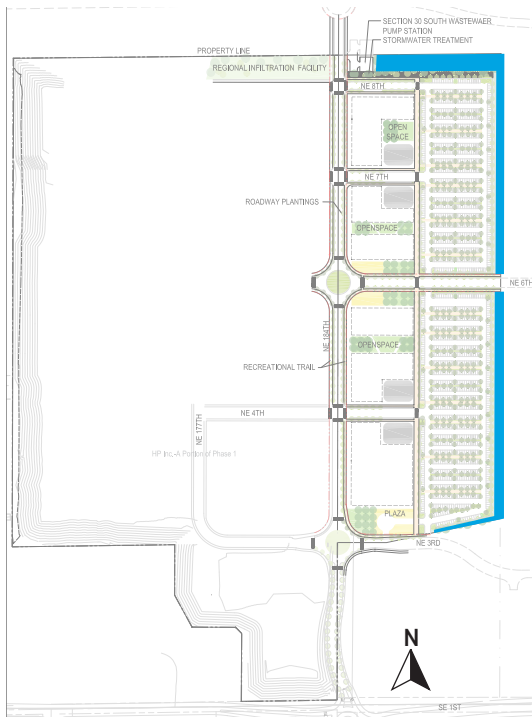


FIGURE 6.E - EASTERN SLOPES

Hillsides along the east edges of the HP property will be graded to a uniform and stable 2:1 slope and planted with meadow grasses and wild flowers. Access will be provided for maintenance through the adjacent parking areas. Native and drought resistant plant materials will be used to minimize maintenance and water consumption. The existing 2:1 slopes are too steep for successful long-term tree planting due to the required maintenance access, poor soil conditions, and possible impacts caused by high wind events. Other locations have been identified for tree planting that offer a higher likelihood for successful tree health and longevity.



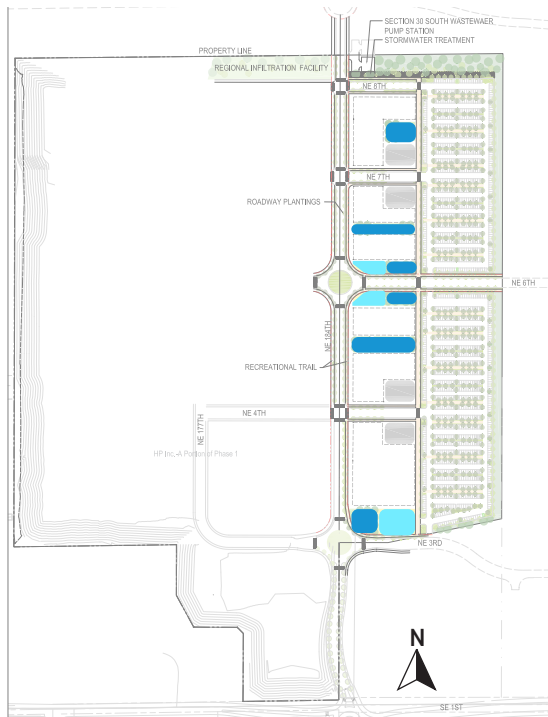


FIGURE 6.F - INTERNAL OPEN SPACE CONCEPTS

Spaces between buildings will be designed as extensions of the workplace, as well as providing for amenity and recreation use. Internal open space will also help tie together buildings with pedestrian circulations paths.



6.2

SIGNAGE

The design and location of signage throughout the HP property will be consistent and closely coordinated with design of the buildings and landscape. Monument signs near the intersection of NE 184th Avenue and NE 9th Street will be designed with gateway plantings on either or both sides of 184th Avenue. Directional signs will be located where sight lines from primary approaches are clear for all modes: drivers, pedestrians and bicycle riders. Identification of buildings will typically be attached to the buildings. Sign design will occur along with the building design to encourage architectural compatibility. Graphic uniformity between signs will be addressed as development progresses.

Quantity of signs will be permitted to vary. Building mounted signage will be permitted on all public and private street facing sides; and it may be lighted or back-lighted with steady light. Directional and wayfinding signage will be placed at junctions of sidewalks, streets, plazas, service and any combination of these. Code required signage will be adopted as required or appropriate. (DA, EX. 4, p.5)



HP IDENTIFICATION SIGN



DIRECTIONAL SIGN



BUILDING IDENTIFICATION SIGN

FIGURE 6.G - SIGNAGE

Monument signs will announce the HP property at the main point of entry near NE 9th Street on either or both sides of NE 184th Avenue. Within the property, direction signs will be coordinated with lighting to be visible to pedestrians and cyclists, as well as drivers after dark. Signs identifying individual buildings will typically be attached to them and designed to be compatible with the architecture.

6.3

SCREENING AND BOUNDARIES

Views of the HP site from NE 184th Avenue will be limited to building frontages and glimpses along the driveways between building groups. Parking lots will be partially screened by street trees east of the buildings and will be further obscured by rows of trees planted in the parking lots, providing a substantial increase in tree canopy over the site. Parking lots will be obscured from view from properties east and south of the site by the existing berm and by the trees and other plantings that separate them. (SP TR-22) (DA Ex. 6, p. 4).

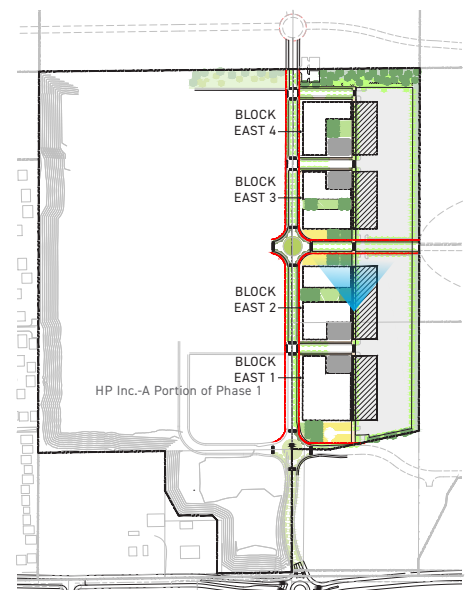
Service yards will all be located on the north, south, and/or east sides of the buildings and will be architecturally screened. In some cases, screening may include landscape materials such as pergolas or vegetation. Utility meters and other equipment will similarly be screened. Any blank walls visible from public streets will be screened using a variety of landscape and architectural materials depending on particular circumstances at each site. (SP UD-15)(DG D.3.1).

Walls and fences near the buildings will be of materials and design appropriate to adjacent architecture. Those elsewhere on the site will be integrated with landscape design, their effect on screening or focusing views being carefully considered.



FIGURE 6.H - CONCEPTUAL VIEW OF PARKING AREA AND BLOCK EAST 2 LOOKING NORTH FROM PARKING LOT AREA

Landscape, walls and fences will be designed integral to the buildings and landscape to which they relate. Pedestrians and cyclists moving north-south can choose to use the recreational trails along 184th Avenue, or the pathways between the buildings and the parking to the east, illustrated above. Parking will be partially screened by the buildings, street trees and low vegetation within the parking areas.



KEY PLAN

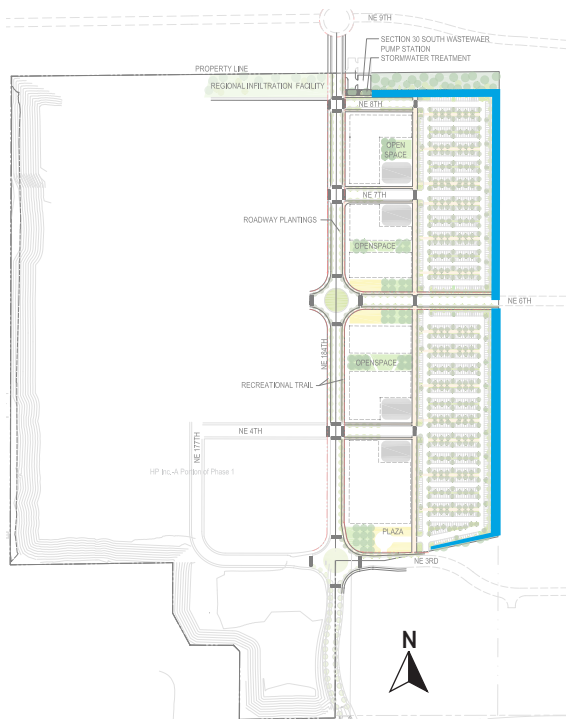


FIGURE 6.1 - SLOPE AND ENTRY SCREENING

Examples of potential landscape treatment..



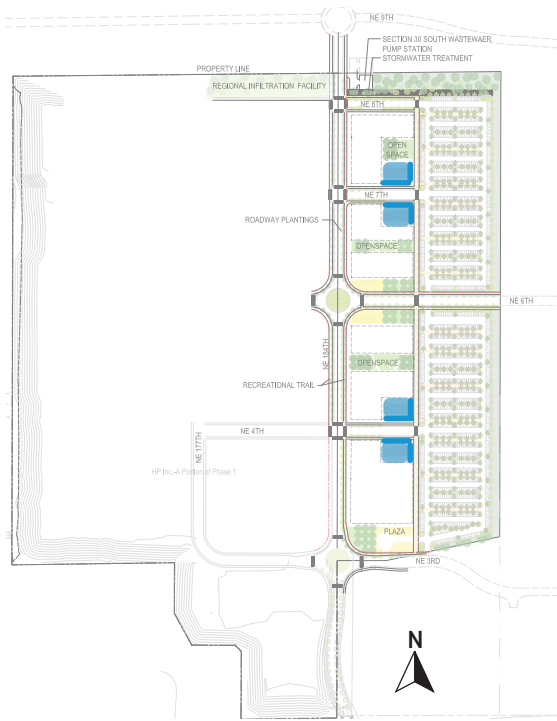


FIGURE 6.J - SERVICE YARD SCREENING

The service yard areas throughout the site will be screened with materials that complement the building enclosure, and are consistent with City standards and Section 30 design guidelines. Each area will be buffered with appropriate landscape materials where those materials can be accommodated. These service areas will be as inconspicuous as possible and not impede the circulation patterns of the HP property.



