



October 10, 2023

City of Vancouver, WA Planning Commission  
City Hall  
415 W 6<sup>th</sup> St  
Vancouver, WA 98660

Dear Planning Commission Members:

I have been providing input on the Warehouse Moratorium process, including ICC organized meetings with Chad Eichen and have previously testified on this subject. This process has morphed along the way, and while I don't like the idea in general, I will provide input on issues I see with what I believe is still being considered.

***Allow 250,000 + square foot warehouses on Heavy Industrial zoned property only.***

This will constrain the Port of Vancouver. Per the vision statement below, the Port is uniquely positioned to use multi-modal trade creating living-wage jobs in a healthy environment. The Port has invested massive sums of money to create a unique opportunity to bring commerce to the City of Vancouver. No other property owner in the City has done this. It is because of this investment and Port objective that 250k+ sf industrial facilities should be allowed on both the Heavy Industrial and Light Industrial portions of their holdings. Industrial properties in the City compete with other industrial properties. The Port competes with other Ports up and down the west coast, across the nation, and around the world. There is no point in constraining the Port's ability to compete for business. It has been mentioned that zone code does not like carve outs (not sure of the terminology here), yet it seems that Fruit Valley is receiving a carve out through this process.

"Our port builds a community connected to a world of economic opportunity that supports a healthy environment, trade and living-wage jobs."

***Add a street front tree buffer equal to 20% of the building coverage.***

Putting this many trees in front of every business will make it very hard to do business. It will block the view to the property, making it difficult for truckers and will-call to find their destinations, resulting in considerable additional travel for deliveries and pickups. Additionally, the trees will block the site lines for travelers pulling out of the business driveways. For an industrial use, it takes a long time to get a tractor/trailer rig moving, and a long time to get one driving by to stop. This will create an extremely hazardous situation. As a compromise, place the tree front requirement on any street that faces a different zoning on the other side of the street. Not on streets that have industrial zoning on both sides. And include the tree planting as part of the landscape percentage (15% +/-), or it will significantly impact the economic viability of the development.

***Cluster HVAC on rooftops.***

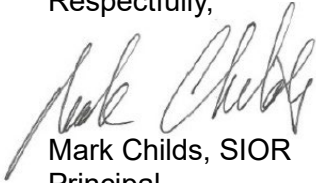
You can't cluster HVAC in industrial. The most common multi-tenant warehouse configuration is for offices to be located at each end of the building, usually for a two tenant configuration as

presented in the attached Exhibit 1. The offices can easily be more than 400 feet apart. The energy loss from running an HVAC unit 400 feet from the space it is cooling will far outweigh any marginal gains in solar panels.

**White Asphalt.**

Starting with an Industrial Engineering degree, a PE, an MBA, a partner in an Architectural Engineering firm specializing in the design and construction of automated and mechanized manufacturing and distribution facilities, and now a Partner in a commercial real estate firm specializing in Industrial real estate, up until I got this feedback last week, I'd never heard of white asphalt. I can't think of a more stressful environment for asphalt and concrete than at truck docks. The tractor/trailer rigs are making very tight turns to park, with 18 wheelers designed to optimize their highway travel. I don't know what white asphalt is, but I can assure you, what goes on at dock doors will butcher it. Please hold off on this requirement and evaluate it when you do updates to your code with green building standards over the next couple of years.

Respectfully,



Mark Childs, SIOR  
Principal  
Capacity Commercial Group

Cc: Ron Arp

### Exhibit 1



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