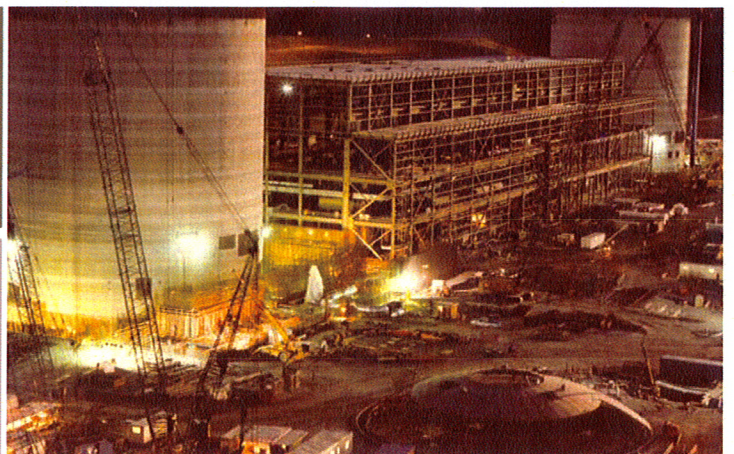
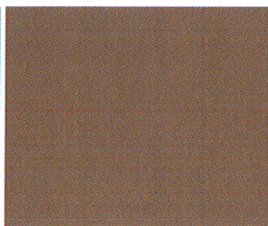


# Satsop Development Park

## Master Plan

Grays Harbor Public Development Authority

October 16, 2007





# Satsop Development Park

## Master Plan

Grays Harbor Public Development Authority

October 16, 2007



This publication was prepared by the Grays Harbor Public Development Authority. The Statements, conclusions, and recommendations are those of the author(s) and do not necessarily reflect the views of the Economic Development Administration.



# Acknowledgements

## *Grays Harbor Board of Commissioners*

Bob Beerbower

Al Carter

Mike Wilson

## *Grays Harbor Public Development Authority Board*

Bob Beerbower (County Commissioner)

Jim Eddy (PUD Commissioner)

Steve Poler

Ron Rogstad

Art Tanner

Jack Thompson (Chairman, Port Commissioner)

John Van Dijk

## *Grays Harbor Public Development Authority Staff*

Tami Garrow (CEO/President)

Joel Rett (Project Management)

Stan Ratcliff (Director of Services)

## *Project Team*

AHBL, Inc.

Pacific International Engineering

Grette & Associates

Washington Timber Management

Shea, Carr and Jewel

## *Special thanks to the following persons for their participation in the Master Planning Process*

Stephan A. Kalinowski (Washington Department of Fish and Wildlife)

Dale Severson (Washington Department of Transportation)

Rich Scrivner (Washington Department of Natural Resources)

Brent Bahrenburg (Washington Department of Community, Trade and Economic Development)

Mark Goodin (Olympic Region Clean Air Agency)

Nancy Allison (Natural Resources Conservation Service)

Brian Shea (Grays Harbor County)

Vicki Cummings (Grays Harbor Council of Governments)

Dick Wallace (Washington Department of Ecology)

Randy Rehl (Grays Harbor College)

Kirk Hanson (NW Natural Resources Group)



# Table of Contents

Executive Summary	1
Chapter One. Introduction	9
Site Location	10
Purpose of the Master Plan	11
Vision	11
Guiding Principles	12
Planning Process	13
Plan Organization	16
Chapter Two. Site Analysis	19
Site History	19
Site Character	20
Existing Land Use	21
Transportation Network and Access	23
Infrastructure	24
Environment	29
Chapter Three. Master Plan	33
Park-Wide Issues and Recommendations	35
Area-Specific Issues and Recommendations	49
Summary	62
Chapter Four. Goals & Policies	65
Economic Development	65
Land Use	66
Design and Character	68
Infrastructure	69
Transportation	70
Public Access and Recreation	71
Environment	72
Site Safety and Security	73
Chapter Five. Design Guidelines	75
Design Principles	75
Applicability	76
Permitting Process	77
Section 1: Circulation, Access and Parking	78
Section 2: Landscaping and Screening	86
Section 3: Site Lighting	89
Section 4: Signage & Graphics	90
Section 5: Architectural Guidelines	91
Section 6: View Protection	95
Chapter Six. Implementation	97



# List of Tables

Table 3.1: Streams and Wetlands Buffer Widths	48
Table 3.2: Planning Area Characteristics	49
Table 3.3: Area 1 Characteristics	50
Table 3.4: Area 1 Key Features	51
Table 3.5: Area 1 Full Build out Scenario	51
Table 3.6: Area 2 Characteristics	53
Table 3.7: Area 2 Key Features	54
Table 3.8: Area 2 Full Build out Scenario	54
Table 3.9: Area 3 Characteristics	55
Table 3.10: Area 3 Key Features	56
Table 3.11: Area 4 Characteristics	57
Table 3.12: Area 4 Key Features	58
Table 3.13: Area 5 Characteristics	59
Table 3.14: Area 5 Key Features	59
Table 3.15: Area 6 Characteristics	60
Table 3.16: Area 6 Key Features	61
Table 3.17: Area 7 Characteristics	62
Table 3.18: Area 7 Key Features	62
Table 3.19: Park-wide Features (Planned and Existing)	63
Table 5.1: Pedestrian Circulation System Standards	81
Table 6.1 Implementation Actions	100



# List of Figures

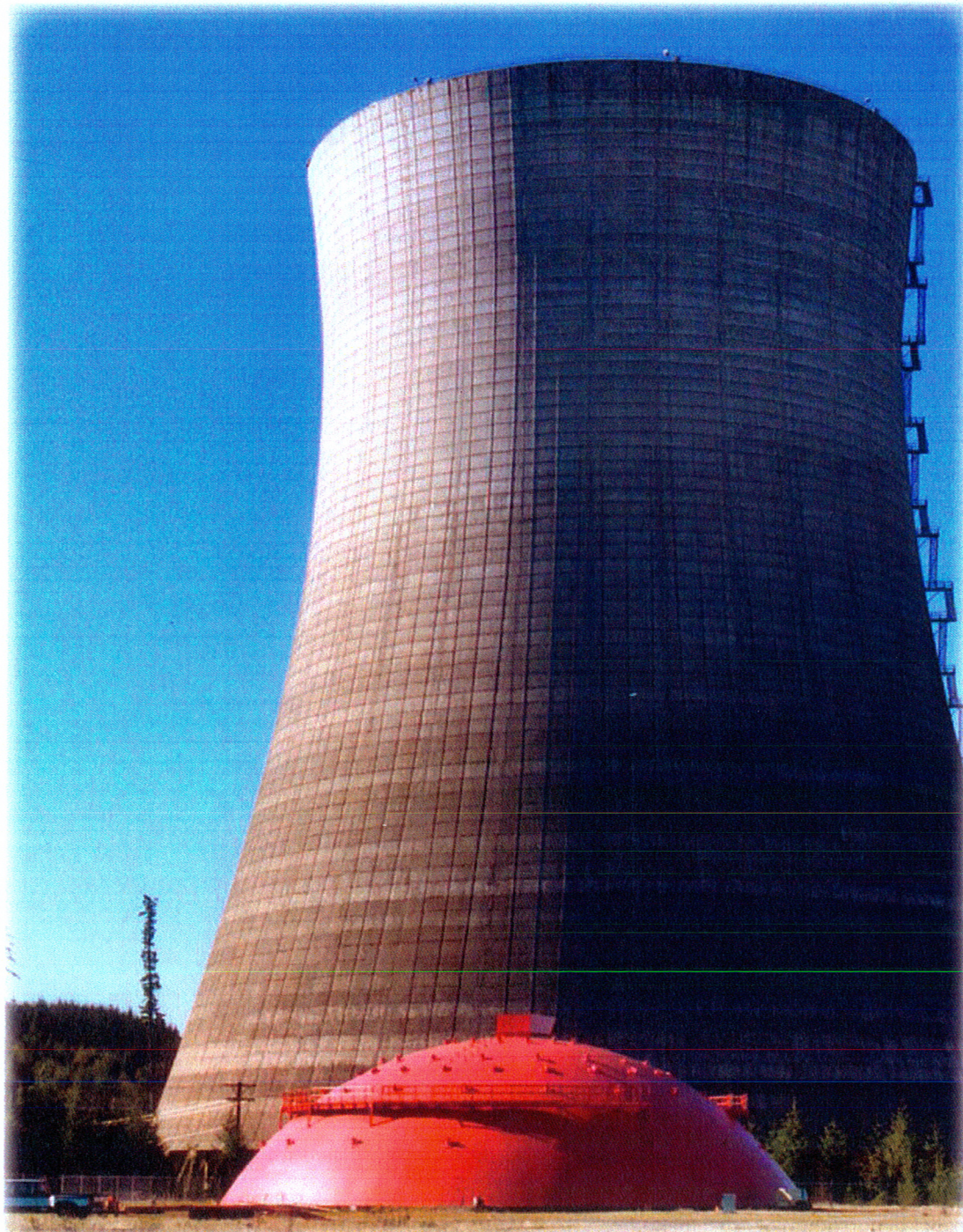
Figure 1.1: Vicinity Map	10
Figure 1.2 Aerial View Looking North	13
Figure 1.3 Planning Process	15
Figure 2.1: Generalized Adjacent Existing Land Uses	22
Figure 2.2: Existing Transportation Network Map	25
Figure 2.3: Utilities Map	27
Figure 2.4: Environmental Features Map	30
Figure 3.1 Planning Areas Map	34
Figure 3.2: Proposed Zoning Map	36
Figure 3.3: Circulation Map	39
Figure 3.4: Recreation Map	43
Figure 3.5: Areas 1 and 2 Future Land Use Maps	52
Figure 3.6: Haul Road Trail	61
Figure 5.1: Zoning Map	77
Figure 5.2: Main Streets Map	79
Figure 5.3: Multi-Use Trail	81
Figure 5.4: Nature Trail	81
Figure 5.5: Recreation Map	85
Figure 5.6: View Focus Streets Map	93

## Appendices (Volume II)

### *Under Separate Cover*

Appendix A: Site History, AHBL 2006
Appendix B: Sensitive Areas Inventory Report Technical Memorandum, Grette Associates 2005
Appendix C: Draft Zoning Code
Appendix D: State Environmental Policy Act (SEPA) Checklist and associated studies, AHBL 2007
Appendix E: Open House Materials and Summary, AHBL 2007
Appendix F: Memorandum of Agreement
Appendix G: Bibliography







# Executive Summary

## Project Purpose and Description

This Master Plan is designed as a tool for the effective management of the Satsop Development Park properties and its resources. As the site of a former unfinished and unfueled nuclear power plant, the Park is endowed with power and telecommunications infrastructure well-suited to general and specialized industrial, research and office uses. In addition, it is surrounded by 1,150 acres of forest and wildlife habitat. Thus, this Master Plan must prepare the Park for jobs and economic opportunities for Grays Harbor County and the surrounding area, while also developing the site in an economical and ecologically sensitive way. It is a 20-year plan intended to guide decisions about future use and development and it incorporates the entire 1,660 acres. Once adopted by Grays Harbor County, this Plan will replace the 1990 Wildlife Mitigation Agreement and provide policy direction and development regulations for all Grays Harbor Public Development Authority's (PDA) properties within the Park.

## Methodology

Because of its considerable size, the Park contains a variety of areas with distinctive qualities and character. The Park has been divided into seven discrete areas based on character, primary land use and function. They are: 1) Main Campus, 2) West Park, 3) Satsop/Ranney Well Sites, 4) Fuller Creek, 5) South of Cooling Towers, 6) Haul Road, and 7) Barge Slip. The Master Plan recommendations are made both site-wide and for these individual planning areas.

## Executive Summary

### Site-Wide Recommendations

#### *Land Use*

The Plan establishes two primary land use designations: developable and multi-use areas. Developable areas are where development in the form of buildings, roads, parking, and other infrastructure will occur or already exist. Developed areas are generally those that have already been cleared and graded, and have infrastructure in place, or are immediately adjacent to existing development. Multi-use areas encompass a variety of non-development uses, including passive recreation, forest management, wildlife habitat, infrastructure corridors, and education and research. In some areas, habitat restoration or enhancement could be achieved in order to improve natural functions and conditions.

Areas 1 and 2 are designated for intensive development and Areas 3 through 7 are designated as multi-use. To implement these land use categories, two new Grays Harbor County zoning districts will be created with adoption of this plan: Satsop Development and Satsop Multi-Use. Furthermore, this Plan creates Design Guidelines, to be applied to all new development within the Park. The Design Guidelines will be applied by the PDA staff. The guidelines are not regulatory like the zoning code. Rather, they are intended to provide the PDA with the specific tools needed to achieve and maintain a quality development setting with sufficient flexibility to address individual tenant needs.

#### *Circulation*

The Park is well-served and accessible by two highway exits from State Route-12. Within the Park, the road network is already in place, though there will be a future need for some road improvements and connections over time. The road network is categorized into three separate types: Main Streets, General Access and Multi-Use Corridors.



The streetscape design of the Main Streets is intended to create a coherent overall image for the developed portion of the Park. Main Streets include Olympic View Drive, Tower Boulevard, and portions of Lambert Road. The landscaping and building quality are envisioned as the highest in the Park. Design guidelines for the Main Streets have specific techniques relative to the location of buildings, building entrances, distinctive architectural features, building color and materials, landscaping, fencing, and location of parking and service areas.

General Access roadways, such as Keys Road, are vital to the internal circulation network of the Park, though they are not subject to the same design requirements as the Main Streets. Finally, Haul Road and two utility roads (one between Areas 1 and 2 and another behind Cooling Tower 5), are classified as Multi-Use Corridors. Multi-Use corridors are intended to provide service access into the non-developed portions of the Park as well as some pedestrian access.

### ***Recreation***

With implementation of the Master Plan recommendations, there will be numerous passive recreation opportunities within the Park. These opportunities include trails, fishing access, non-motorized watercraft access, biking, and wildlife viewing.

Nature trails, multi-use trails and a sidewalk network will accommodate a range of pedestrian and bicycle activities and provide employees and visitors an opportunity to enjoy the natural setting of the Park. Wildlife viewing areas and overlooks are proposed at several points and integrated with the site's trail network. In addition, the Chehalis River provides opportunities for fishing, boating and wildlife viewing. Haul Road provides the only site access to the River. Public trail access and an associated small gravel parking area is proposed along Haul Road, and could include amenities such as a fish cleaning station, wildlife viewing platforms, and non-motorized watercraft access.

## Executive Summary

There are also many opportunities for site interpretation and educational programs. A visitor center with interpretive information is proposed in the Main Campus near Cooling Tower 5. Other sites with interpretive area potential include the proposed trails within Area 4 (Fuller Creek), the constructed ponds along Haul Road and the river access site. The trails could include a variety of interpretive features that educate the public about both site history and the natural systems on the site including plants and animals, and sustainable forest management practices.

### *Environment*

The Plan considers the ecological sensitivity of the Park's forests, and wetlands. As a part of the Plan, the Park's wetlands were delineated and recommended buffers applied to protect these sensitive areas. The Plan also recommends the creation of a Forest Management Plan, which would outline an approach for the long term, sustainable management of the site's forested areas. This Forest Management Plan will implement the goals and policies of the plan such as: selective thinning of the forest to effectively manage the long-term health and sustainability of the stand and fostering a 'living laboratory,' to facilitate the research and application of innovative forest management practices and create opportunities to partner with government agencies and educational institutions. The ultimate goal is for a "certified" sustainable forest management program on site.

Finally, several opportunity sites for mitigation banking exist in Areas 3, 4, 6 and 7. In these areas, existing degraded wetland areas can be expanded or enhanced. This would serve the "sustainability" guiding principle, to "manage the long term health and function of the land in a manner that ensures its health and productivity for future generations."



## Area-Specific Recommendations

Area 1, Main Campus, consists of 340 acres of developable land. Its primary function is employment, and may also contribute to Public Recreation, Education, and as the site of the Park's iconic cooling towers, Park Identity. As the Park's 'gateway,' it currently contains most of the Park's tenants, and can accommodate a significant amount of new and diverse development. A campus setting will be established and low impact development techniques will be applied where feasible.

Area 2, West Park, consists of 170 acres of developable land and is the Park's second 'gateway' after Main Campus. Its sole function is employment, though it is mostly undeveloped at this time. Due to the proximity of residential development and the Chehalis River, the plan establishes buffers to ensure compatibility with adjacent land uses.

Area 3a, Satsop well site, and area 3b, Ranney well site, consist of 50 and 70 acres of multi-use land, respectively. Their primary function is infrastructure--the Satsop well site is the primary water source for the Park. Habitat, mitigation banking and some specialized use are other possible functions. The wells are of vital importance to the Park, as they provide a reliable potable and industrial water supply. Public access will continue to be restricted. Recent severe storms have accelerated erosion at the Satsop well site, and significant repairs or complete relocation may be necessary in the future.

Area 4, Fuller Creek, contains 320 acres of multi-use land. Its primary function is for a utility corridor, forest management and habitat. Other functions include recreation, and buffer area. Fuller Creek contains one of the more mature forest stands within the Park, and its use will be guided by the Forest Management Plan. In addition, several man-made wetlands have the potential to be enhanced through mitigation banking.

## Executive Summary

Area 5, South of Cooling Tower, contains 455 acres of multi-use land. Its primary function is forest management and habitat, and other functions include research, education and recreation. South of Cooling Towers is the largest undeveloped portion on the site, and this Plan recommends that it be maintained as managed forest, wildlife habitat, education/research, and limited public access and low-impact recreation. The large forested area is ideal for the establishment of “living laboratory” research activities. This area also contains relatively undisturbed wetlands and high quality habitat. Old logging roads through other portions may be developed as multi-use trails.

Area 6, Haul Road, contains 215 acres of multi-use land. Its primary function is for a utility corridor and public access and recreation; other secondary functions include mitigation banking. Haul Road contains underground water, telecommunications, and other utility lines. It is ideal for recreation because of its water access and may be developed as a multi-use trail. Finally, opportunities for mitigation banking exist in the Elizabeth and Hyatt Creeks that run along Haul Road.

Area 7, Barge Slip, contains 40 acres of multi-use land. Its primary function is infrastructure, and mitigation banking opportunities may also exist. The barge slip is not contiguous with the other areas, and has limited access. The barge slip is not currently functional, though a feasibility study is underway to investigate its future use. Reactivation of the barge slip would require improvements; however, a functional barge slip would provide a direct freight link to the Port of Grays Harbor. Wetland and riparian systems in this area could be enhanced to serve as potential habitat mitigation.

## Implementation

To implement these recommendations, this Master Plan first expresses the recommendations in the Goals and Policies chapter, divided into eight categories: Economic Development, Land Use, Design and Character, Infrastructure, Transportation, Public Access and Recreation, Environment and Site Safety and Security. The Plan then includes a set of specific Design Guidelines that are to be implemented by PDA staff. The Design Guidelines discuss Circulation, Access and Parking; Landscaping and Screening; Site Lighting; Signage and Graphics; Architectural Guidelines; and View Protection. Finally, specific implementation actions and timelines for each action are provided for each policy in the Implementation Chapter.







# Chapter One. Introduction

Located five miles from the Town of Elma in Grays Harbor County, Washington, the Satsop Development Park (Park) consists of 510 acres of developable land surrounded by 1,150 acres of forest and wildlife habitat (see Figure 1.1 for a Vicinity Map and Figure 1.2 for an Aerial View). In addition to its natural setting, the Park is endowed with power and telecommunications infrastructure well-suited to general and specialized industrial, research and office uses. The Park benefits from numerous facilities and amenities that are remnants of an unfinished and never-commissioned nuclear power plant. The plant's two cooling towers, relics of the Park's history, serve as iconic landmarks. The Park's potential as an economic, research, recreational and educational resource presents an exciting opportunity to transform what was once abandoned and obsolete into an employment and economic driver and a unique amenity for the County.

The Park is owned by the Grays Harbor Public Development Authority (PDA). The PDA is charged with operating the Park, providing jobs and economic opportunities for Grays Harbor County and the surrounding area, and managing the development of the site in an economical and ecologically sensitive way.



The two cooling towers at the Satsop Development Park are well-known icons in the region, and are strongly associated with the Park's identity.



## Chapter One. Introduction

### Site Location

The Park is centrally located between the two major metropolitan areas of Seattle, Washington (1½-hour drive) and Portland, Oregon (2-hour drive). It is only 25 minutes from the Olympia/Tumwater area as well as the Interstate 5 corridor via Highway 12. It is also less than a one-hour drive from the Port of Grays Harbor, the Pacific Ocean, Olympic National Park and the Puget Sound.

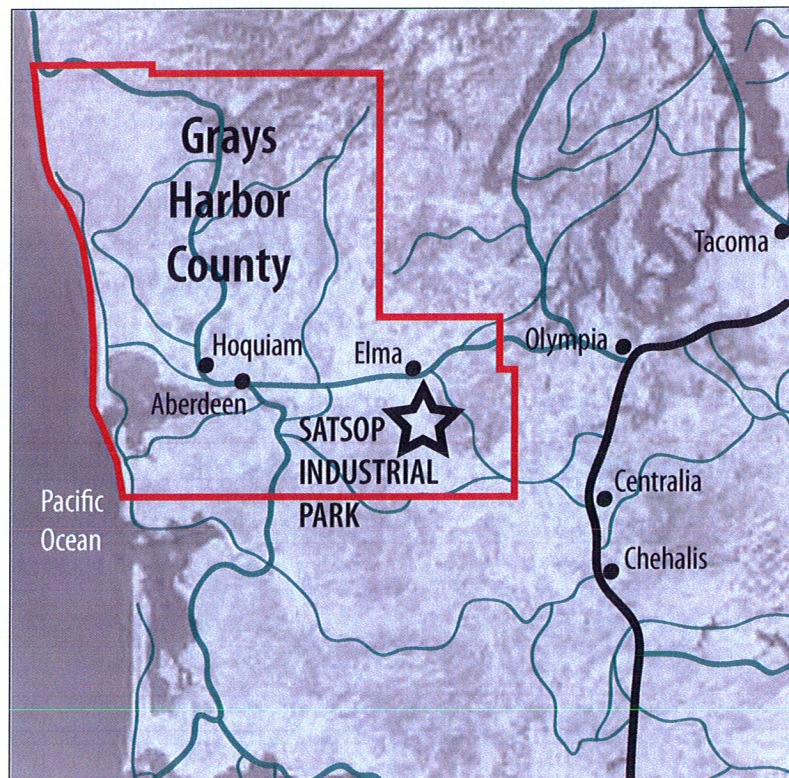


Figure 1.1: Vicinity Map



## Purpose of the Master Plan

This Master Plan (Plan) is designed as a tool for the effective management of the properties and its resources. It is a 20-year plan intended to guide decisions about the future use and development of the site.

The overarching goals of the Master Plan are to:

- Optimize the development and use of the park.
- Prime the site to be a major economic driver for the County.
- Simplify the regulatory restrictions applied to development of the park.
- Ensure the PDA is economically and environmentally sustainable.
- Leverage the Satsop Development Park's assets while ensuring the long-term sustainability of its unique qualities

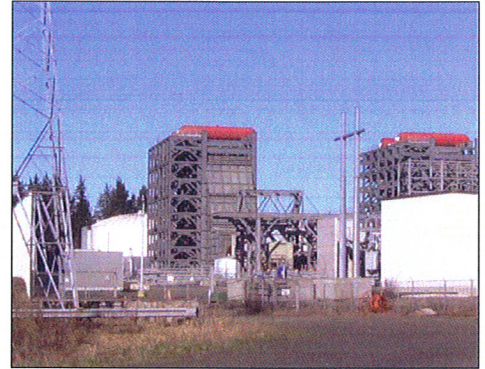
The recommendations, goals and policies, design guidelines, and implementation actions identified within this Master Plan are based upon the Vision for Satsop Development Park and five key Guiding Principles. These were developed through a process involving meetings and work sessions with the PDA Board, Staff, and other stakeholders.

## Vision

The vision statement below expresses the values, goals and priorities for the future of the Satsop Development Park. It conveys the qualities that are desired both now and in the future. With its high capacity infrastructure, highway and water access, and natural habitat, the Satsop Development Park offers tremendous opportunities for economic development balanced with environmental sustainability.

The Satsop Development Park vision is:

“To be the leading global center providing a partnership for innovation in research and economic development through technologically diverse and environmentally safe activities, thereby creating lifelong employment and educational opportunities.”



The Park's infrastructure was originally constructed to support a nuclear power plant. Today, it supports Grays Harbor County's premier development park.



The site contains approximately 1,150 acres of forest and wildlife habitat.



## Chapter One. Introduction

### **Guiding Principles**

To implement this vision, the following five principles were the basis for this Plan and should be used to guide future development within the Park.

#### ***1. Economic Development***

Become a major economic driver for Grays Harbor County by balancing economic development with environmental stewardship.

#### ***2. Image and Identity***

The iconic industrial features juxtaposed with natural wooded surroundings provides a sense of place and a lasting image for the Satsop Development Park. In order to minimize impacts to this unique image future development is to be sensitively located and designed.

#### ***3. Public Access***

Provide for public access through low impact recreational opportunities such as walking and hiking trails, bird watching/wildlife viewing, river access, and interpretive areas.

#### ***4. Research & Education***

Create an environment that supports innovation, alternative design approaches, and creative solutions for the protection and preservation of the unique developed and natural features. Foster an atmosphere that functions as a 'learning landscape' for the region.

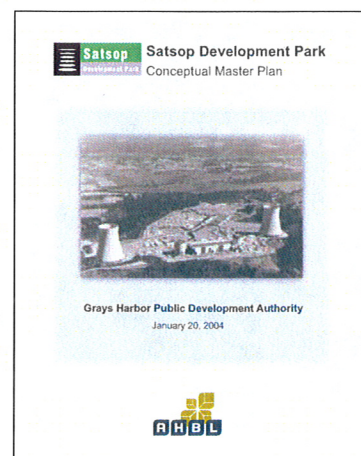
#### ***5. Sustainability***

Manage the long term health and function of the land in a manner that ensures its health and productivity for future generations.

## Planning Process

### *Phase I Master Plan*

In 2003-2004 the PDA hired a team of consultants to develop a Conceptual Master Plan for the developable portion of the Park. This Conceptual Master Plan was the first step in achieving the PDA's goals of managing the long-term development of the Park. The document includes an analysis of strengths and weakness relative to its competitors, a conceptual land use plan, and established goals and policies for further development of the Park.



Phase I of this Project, the Conceptual Master Plan, was completed in 2004.

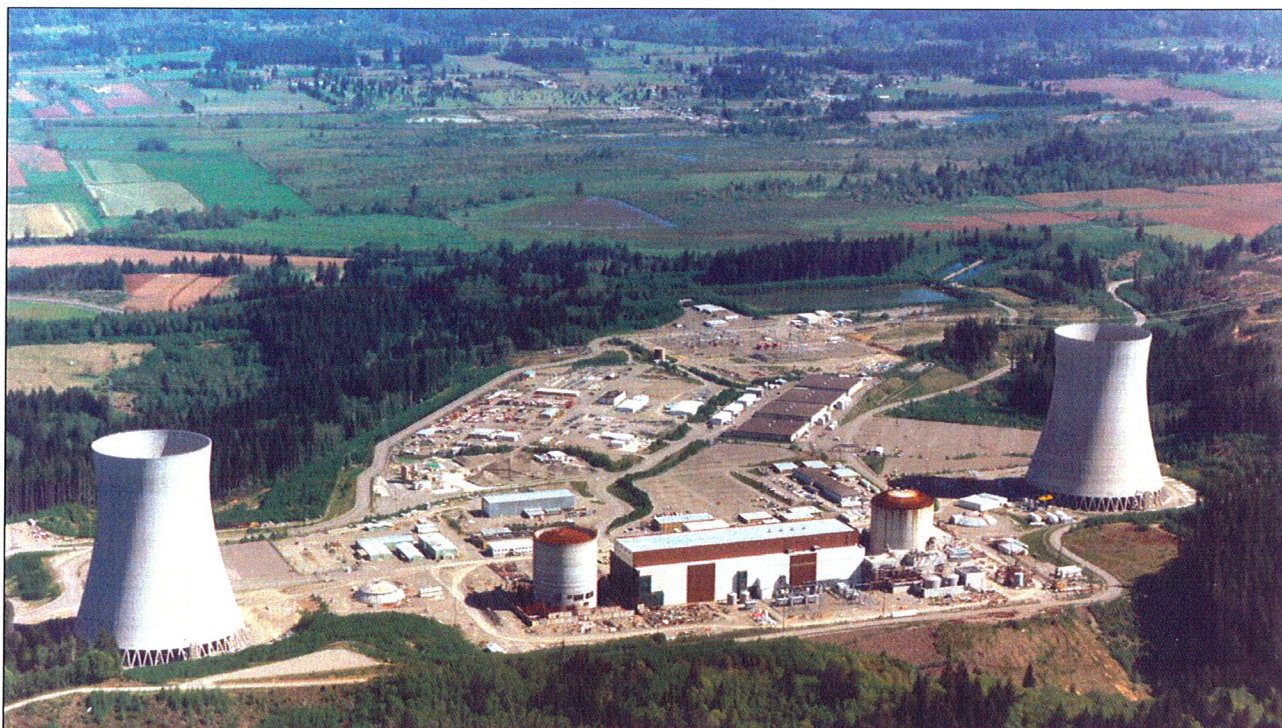
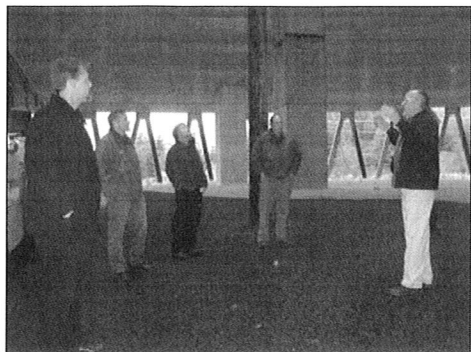


Figure 1.2 Aerial View Looking North  
Photo circa 1982

## Chapter One. Introduction



Joel Rett, PDA Project Manager, describes the Park's Vision while touring Cooling Tower 5 during the Agency Charrette.

### *Phase II Master Plan*

The development of this Phase II Master Plan is a follow-up to these earlier efforts and expands upon the work previously accomplished. It incorporates the entire 1,660 acres of the Park, and updates the previous concept for the developed areas. Utility corridors, recreation sites, wetlands, creeks, forest management areas and potential mitigation banking areas are identified and integrated into the Plan. Once adopted by Grays Harbor County, this Master Plan will replace the 1990 Wildlife Mitigation Agreement and provide policy direction and development regulations for all the PDA's properties within the Park.

The Master Planning process involved a multi-tiered outreach effort, aimed at gathering professional expertise, insight and advice as well as public input and observation. Participants included:

- PDA Board
- PDA Management Team
- State and Local Agency Representatives
- Community Citizens (see Appendix E)
- Various other professional and technical experts

The Planning Process consisted of five key tasks and three opportunities for public outreach, as illustrated in Figure 1.3. Each of the five key tasks consisted of several subtasks, listed below.

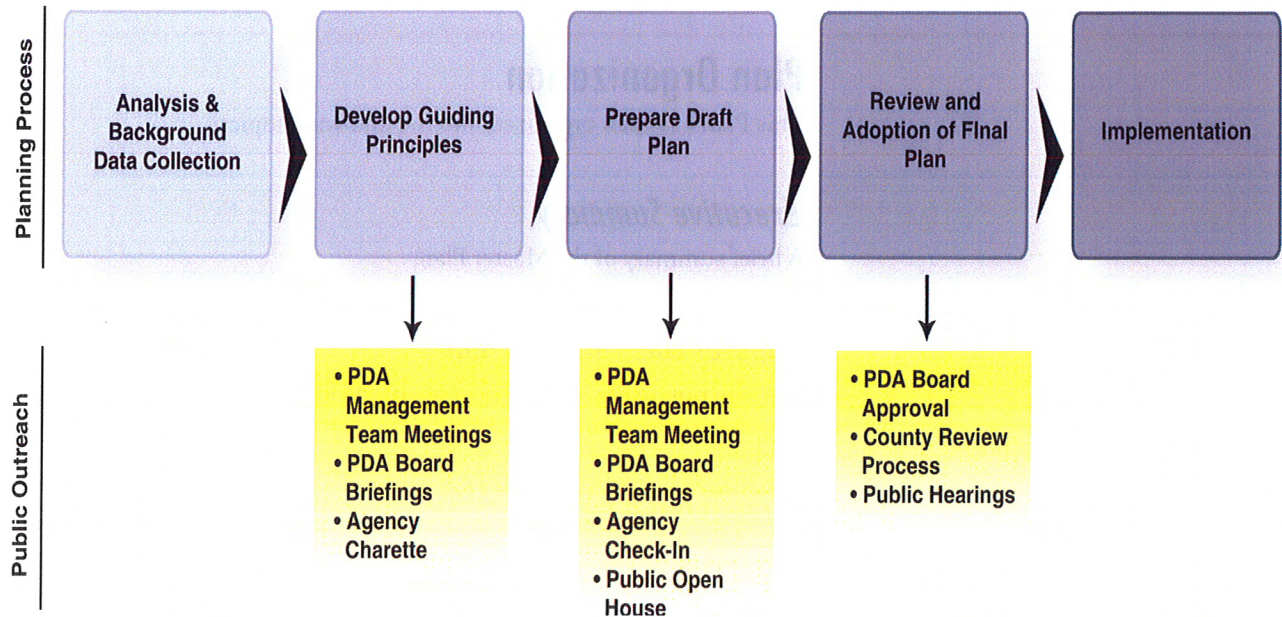


## ***1. Analysis and Background Data Collection***

- Sensitive Areas Identification
- Site Mapping
- Forest Overview
- Parcelization
- Economic and Market Studies
- Research previous studies and plans

## ***2. Develop Guiding Principles and Plan Concepts***

- Five Guiding Principles
- Land Use Categories
- PDA and Agency Charrette



**Figure 1.3 Planning Process**



## Chapter One. Introduction

### *3. Prepare Draft Plan*

- Goals and Policies
- Zoning
- Design Guidelines
- Background Analysis
- SEPA Analysis
- Board Briefing
- Public Outreach
- Revise Draft Plan

### *4. Review and Adoption of Final Plan*

- Prepare Grays Harbor County Application Submittals
- County Approval Process

### *5. Implementation*

- Identify Implementation Actions Timeline

## Plan Organization

This Plan has been organized into the following topics:

### *Executive Summary*

A brief summary of the Master Plan.

### *Chapter One: Introduction*

Introduction to the site and purpose of the Master Plan.

### *Chapter Two: Site Analysis*

A summary of the history and the existing conditions of the site.

### ***Chapter Three: Master Plan***

A summary of recommendations for the site, including future land uses, natural environment, recreational uses and circulation.

### ***Chapter Four: Goals and Policies***

Goals and Policies to guide the development and the management of the Park.

### ***Chapter Five: Design Guidelines***

Design Guidelines to establish and maintain quality and character of the Park.

### ***Chapter Six: Implementation***

Recommended actions and phasing designed to achieve the goals of the Master Plan.



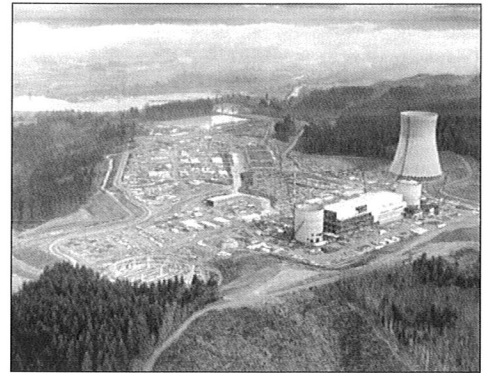




## Chapter Two. Site Analysis

### Site History

Satsop Development Park is the site of a former unfinished and unfueled nuclear power plant. Construction of the site began in 1977 by the Washington Public Power Supply System (WPPSS) and the Bonneville Power Administration (BPA), and was halted in 1983 following delays, cost overruns and a changing energy market (see Appendix A: Site History). Though construction ceased, a Wildlife Mitigation Agreement associated with the power plant project continued to be developed, and was approved in 1990. The Wildlife Mitigation Agreement imposed restrictions on activities throughout the Park and limited the developable area to what had already been disturbed, approximately 450 acres. The site was left unused for over a decade until the project was formally terminated in 1995. Subsequently, leaders of Grays Harbor County, the Port of Grays Harbor, Grays Harbor Public Utility District (PUD), and the Grays Harbor Council of Governments collaborated to evaluate the redevelopment potential of the site to bring jobs and provide an economic stimulus to Grays Harbor County. In 1999, the Washington State Legislature formed the Grays Harbor Public Development Authority (PDA) and allocated seed capital to develop the site as a business and technology park to attract diverse technological and manufacturing companies. The Satsop Development Park is now a successful business and industrial park with industries ranging from data centers to energy production. This Master Plan will guide and direct the future infill and build-out of the site to realize its full potential.



Only one of the Park's two cooling towers had been constructed by January of 1981.



## Chapter Two. Site Analysis



The Park offers stunning views of the Olympic Mountains and the cooling towers are a dramatic counterpoint to the surrounding forested lands.

### **Site Character**

The Park includes approximately 510 acres of developable land as well as approximately 1,150 acres of forested area.

### ***Built Environment***

The developable portions of the site are generally flat, with good access and readily available infrastructure. As described further in the Land Use section below, this portion of the site contains a mix of heavy and light industrial and commercial buildings that are both new construction and remnants of the nuclear power plant. A transportation network also runs through the developed area. A natural, secluded setting is provided by the forested areas that surround the development.

### ***Natural Environment***

Most of the natural areas in the Park are to the south and to the west of the developed areas, and contain second growth forest and well as environmentally sensitive areas. Critical areas include streams, wetlands, steep slopes, and shorelines of statewide significance, and provide a variety of habitat and natural areas within the site. Many of these areas have limited access, with the exception of some old logging roads. Stunning views of the Olympic Mountains can be seen to the north, while forested lands to the south provide a backdrop to the dramatic cooling towers. The Chehalis River borders the site in several areas.

## Existing Land Use

There are two primarily developed areas within the Park, which are separated by Fuller Creek and steep topography. The Main Campus is comprised of approximately 340 acres, and West Park contains approximately 170 acres. The areas contain several improvements including warehouse buildings, administrative/office buildings, parking lots, a BPA substation, two cooling towers, auxiliary buildings, and the turbine building. There are approximately 547,000 square feet in existing buildings on the site. The PDA leases the majority of the buildings and sites within the Park. Current uses include light manufacturing, office, and recycling operations. Other improvements located in various areas of the Park include a wastewater treatment plant, roads and utilities, stormwater ponds, potable water, wellfields and a barge slip.

## *Ownership*

There are only two parcels within the site that are not owned by the PDA. Bonneville Power Administration (BPA) owns 20 acres of property just north of Lambert Road, within the Main Campus. BPA also has an easement for its power lines, which traverse east/west through the larger site area. Invenenergy owns a 32 acre parcel in West Park.

## *Existing Zoning*

The site is zoned an 'Industrial District' (I-2) by the Grays Harbor County Code. It is a goal of this Plan to replace the existing district with site-specific zoning to allow for additional uses that are compatible with the envisioned development of the park. Furthermore, updated zoning will add protections for the Park's natural areas.



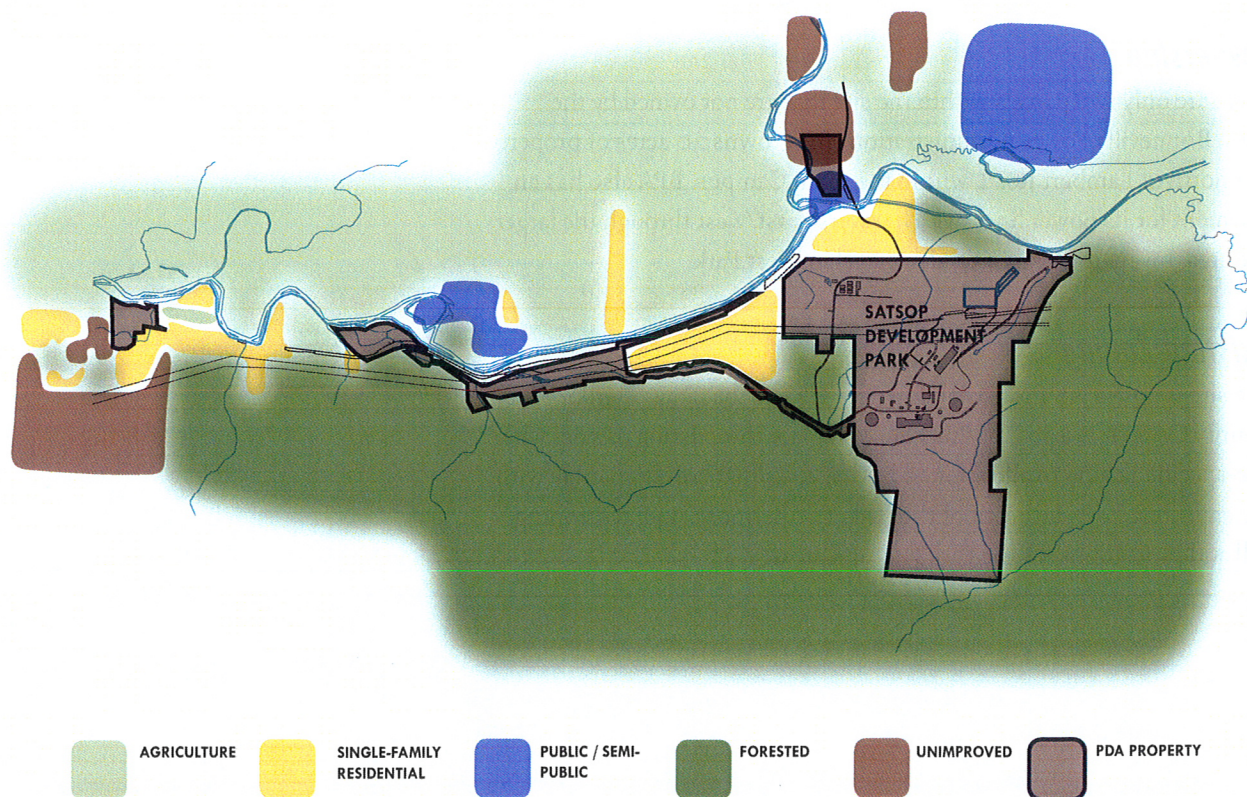
## Chapter Two. Site Analysis



Agricultural fields neighbor the site to the north.

### *Adjacent Land Use*

The Park's adjacent land uses can generally be grouped into five categories according to Grays Harbor County parcel data: forested, agriculture, public/semi-public, single-family residential, and unimproved (see Figure 2.1 Generalized Adjacent Existing Land Uses). Note that Figure 2.1 depicts generalized land use categories, and does not in all cases reflect the existing land use. For example, no single-family uses exist at the extreme west end of the site, though the parcels are categorized as such by Grays Harbor County.



Map not to scale.  
For planning purposes.

Note: A large scale version of this map may be obtained from the Grays Harbor Public Development Authority.

**Figure 2.1: Generalized Adjacent Existing Land Uses**

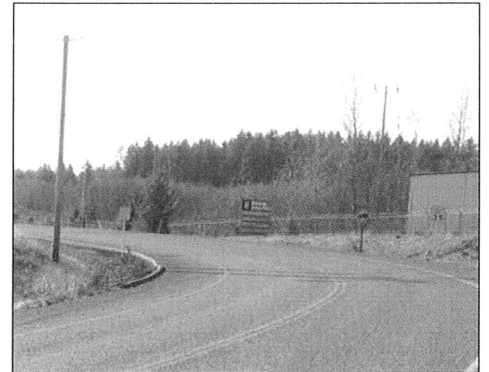
The primary adjacent land use is the managed forest lands to the south and east. The lands are owned and managed by the Weyerhaeuser Company and are in active timber production. These lands are zoned General Development Five (G5), under which a variety of uses are allowed, including single-family dwellings. The agricultural properties to the north across the Chehalis River include crop production as well as a dairy farm. These lands are zoned G5 and also Long Term Agricultural Use (A2), under which single-family dwellings are allowed. The public/semi-public areas are owned by the Washington Department of Fish and Wildlife. They are zoned G5 and A2. Grays Harbor County parcel data lists approximately 100 adjacent parcels under residential use. In addition to single-family residential dwellings, one parcel contains a small, privately owned airstrip. Other adjacent parcels are vacant and undeveloped.

## Transportation Network and Access

### *1. Access to the Park*

Generally, Park employees are anticipated to reside within a 25-minute commute, roughly as far as Aberdeen to the west and Olympia to the east. The Park is accessed via State Route-12, which currently operates at 20% capacity and can accommodate large increases in traffic associated with redevelopment. Two State Route-12 exits serve the Park via two County-owned Roads, Keys Road and Wakefield Road/Lambert Road. Keys Road serves as the Park's northern entrance (with direct access to West Park) while Lambert Road is the Park's eastern entrance (with direct access to Main Campus).

The Keys Road/SR-12 interchange is an at-grade intersection with stop control on Keys Road. The roadways and intersections in the project vicinity generally operate near free-flow conditions with spare vehicle capacity. The exception is the Keys Road/SR-12 intersection, which currently experiences periods of traffic congestion.



Keys Road enters the West Park area of the site.



## Chapter Two. Site Analysis

### *2. Internal Circulation*

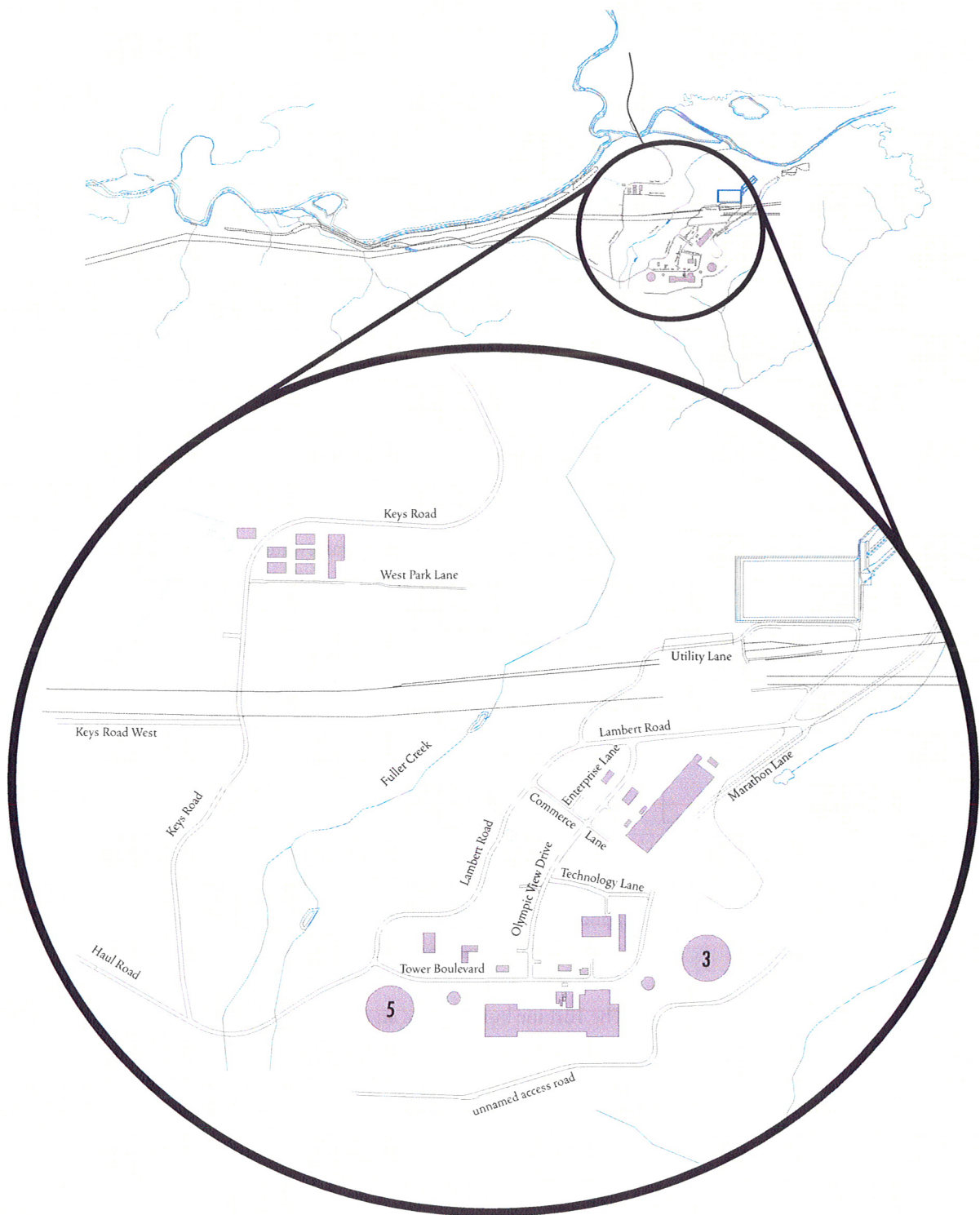
The Park consists of an internal network of mostly asphalt paved roads with a few gravel road segments in the less traveled areas. Paved roads provide access to all developable parcels (see Figure 2.2). Olympic View Drive, Tower Boulevard, Keys Road and Lambert Road are the most publicly visible and heavily used arterials in the Park. Olympic View Drive is the Main Campus' primary north-south axis, and Tower Boulevard runs along the Park's two cooling towers. Other roads serving the Park include Utility Lane, Marathon Lane, Enterprise Lane, Technology Road, Commerce Lane, West Park Lane and Keys Road West.


There are also former logging and other gravel roads that provide limited access to some of the more undeveloped portions of the site. Portions of these roads are closed off to public access by gates or fences, including the cooling towers, BPA right-of-way, and the two well sites. Haul Road has a gravel surface beginning west of its intersection with Keys Road. It provides access to the Ranney well site, utilities along the right-of-way and the Chehalis River. Haul Road has historically served the barge slip, but is not currently used for direct access.

Of the roads described above, six are public and maintained by the County: Olympic View Drive, Tower Boulevard, Keys Road, Lambert Road, Technology Lane, and Haul Road (paved portion only).

### **Infrastructure**

The Park's redundant, "super-sized" infrastructure is a remnant of its past and an asset for its future development. The existing infrastructure includes water, sanitary sewer, storm drainage, electrical, natural gas, telecommunications and a barge slip on the Chehalis River (see Figure 2.3).



 Map not to scale.  
 For planning purposes.

Note: A large scale version of this map may be obtained from the Grays Harbor Public Development Authority.

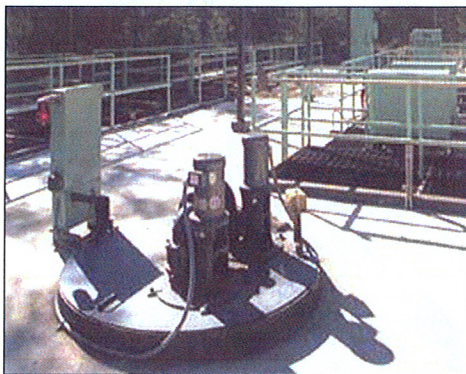
**Figure 2.2: Existing Transportation Network Map**



## Chapter Two. Site Analysis



The Park's water system was originally sized for the power plant, thus resulting in a high volume system for today's use.



The Park has an on-site wastewater treatment facility.

### *1. Water*

The Park has access to vast supplies of potable water through its two well sites, the Satsop well site (the Park's primary water source) and the Ranney well site. The existing water utility can deliver up to 13 million gallons of water per day. It provides water for fire protection and potable water and also is suitable for large volume and/or high capacity industrial water users.

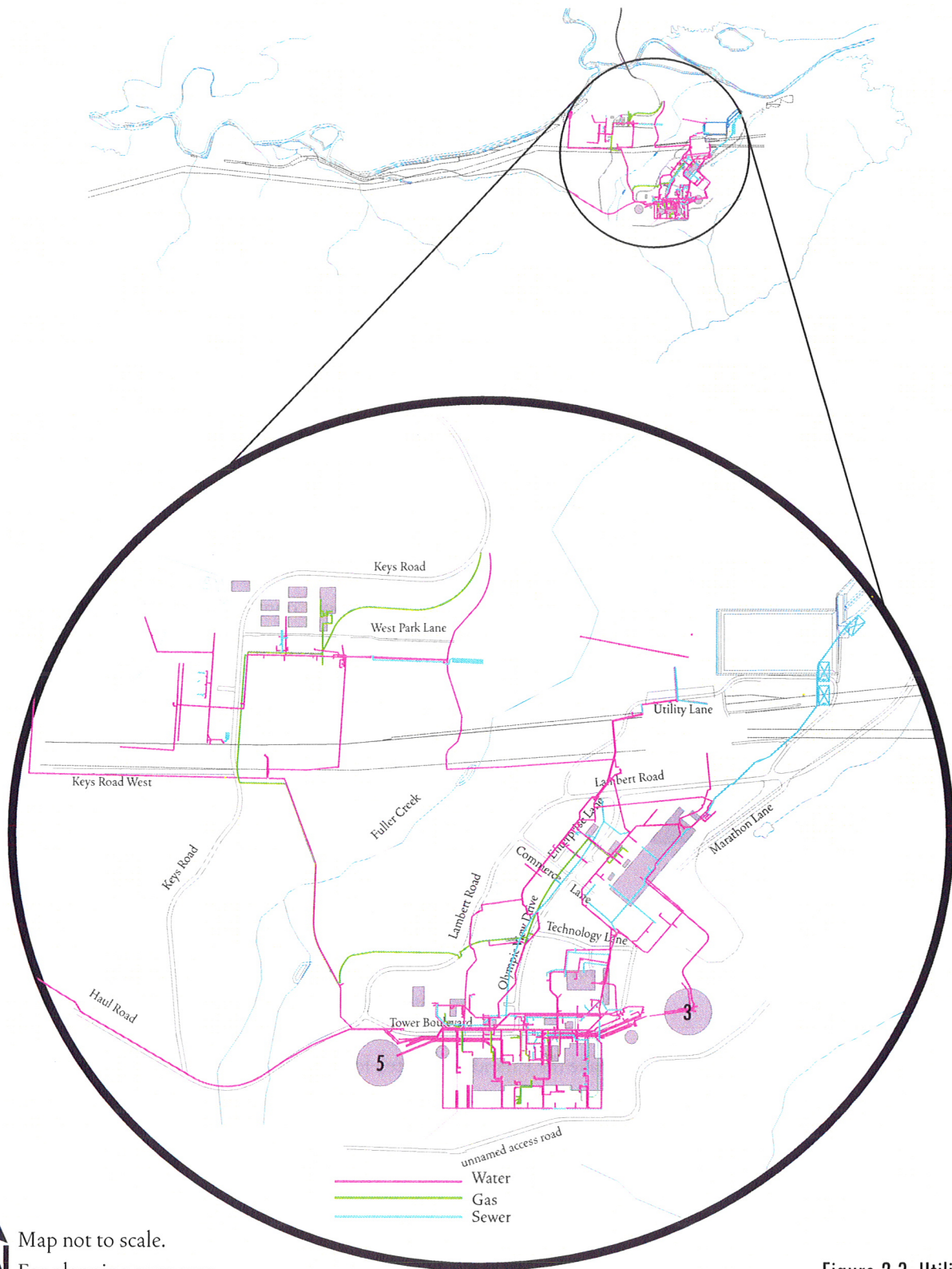
### *2. Sanitary Sewer*

The Park's sanitary sewer system serves the Main Campus and West Park. In addition, the Park features a wastewater treatment facility on-site that can provide treatment of up to 50,000 gallons per day. The plant is not designed to process industrial wastewater; however, the PDA is currently exploring the feasibility of accommodating industrial wastewater whether at this facility or in other locations (Industrial Wastewater Feasibility Analysis, currently being conducted by CH<sub>2</sub>MHill).

### *3. Storm Drainage*

The Park's storm drainage system is adequate to accommodate the 100-year event, or a 5.5-inch rainfall in a 24 hour period. Storm drainage from the majority of the developed area is directed to a network of culverts and ditches, which drain north in two ditches along Lambert Road and the eastern edge of Main Campus. The ditches empty into a 14-acre settling pond near the north end of Main Campus. The settling pond's overflow spillway at the west end drains to Fuller Creek

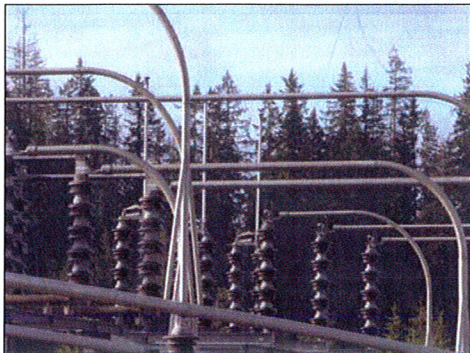
The Turbine building has an additional system of catch basins and pipes that drain to a ditch on the north side of Lambert Road. Furthermore, as stormwater raises the groundwater level under the Turbine Building, a perforated underdrain system draws groundwater away from below the building, and directs it to the south (Satsop Redevelopment Plan Phase I Report, NBBJ 1997).



**Figure 2.3: Utilities Map**



## Chapter Two. Site Analysis



The Grays Harbor Public Utility District recently constructed an on-site substation to serve the Park's electrical needs.



Network equipment at the Telecom Building

### *4. Electrical*

A direct connection to the BPA power grid provides a generous electrical supply to the Park. In 2002 the Grays Harbor Public Utility District completed construction of a new three million dollar on-site substation to serve the park's electrical needs. The Park's electrical infrastructure supports 230kV and 500kV systems and is protected from power outages by on-site backup generators. In addition, Invenergy, located in West Park, has proposed a combined cycle combustion turbine power plant, which could contribute to the Park's electrical resources.

### *5. Natural Gas*

The Park's natural gas is provided by the Cascade Natural Gas Company (CNGC) through a high pressure main that directly connects to the main line that serves Grays Harbor County. The CNGC lines runs south through the main campus along Olympic View Drive and then west towards Lambert Road. The Invenergy site features a separate, high capacity direct connection to the Northwest Pipeline transmission system in the Interstate-5 corridor.

### *6. Telecommunications*

The Park has a substantial telecommunication infrastructure featuring fiber optic and network support equipment capable of delivering up to 4,000 high speed data connections and 20,000 voice lines. Housed in the Telecom Building, which was originally built to house the power plant's security, and featuring its own backup diesel generator, the Park's data and telephone systems are both secure and reliable. The Telecomm infrastructure and capacity coupled with its backup energy supply make the Park ideally suited for tenants that require reliable power and communications capability for normal emergency operation.

## ***7. Barge Slip***

Though currently unused, the old barge facility on the Chehalis River at the far west end of the Park provides a link to the Port of Grays Harbor and the Pacific Ocean. The PDA has initiated a study to analyze the feasibility of repairing the facility. The study will explore permitting, potential use and costs associated with re-activation (Barge Slip Feasibility Study, currently being conducted by Pacific International Engineering). A functioning barge slip would appeal to a variety of potential tenants and create an important secondary means of freight transportation. Because there is currently no rail access to the Park, freight transport is limited to trucks.

## **Environment**

The Park contains a mixture of natural and created wetlands, riparian corridors, mature forests and wildlife habitats (see Figure 2.4 Environmental Features). It is located within the Chehalis Basin<sup>1</sup> (Chehalis Basin Watershed Management Plan, Grays Harbor County 2004).

### ***1. Wetlands***

There are both natural and created wetlands in the Park. The natural wetlands, primarily contained in lowlands near Workman Creek and south of the cooling towers, are of the highest quality and are nearly untouched, as they are highly inaccessible due to steep slopes. There is limited to no development near or adjacent to these wetlands; limited development consists of pre-existing roads and service maintenance roads. The created wetlands, primarily located within the developed areas of the Park are mainly small ponds constructed for soil erosion control purposes. This Master Plan includes wetlands delineation for the entire site and recommended buffers (see Appendix B: Sensitive Areas Inventory Report Technical Memorandum, Grette Associates 2005).



The site contains both natural and constructed wetlands.

---

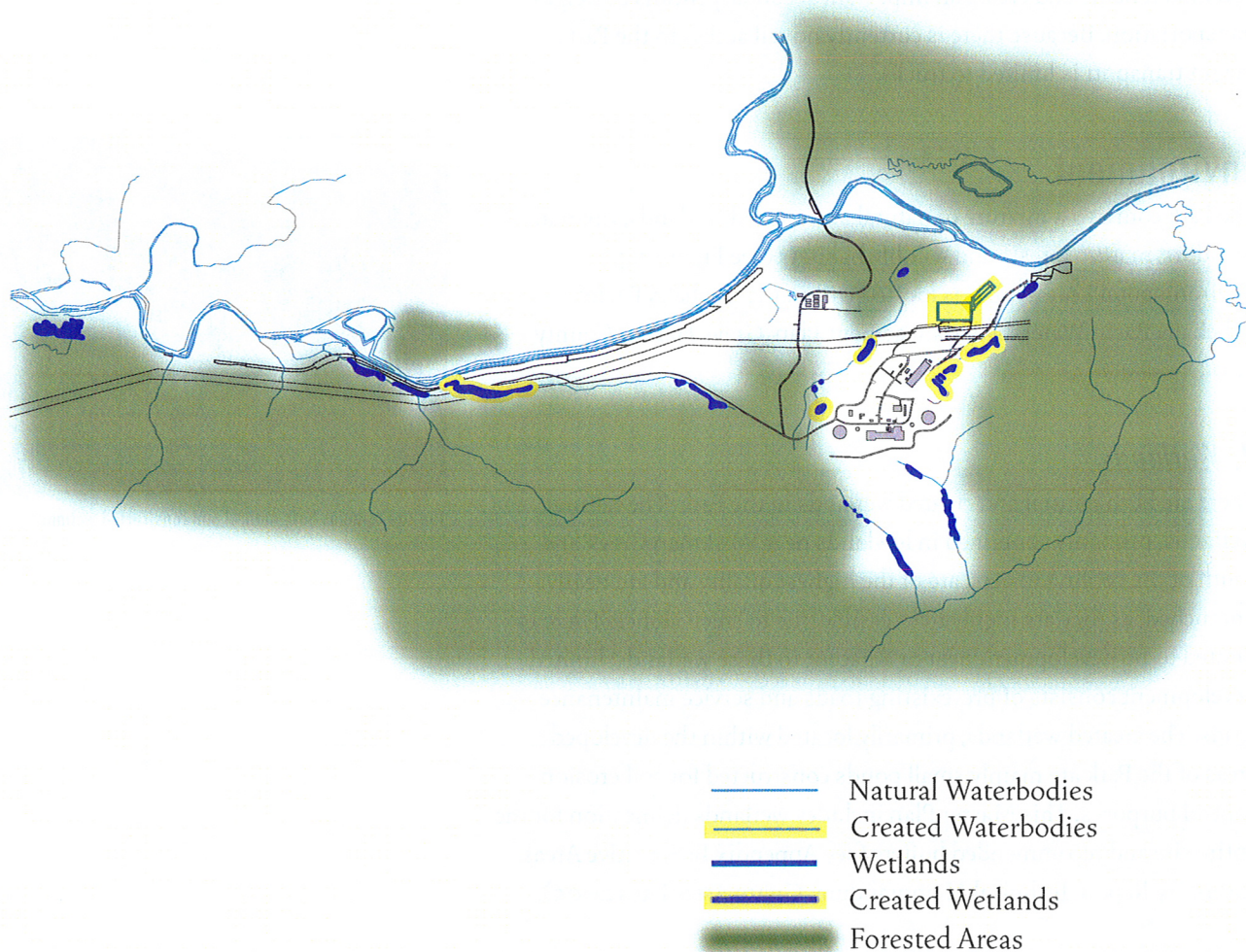
<sup>1</sup> Water Resource Inventory Area 22 & 23



# Chapter Two. Site Analysis

## 2. Riparian Corridors

The riparian corridors in the Park mainly contain steep slopes and ravines, are difficult to access, and are relatively untouched. The largest Riparian corridor on the site is the Chehalis River. There are several other creeks within the property, many of which empty into the Chehalis River north of the Park. Among the more significant are Fuller, Workman, Hyatt, Elizabeth and Purgatory Creeks and the Satsop River.



**N** Map not to scale.  
For planning purposes.

Note: A large scale version of this map may be obtained from the Grays Harbor Public Development Authority.

**Figure 2.4: Environmental Features Map**



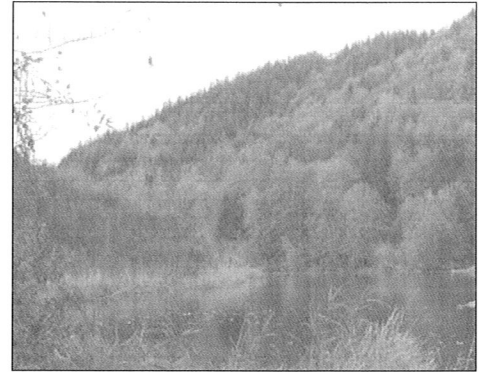
The Chehalis River borders the Park in several areas, including the West Park area, the wellfield area, at points along Haul Road, and at the barge slip area. The Satsop River feeds the Satsop well site and is the source of the PDA's primary well water right. The Chehalis River feeds the Ranney well site, and is the secondary water source for the Park. The Chehalis River and the Satsop River are designated Shorelines of Statewide Significance, restricting development within a 200-foot buffer. Within the Park, no development exists within 200 feet of either of these rivers, except for the existing well sites, Haul Road and Barge Slip.

### ***3. Forests***

A part of this Master Plan is to assess the Park's forested areas. There are numerous forest types on the property, including mature conifer, mixed conifer and deciduous. These forests are in various stages of regeneration after historic cutting and/or thinning. Harvesting occurred on the site during and prior to construction of the nuclear power plant. There has been no harvesting on the site since the 1980s. The stands generally range in age from 10-100 years. The oldest tree stands are: south of the cooling towers; along the Purgatory Creek riparian corridor; and along the Fuller Creek riparian corridor.

### ***4. Wildlife and Wildlife Habitat***

A variety of wildlife inhabits the Park, including larger mammals such as deer, elk, bear and coyotes; ground birds such as grouse and quail; a variety of raptors and song birds; and amphibians such as newts and frogs. Wildlife habitat is located outside of the developed portions of the site. The areas with the highest quality habitat tend to be located in the forests areas south of the cooling towers and along the riparian corridors.



A variety of natural wildlife areas adorn the property.







## Chapter Three. Master Plan

This chapter describes the key features of the Master Plan and identifies issues and recommendations for the Park as a whole, as well as area-specific recommendations. The Plan's intent is to balance the economic development of the Park with the long-term sustainable management of the lands. Though some of the existing and future uses of site will be an industrial/business park, providing revenue to the PDA and employment opportunities in the County, almost 70% of the Park remains undeveloped. These undeveloped areas will allow for public access and recreational uses, research and education, environmental protection and forest management. This vision drives the recommendations outlined in this Plan.



Several tenants occupy sites in the developed areas of the Park.

### Planning Areas

Because of its considerable size, the Park contains a variety of areas with distinctive qualities and character. The Park has been divided into seven discrete areas based on character, primary land use and function. Only two of these seven areas will be intensely developed. The remaining five will provide a range of less intensive functions such as recreation, public access, utilities, mitigation, forest management, habitat, etc.

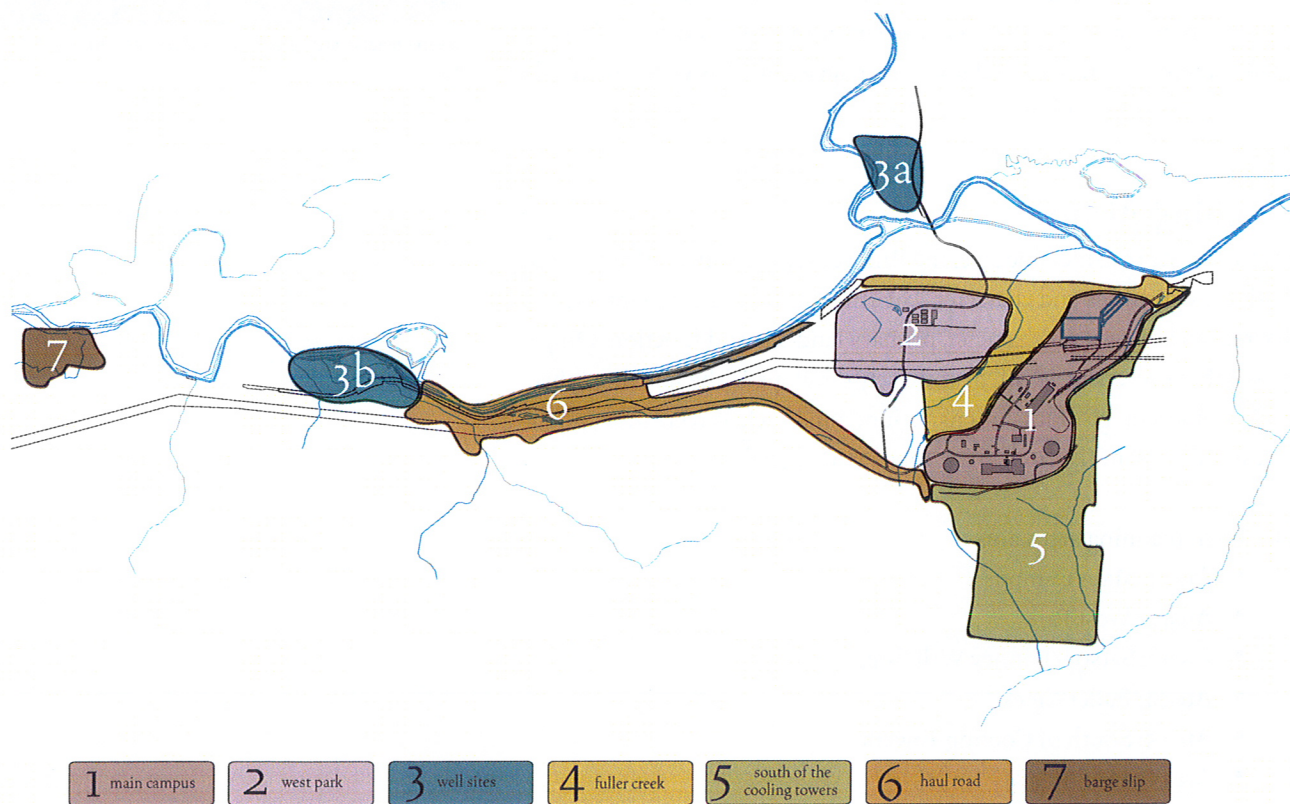
The seven planning areas are:

- Area 1: Main Campus
- Area 2: West Park
- Area 3: Satsop/Ranney Well Sites
- Area 4: Fuller Creek
- Area 5: South of Cooling Towers
- Area 6: Haul Road
- Area 7: Barge Slip



## Chapter Three. Master Plan

Each of these planning areas has a primary purpose and function, as well as secondary purposes that contribute to the overall goals and objectives that have been established for the Park. Figure 3.1 illustrates these planning areas. This Plan includes both area-wide and planning-area-specific recommendations. First is a discussion of site-wide recommendations, followed by area-specific recommendations.



Map not to scale.  
For planning purposes.

**Figure 3.1 Planning Areas Map**

Note: A large scale version of this map may be obtained from the Grays Harbor Public Development Authority.

## **Park-Wide Issues and Recommendations**

### ***1. Land Use Categories***

The Satsop Master Plan establishes two primary land use designations: developable and multi-use areas. Developable areas are where development in the form of buildings, roads, parking, and other infrastructure will occur or already exists. Developed areas are generally those that have already been cleared and graded, and have infrastructure in place, or are immediately adjacent to existing development. Multi-use areas encompass a variety of non-development uses, including passive recreation, forest management, wildlife habitat, infrastructure corridors, and education and research. In some areas, habitat restoration or enhancement could be achieved in order to improve natural functions and conditions. Areas 1 and 2 are designated for intensive development and Areas 3 through 7 are designated as multi-use.

### ***2. Development Standards and Design Guidelines***

One of the Master Plan implementation actions is the creation of specific zoning and design guidelines to guide the future development of the Park.

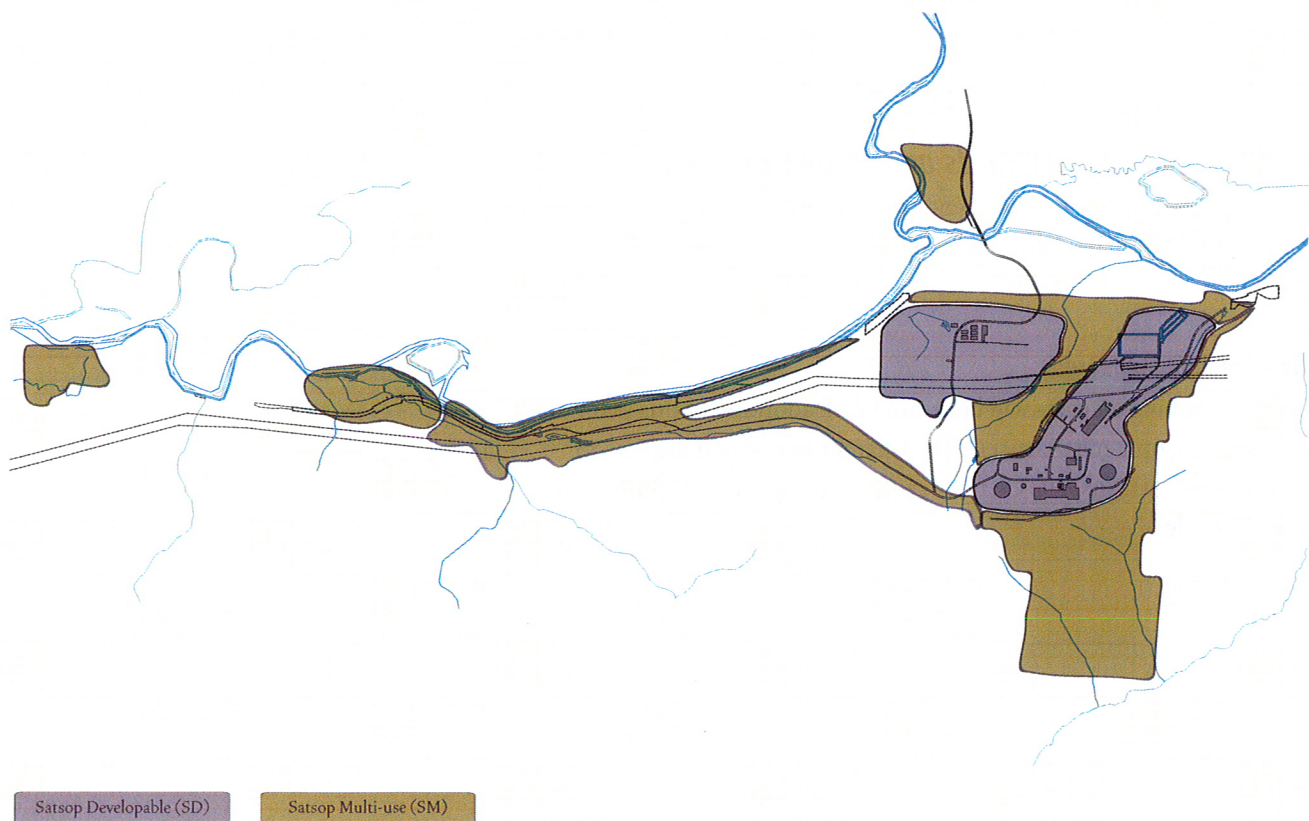
#### **Development Standards**

Two new zoning districts will be created with adoption of this plan: Satsop Development District (GHC Chapter 17.43a) and the Satsop Multi-Use District (GHC Chapter 17.43b) (see Appendix C: Proposed Zoning Code).

## Chapter Three. Master Plan

The development standards created by the new zoning districts will augment the Grays Harbor County Zoning Code and are specific to the Satsop Development Park properties (see Figure 3.2). Their intent is to allow Grays Harbor County to review future building permits in the Park. They address topics such as:

- Allowable uses
- Parking requirements
- Signage standards
- Landscaping
- Trail standards



**Figure 3.2: Proposed Zoning Map**



### **Design Guidelines**

The Satsop Development Park Design Guidelines can be found in Chapter Five of this document. They are applicable to all new development within the Park, and are applied by the PDA staff, rather than the Grays Harbor County staff. The Guidelines were created to achieve a cohesive character and quality for the Park over time, and offer guidance to future tenants and PDA staff. The guidelines are not regulatory like the zoning code. Rather, they are intended to provide the PDA with the specific tools needed to achieve and maintain a quality Park with sufficient flexibility to address individual tenant needs. Some guidelines provide specific standards for items such as building location, main streets, key intersections and landscaping. Other guidelines provide a “palette” of options for consideration, such as building materials.

### ***3. Internal Circulation***

As described in Chapter Two, the Park is well-served and accessible by two highway exits from State Route-12. Within the Park, the road network is already in place, though there will likely be a future need for road improvements and connections over time as the site builds out, such as between Main Campus and West Park (Areas 1 and 2). Future studies will be necessary to explore the feasibility and specific alignment.

In addition, the Plan also includes a hierarchy of non-motorized circulation including sidewalks, multi-use trails, and nature trails. These are described in greater detail in the Recreation Areas section, below). The Park’s road network is categorized into three separate types: Main Streets, General Access and Multi-Use Corridors (see Figure 3.3 Circulation Plan).

## Chapter Three. Master Plan

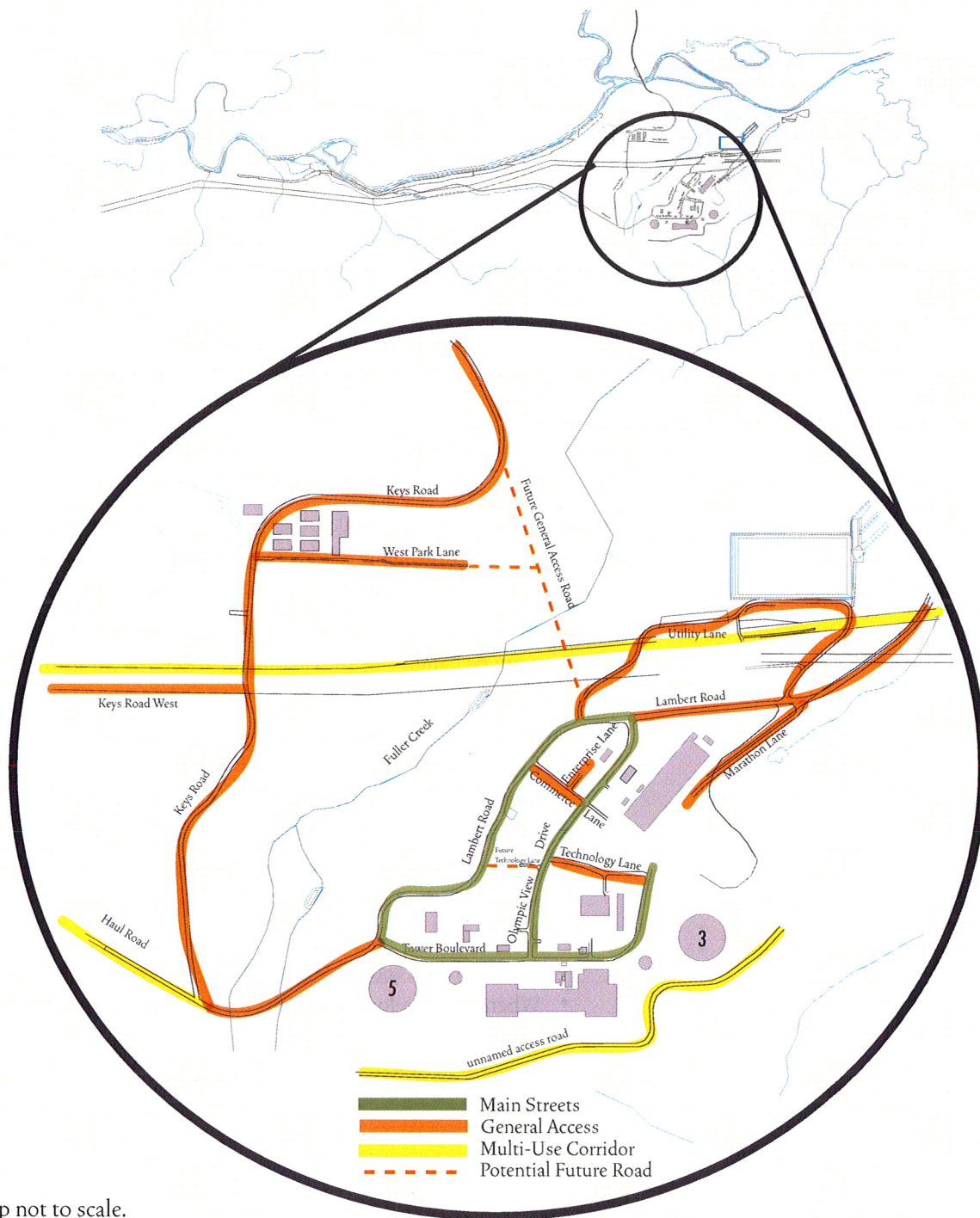
### **Main Streets**

Tower Boulevard, Olympic View Drive and Lambert Road (from Tower Boulevard to Olympic View Drive) are classified as Main Streets. As Main Streets, their streetscape design is intended to create a coherent overall image for the developed portion of the Park. The landscaping and building quality are of the highest in the Park. Design guidelines for the Main Streets have specific techniques relating to the location of buildings, building entrances, distinctive architectural features, building color and materials, landscaping, fencing, location of parking and service areas.

### **General Access**

Utility Lane, Marathon Lane, Technology Lane, Commerce Lane, Enterprise Lane, West Park Lane, and Keys Road are classified as General Access. In addition, the remaining portions of Lambert Road (east of Olympic View Drive and West of Tower Boulevard) are also classified as General Access. Though these roadways are vital to the internal circulation network of the Park, they are not subject to the same design requirements as the Main Streets.

An additional future roadway connection between Main Campus and West Park is also shown on Figure 3.3. This future roadway would provide a more direct connection between the two developed areas of the Park as well as an alternative route in the event of a temporary closure of the Lambert Road/Keys Road route. The timing and cost of this future roadway are unknown, though crossing Fuller Creek is likely to pose significant environmental and funding challenges and will need to be evaluated further to determine feasibility and timing as the Park reaches build-out.



**Figure 3.3: Circulation Map**



## Chapter Three. Master Plan



The site contains several old logging roads and utility maintenance roads which could be used to develop a system of walking trails.

### Multi-Use Corridors

Haul Road and two utility roads (one between Areas 1 and 2 and another behind Cooling Tower 5), are classified as Multi-Use Corridors. Multi-Use corridors are intended to provide service access into the non-developed portions of the Park. Pedestrian access is allowed; however, bollards or locked gates at entrances will prevent unauthorized vehicular access. Because the multi-use corridors primarily traverse the non-developed portions of the Park, they are designed to have a minimum impact on the natural environment, and are surfaced with crushed rock, gravel or other porous surfaces to minimize the amount of paved area. At the same time, they are wide enough to allow service vehicle access.

### 4. External Circulation

At full build out, the Park could potentially add up to 3,300 trips to area roadways during the evening peak hour. Accommodating that level of traffic when the Park is fully developed would require a number of roadway and intersection improvements. Initially, the traffic increases can be handled by the existing roadway system with minor improvements. For example, in the short-term, improvements should occur in the following order:

- Encourage the use of Wakefield Road to the 3rd Street interchange instead of Keys Road
- Install traffic signals at the 3rd Street/SR12 interchange ramp
- Re-configure the Lambert Road/Wakefield Road intersection to make Wakefield to Lambert the through-route with stopcontrol for South Bank Road
- Install a traffic signal at Lambert Road/Wakefield Road
- When new development traffic reaches a threshold where Wakefield Road is nearing capacity, a grade-separated interchange at Keys Road/SR-12 should be constructed.

Long-term roadway improvements could include:

- Construct grade-separated interchange at Keys Road/SR-12
- Widen Lambert Road to 4-5 lanes
- Widen Wakefield Road to 4-5 lanes
- Wide Keys Road to 4-5 lanes
- Widen over-crossing and upgrade interchange at 3rd Street/SR-12.

Peak trip reduction strategies could be implemented to help reduce the need for expensive off-site infrastructure improvements. Other transportation strategies include:

- Develop policies to encourage off-peak employee shift changes
- Provide park-and-ride facilities off-site and transit service centers on-site
- Encourage ride-sharing and transit usage through financial incentives to workers
- Encourage complementary development on-site to reduce the need to travel off-site. Complementary uses could include:
  - Restaurants
  - Small retail shops
  - Financial and Insurance Services
- Conduct periodic review of traffic flows associated with development of the Park. Require Traffic Impact Analysis reviews to be prepared for larger single developments on-site
- Develop cost-sharing strategies to spread the burden of more expensive roadway improvements (such as the keys Road/SR-12 interchange)



## Chapter Three. Master Plan

### *4. Recreation Areas*

With implementation of the Master Plan recommendations there will be numerous potential recreation opportunities within the Park. These opportunities include trails, fishing access, non-motorized watercraft access, biking, and wildlife viewing. Figure 3.4 shows the recreation concept for the overall site. (See Figure 3.6 for trail features along Haul Road--Area 6).

#### **Trails**

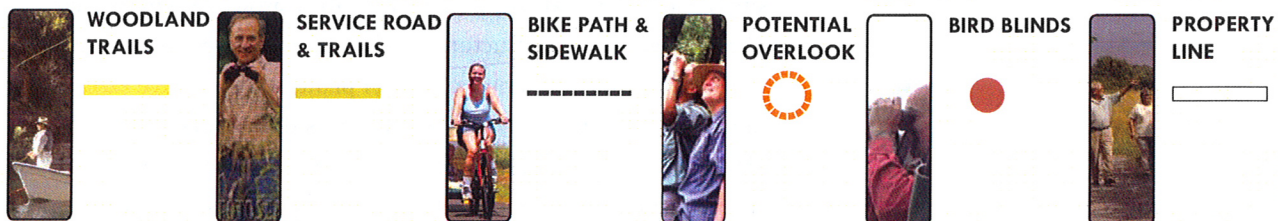
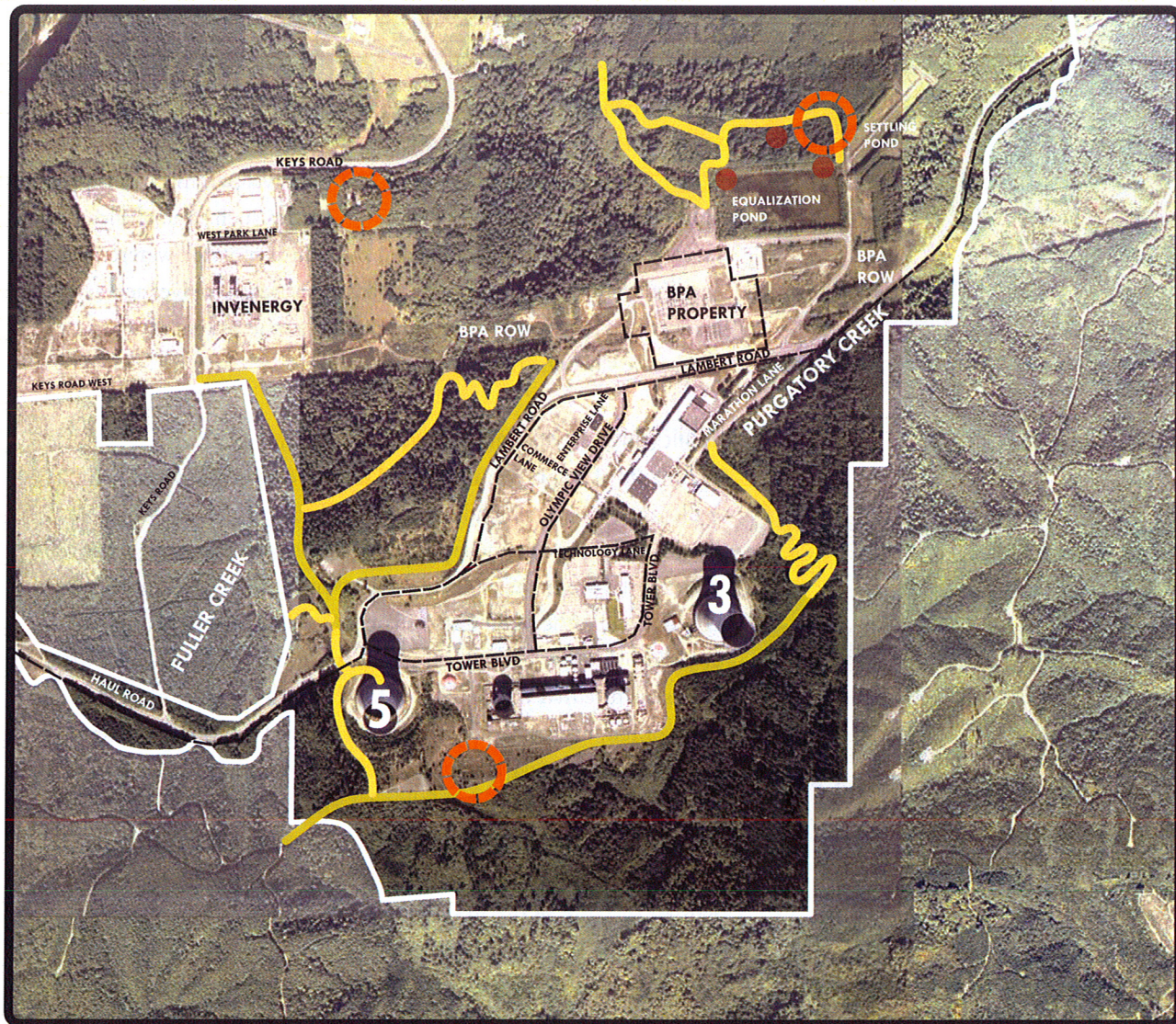
A network of trails will provide employees and visitors an opportunity to enjoy the natural setting of the Park. Nature trails, multi-use trails and a sidewalk network will accommodate a range of pedestrian and bicycle activities.

Nature trails are exclusively for walking; users meander through the more wooded areas of the Park. Multi-use trails occur along service/utility corridors and will accommodate walking and bicycling as well as service access. While these first two categories will accommodate recreational needs, sidewalks in the developed portion of the Park to interconnect development will also accommodate pedestrians and bicyclist circulation.

#### **Wildlife Viewing**

Wildlife viewing areas and overlooks are proposed at several points and integrated with the site's trail network. Two viewing areas on the northern portion of the Park provide vistas of the Satsop Valley, while an overlook on the southern portion of the Main Campus provides a territorial view of the cooling towers and portions of the Park. There is also the potential for bird blinds to be placed in areas where there are particularly good bird watching opportunities, such as at the stormwater ponds and along the Chehalis River.





Note: A large scale version of this map may be obtained from the Grays Harbor Public Development Authority.

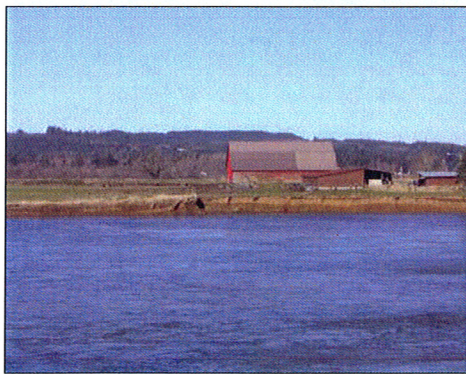
**Figure 3.4: Recreation Map**



## Chapter Three. Master Plan



Proposed trails will offer the public opportunities to explore the natural setting at the Park.



The Chehalis River is a Shoreline of Statewide Significance, and offers a variety of recreational opportunities

### Water Access

The Chehalis River provides opportunities for fishing, boating and wildlife viewing. Haul Road provides the only site access to the River. Public trail access and an associated small gravel parking area is proposed along Haul Road, and could include amenities such as a fish cleaning station, wildlife viewing platforms, and non-motorized watercraft access (see Figure 3.4). The Haul Road trail and subsequent river access is also an excellent location to create an accessible trail, so that all users can access the Chehalis River.

### Public Education and Interpretive Opportunities

Remnants of a non-commissioned nuclear power plant and rich ecological resources blend to create a unique place of considerable interest. There are many opportunities for site interpretation and educational programs. A visitor center with interpretive information is proposed in the Main Campus near Cooling Tower 5. The center could provide interesting facts about the history of the site and the infrastructure that was developed for the nuclear power plant. It could also contain historical, ecological, and cultural information relevant to the site and the region. Other sites with interpretive area potential include the proposed trails within Area 4 (Fuller Creek), the constructed ponds along Haul Road and the river access site. The trails could include a variety of interpretive features that educate the public about the natural systems on the site, plants and animals, and sustainable forest management practices.

### *5. Infrastructure and Utilities*

A key part of the Master Plan is to ensure that the infrastructure on site can accommodate the anticipated future growth as envisioned. The utilities and infrastructure which currently serves site tenants were sized to support a nuclear power plant, and thus have excess capacity over current demand. However, as the site develops over the planning horizon, additional improvements will need to be phased to ensure future tenants within the developed portions of the Park can be adequately served.



Some additional water conveyance facilities will be needed, including water mains for five parcels, full extension and mains of two parcels, several additional fire hydrants and a fire protection system for two parcels in the West Campus. Furthermore, an additional 100,000 gallons per day of sanitary sewer treatment capacity will be needed to accommodate full build-out. The stormwater conveyance facilities in the Main Campus are currently well-maintained. However, new site-specific conveyance systems in West Park will be required as development occurs. Finally, two storm retention ponds will require some rehabilitation, including removing excess sediment and vegetation to return them to their full capacities.

## ***6. Mitigation Banking***

Several opportunity sites for mitigation banking exist in Areas 3, 4, 6 and 7. In these areas, existing degraded wetland areas and man-made ponds can be expanded or enhanced. This would serve the “sustainability” guiding principle, to “manage the long term health and function of the land in a manner that ensures its health and productivity for future generations.” Existing high quality wetlands which are in limited access areas, and would not benefit from enhancements, would be left in their current state.

This plan encourages further exploration of wetland mitigation banking on site, working with interested parties and agencies. The resulting mitigation credits may be used within the Park or sold to other entities within the Chehalis Watershed basin. The Port of Grays Harbor has expressed interest in purchasing mitigation credits. This would serve the “economic development” guiding principle to balance “economic development with environmental stewardship.”

## Chapter Three. Master Plan

### *7. Forest Management*

As described in the Environment section of Chapter 2, this planning process included an initial forest assessment which generally characterized the age of the stand and relative type and size of trees. This Plan recommends the creation of a Forest Management Plan, which would outline an approach for the long term, sustainable management of the site's forested areas. The Plan should recognize the habitat, economic function and value of the site's forested areas as well as the educational opportunities that these areas present to the larger community. Through the Plan, all five of the Park's guiding principles might be supported. Specific items that could be addressed in the Plan in terms of scale and timing include:

- Selective thinning of the forest to effectively manage the long-term health and sustainability of the stand.
- A 'living laboratory' to facilitate the research and application of innovative forest management practices and create opportunities to partner with government agencies and educational institutions. Potential partners include Grays Harbor College and Evergreen State College. Basic forestry skill and forest management training programs are currently in high demand. An outdoor laboratory would be a great asset, as it would allow students to see and use a working model for their education. In the longer term, there is potential for classroom, laboratory, and conference facilities on the site.
- A "certified" sustainable forest management program. Timber that is "certified" as being from a sustainable source has increasing value in "green" construction and wood products markets. Establishing and maintaining a certified sustainable forest management plan would also be attractive to potential tenants that rely on certified forest products. In addition, it would enhance the Park's research and education partnership opportunities. One certification program used by other forest landowners in the area is the Forest Stewardship Council (FSC) administered by the Northwest Natural Resources Group (NNRG).



## ***8. Parking***

The majority of on-site parking will be located within Areas 1 and 2 to serve employees and visitors. Parking quantities will be adequate at full build-out. The Satsop Development District zoning code (GHC Chapter 17.43a) provides direction on the amount, size, and location of parking areas. Shared parking will be allowed where appropriate to optimize developable land. Furthermore, existing Grays Harbor County standards regarding loading docks will be modified to address the specific needs of the Park. A limited amount of parking will also be included in other Areas to serve public access and recreational opportunities such as small, low impact, gravel lots near trailheads or near public access areas (such as along Haul Road). These parking areas will be designed to minimize impacts and impervious surfaces.

## ***9. Site Safety and Security***

The Master Plan is designed to assure that future site uses are compatible with other site uses and adjacent neighbors, and that all public access areas may be safely used. Public access is restricted or prohibited in certain areas of the Park. These areas include the wellfields, barge slip, BPA corridor and substation, and the cooling towers. Areas that are leased to industrial and commercial tenants also have restricted access in order to ensure public safety as well as security for those tenants.

Other areas of the Park, such as the trails behind the cooling towers, the Satsop River access site, and Haul Road will allow public access with limitations on hours of use (i.e., typically from sunrise to sunset). Design standards and guidelines address the types of fencing and landscape screens to be used for security applications (see Chapter Five: Satsop Development Park Development Standards and Guidelines).

## Chapter Three. Master Plan

### 10. Critical Areas

Critical area buffers shall be provided for streams and wetlands within the Satsop Development Park. Buffer locations and widths are recommended by the Sensitive Areas Inventory Report (see Appendix B: Sensitive Areas Inventory Report Technical Memorandum, Grette Associates, 2005) and range from 50 feet for most streams to 250 feet for Category I riverine wetlands. Wetlands and streams in Area 5 generally are the most intact and have the highest habitat value and therefore will be more protected from disturbances. The recommended buffer widths are listed in Table 3.1 below.

**TABLE 3.1: STREAMS AND WETLANDS BUFFER WIDTHS**

		50 FT.	75 FT.	100 FT.	150 FT.	200 FT.	250 FT.
STREAMS	ELIZABETH CREEK			●			
	FULLER CREEK	●					
	HYATT CREEK	●					
	PURGATORY CREEK	●					
	EAST WORKMAN CREEK	●					
	WEST WORKMAN CREEK	●					
	CHEHALIS RIVER					●	
	SATSOP RIVER					●	
WETLANDS	CATEGORY I						●
	CATEGORY II				●		
	CATEGORY III		●				

## Area-Specific Issues and Recommendations

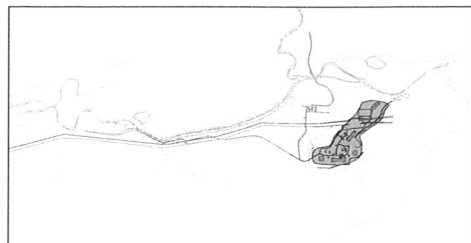
Table 3.2 summarizes the characteristics of each planning area and the following sections describe their specific issues and recommendations.

**TABLE 3.2: PLANNING AREA CHARACTERISTICS**

PLANNING AREA	LAND USE DESIGNATION	ACREAGE	PRIMARY FUNCTION(S)	SECONDARY FUNCTION(S)	ZONING
AREA 1: MAIN CAMPUS	Developable	340	Employment	Park Identity; Public Recreation; Education	Satsop Development District
AREA 2: WEST PARK	Developable	170	Employment	None	Satsop Development District
AREA 3: WELL SITES	Multi-Use	3a: 50 3b: 70	Infrastructure	Habitat; Mitigation Banking;	Satsop Multi-use District
AREA 4: FULLER CREEK	Multi-Use	320	Utility Corridor; Forest Management; Habitat	Recreation; Buffer	Satsop Multi-use District
AREA 5: SOUTH OF COOLING TOWERS	Multi-Use	455	Forest Management; Habitat	Research; Education; Recreation	Satsop Multi-use District
AREA 6: HAUL ROAD	Multi-Use	215	Utility Corridor; Public Access/ Recreation;	Mitigation Banking	Satsop Multi-use District
AREA 7: BARGE SLIP	Multi-Use	40	Infrastructure	Mitigation Banking	Satsop Multi-use District



## Chapter Three. Master Plan



Area 1 is located in the eastern portion of the Park

**TABLE 3.3: AREA 1 CHARACTERISTICS**

<b>LAND USE</b>
Developable
<b>ACREAGE</b>
340
<b>PRIMARY FUNCTION</b>
Employment
<b>SECONDARY FUNCTION</b>
Park Identity; Public Recreation; Education
<b>ZONING</b>
Satsop Development District

### *Planning Area 1: Main Campus*

The Main Campus (approximately 340 acres) is the principal developable area within the Park as well as its economic driver. Activities are primarily focused on creating jobs, though there are activities related to site interpretation and recreation that may also occur in this area. The cooling towers and backdrop of dense forest helps to define the Park's image and identity.

Area 1 currently contains most of the Park's tenants, which are a mix of industrial (light and heavy), technology and office uses. Current tenants include Bank of the Pacific, CenturyTel, Elegant Marble and Granite, Northwest Specialty Wood Products, Lone Tree Landscaping, Safe Harbor and the PDA offices. The Main Campus can accommodate a significant amount of new and diverse development. Development will occur both by re-use of existing buildings and new construction.

A campus setting will be established by formal landscaping along streets, sidewalks, around buildings, and within parking lots, as well as the implementation of the design standards described above, ensuring a compatible scale and design. Low impact development techniques will be applied where feasible in all developable areas contributing to the overall sustainability of the entire Park. Table 3.3 summarizes the Area 1 characteristics and Table 3.4 summarizes its key features.

#### **Land Use**

Future land use will continue to include light and heavy industrial, flex-technology, and office uses. In addition, there will be some small-scale retail uses to serve on-site employees and visitors to the Park. Figure 3.5 illustrates the recommended locations for each of these land use types. It is estimated that the Main Campus has capacity for 635,000 SF of office, 225,000 SF of Flex-Tech space, and 865,000 SF of industrial at full-build-out (see Table 3.5) (Note: these building square footages are planning level numbers for analysis purposes and are intended to calculate the potential full build out of the site over a 20 year planning horizon).

**Infrastructure**

Many of the Park’s key infrastructure systems are located within Area 1. These systems include the BPA substation and easement, an electrical substation, stormwater facilities, and a wastewater treatment plant. In addition, the telecommunications building, which houses the fiber optic and network support equipment is located in this area. Finally, future infrastructure improvements will be necessary as the Main Campus approaches full build out. These improvements are described in the Infrastructure and Utilities section in the first half of this chapter.

**Circulation Network**

The Park’s three Main Streets, Olympic View Drive, Tower Boulevard and Lambert Road, are in Area 1, and their intersections are vital to the Park’s identity. Furthermore, Lambert Road provides the primary access to Main Campus, and is a “gateway” into the Satsop Development Park. Because of this, the design guidelines provide recommendations on the location of buildings, architectural details, and other qualities along these roads and intersections.

**Recreation**

The “Public Access” guiding principle – to “provide for public access through low impact recreational opportunities such as walking and hiking trails, bird watching/wildlife viewing, river access, and interpretive areas,” – is supported through several proposed recreational amenities. A pedestrian circulation system including sidewalks in Area 1 will create a human-scale environment in an otherwise large-scale development, and will provide recreational opportunities for employees and visitors alike. Wildlife viewing areas and overlooks, which are accessible via the trail network, will provide employees and visitors the opportunity to experience some of the diverse settings in the Park. Directional and wayfinding signage placed throughout Area 1, will orient visitors to facilities and designations within the park. As Area 1 is the “gateway” to the rest of the Park, interpretive features, such as a visitor center at cooling tower 5, would be ideally placed to offer visitors a glimpse into the history of the site as well as the current uses. Other recreational features, such as an amphitheater, could also be sited in with the Visitor’s Center near Cooling Tower 5.

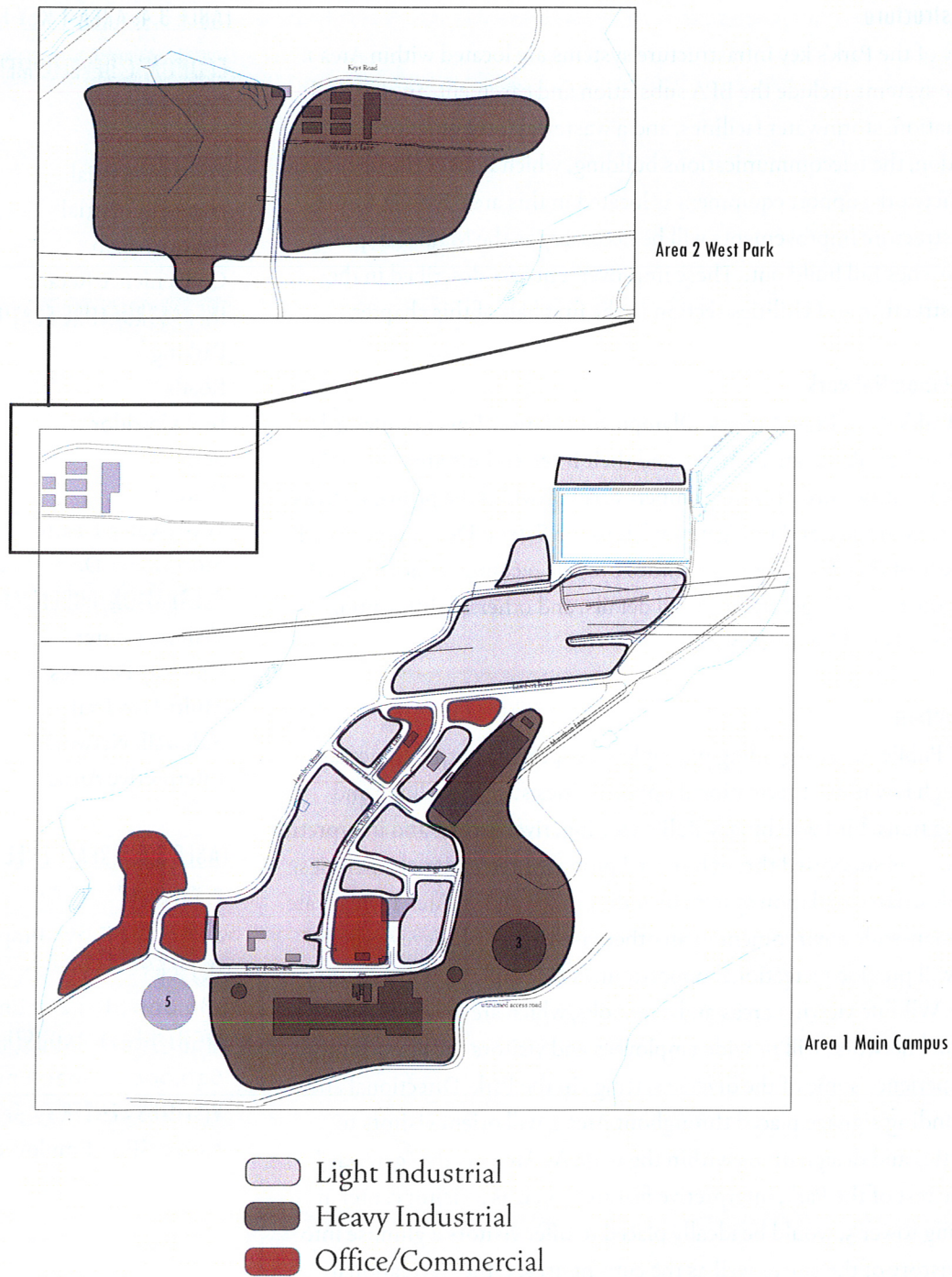
**TABLE 3.4: AREA 1 KEY FEATURES**

<b>ECONOMIC DEVELOPMENT FEATURES</b>
Flex-Tech
Office
Light Industrial
Heavy Industrial
Research/Lab
Convenience Retail
<b>INFRASTRUCTURE FEATURES</b>
Parking
Roads
BPA Corridor
Sewer
Water
Wastewater Treatment Facility
Stormwater Detention
<b>RECREATION/PUBLIC ACCESS FEATURES</b>
Visitors Center
Gateway Features
Multi-Use Trail
Sidewalk Network
Interpretive Areas

**TABLE 3.5: AREA 1 FULL BUILD OUT SCENARIO**

<b>FLEX-TECH</b>
225,000 SF, 375 Employees
<b>OFFICE</b>
380,000 SF, 1,267 Employees
<b>LIGHT/HEAVY INDUSTRIAL</b>
620,000 SF, 620 Employees
<b>VISITORS CENTER</b>
5,000 SF, 13 Employees

## Chapter Three. Master Plan



**Figure 3.5: Areas 1 and 2 Future Land Use Maps**

Note: Map depicts highest level of land use intensity allowed. Actual land uses may vary

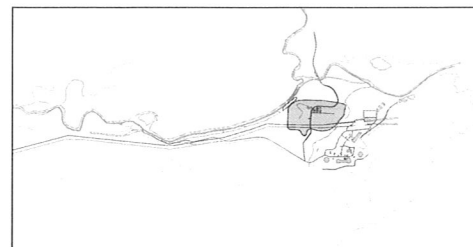


## Planning Area 2: West Park

The West Park Planning Area is a key component of the Park's economic development goals. West Park is approximately 170 acres, much of which is currently undeveloped. It is a secondary 'gateway' into the Park, accessed from State Route 12 via Keys Road. Table 3.6 summarizes the Area 2 characteristics and Table 3.7 summarizes its key features.

### Land Use

The West Park area's direct access to the highway, separation from the Main Campus, and the character of existing uses make it most suitable for more intense industrial uses. Current tenants include Livingston Boats, Simpson Door Company, L&L Machinery Company, Northwest Pipeline, and Invenergy, which owns its 32 acre parcel, where it houses a combustion turbine facility. The siting of this power plant creates a restriction on residential development within a 200-foot buffer. The BPA right-of-way cuts through the southern portion of the area. Due to its remote location within the Park and heavy industrial uses, the West Park area will have restricted public access. It is estimated that West Park has capacity for 30,000 SF of office and 690,000 SF of light and heavy industrial at full-build-out (see Table 3.8) (Note: these building square footages are planning level numbers for analysis purposes and are intended to calculate the potential full build out of the site over a 20 year planning horizon).



Area 2 is located in the northern portion of the Park

**TABLE 3.6: AREA 2 CHARACTERISTICS**

#### LAND USE

Developable

#### ACREAGE

170

#### PRIMARY FUNCTION

Employment

#### SECONDARY FUNCTION

None

#### ZONING

Satsop Development District

## Chapter Three. Master Plan

**TABLE 3.7: AREA 2 KEY FEATURES**

### **ECONOMIC DEVELOPMENT**

Flex-Tech  
Light Industrial  
Heavy Industrial  
Research/Lab

### **INFRASTRUCTURE**

Parking  
Roads  
BPA Corridor  
Sewer  
Water  
Stormwater Detention

### **RECREATION/PUBLIC ACCESS**

Retreat/ Conference Center  
Gateway Features  
Multi-Use Trail  
Sidewalk Network  
Interpretive Areas

### **NATURAL ENVIRONMENT**

Forested Areas

### **Expanded Developable Areas**

West Park is the primary area of the Park that will experience expansion of current developable areas. There are areas currently vacant but immediately adjacent to the existing developed areas. The first of these is known as the 'Met' field (a former meteorological data gathering area), located east of the Invenenergy parcel. It is relatively flat and accessible by way of West Park Lane. The second area is the northwest corner of the Park between the BPA corridor, the Chehalis River, and the developed portion of West Park. This is currently a forested area that is predominantly flat. It is anticipated that these areas will be developed in the later stages of the 20-year planning horizon, and would not occur until other locations that are already developed with infrastructure have reached full build out.

### **Buffers**

Due to the proximity of residential development and the Chehalis River, as well as the intensity of the existing and potential uses in the Park, one of the key design considerations for West Park is to ensure adequate buffers are retained to separate intensive development from less intensive uses. Forested slopes on the west side of Area 2 will be left as visual screens and physical separation for nearby residential parcels to the west. In addition, development will not occur within 200 feet of the Chehalis River, a shoreline of statewide significance.

### **Conference/Retreat Center**

In the north portion of the West Park area, immediately south of the bend in Keys Road, lies a site with views of the Chehalis River and valley. Its relative remoteness has potential for the development of an on-site conference center. This center could function as a meeting space for Park tenants as well as other users in search of a natural setting to hold a meeting or event. While a conference center would be a valuable amenity for tenants, it would also be a potential revenue generator for the Park, contributing to the "Economic Development" guiding principle.

**TABLE 3.8: AREA 2 FULL BUILD OUT SCENARIO**

### **OFFICE**

30,000 SF, 100 Employees

### **LIGHT/HEAVY INDUSTRIAL**

750,000 SF, 750 Employees

### **VISITORS/RETREAT CENTER**

5,000 SF, 13 Employees

### *Planning Area 3: Satsop and Ranney Well Sites*

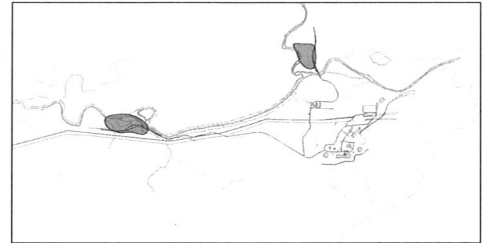
Areas 3a (Satsop) and 3b (Ranney) are multi-use areas serving as well sites and potential mitigation areas. The wells are of vital importance to the Park, providing a reliable potable and industrial water supply. The Satsop well site is located on the Satsop River north of the main site and provides the potable water used in the Park. The Ranney well site is a collection of three wells (two that are operable) near the Chehalis River in the western portion of the Park and accessed via Haul Road. There is potential for specialized water-dependent industries at the Ranney well site. Although there is some public access to the Chehalis River at the Ranney well site, the wells are fenced and secured. It is recommended that public access continue to be restricted to both sites. Table 3.9 summarizes the Area 3 characteristics and Table 3.10 summarizes its key features.

#### **Mitigation**

Area 3 contains potential for mitigation banks, as discussed earlier in this chapter. Because of previous environmental impacts, their location within the flood plains, and the presence of wetland areas, the well site areas have potential for mitigation and enhancements that would improve overall environmental quality.

#### **Department of Fish & Wildlife (WDFW) Enhancement Project**

This project is focused on restoring natural habitat within WDFW-owned land adjacent to the Satsop well site (Area 3a). Though the project is currently on hold due to lack of funding, it would not affect the PDA's right to withdraw water from this well if and when the project commences. It is possible, however, that the well would have to be relocated.



Area 3 encompasses two sites. Area 3a in the northeast is the Satsop Well site, while 3b in the west is the Ranney Well site.

**TABLE 3.9: AREA 3 CHARACTERISTICS**

#### **LAND USE**

Multi-use

#### **ACREAGE**

3a: 50; 3b: 70

#### **PRIMARY FUNCTION**

Infrastructure

#### **SECONDARY FUNCTION:**

Habitat; Mitigation Banking; Specialized Use

#### **ZONING**

Satsop Multi-use District



# Chapter Three. Master Plan

TABLE 3.10: AREA 3 KEY FEATURES

INFRASTRUCTURE
Water
Wellhead Protection Area
NATURAL ENVIRONMENT
Forested Areas

Erosion

The winter storms of 2006-2007 accelerated erosion at the Satsop well site. As a result, the PDA implemented emergency repairs. They are currently studying the future and long term viability of the well site. If the erosion causes irreparable damage the well would need to be relocated or the potable water supply would need to be drawn from the Ranney well site. There would be significant cost and other infrastructure relocation issues associated with either option.

## Planning Area 4: Fuller Creek

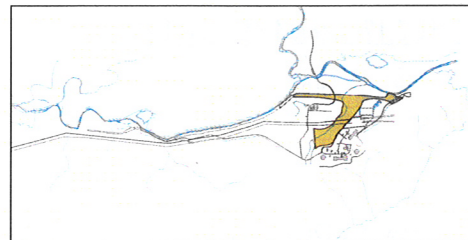
The Fuller Creek Planning Area contains an infrastructure/utility corridor, healthy forest stands, steep slopes and riparian/wetland habitats. Because of these characteristics, and its location between the two developable areas of the Park (West Park and Main Campus), the Fuller Creek area functions best as a multi-use area where forest management, passive recreation, infrastructure access and maintenance can coexist. Table 3.11 summarizes the Area 4 characteristics and Table 3.12 summarizes its key features.

### Forest Management

The forest contained within the Fuller Creek area is one of the more mature stands within the Park. The long-term health and sustainability of the stand within Area 4 will be guided by the development of a Forest Management Plan as previously discussed. This is especially important given its function as a natural buffer between the two developed portions of the Park. Revenue derived from management of this stand could help fund the implementation of other Park goals such as trail and recreational enhancements and interpretive features. The topography of the area allows for selective harvesting to occur with minimal visual impact when seen from other parts of the Park, thus not affecting the image or identity of the site. The forest management plan would also need to retain the important ecological functions of this area.

### Wetlands and Mitigation

Fuller Creek flows north-northeast, and six wetlands were identified along its corridor totaling, 2.48 acres. Two of these wetlands are constructed storm ponds and have the potential to be enhanced to provide additional ecological functions. These enhancements could be in the form of mitigation banks, as discussed earlier in this chapter.



Area 4 is located at the northern and central portions of the Park.

**TABLE 3.11: AREA 4 CHARACTERISTICS**

#### LAND USE

Multi-use

#### ACREAGE

320

#### PRIMARY FUNCTION

Utility Corridor; Forest Management;  
Habitat

#### SECONDARY FUNCTION

Recreation; Buffer to northern properties;

#### ZONING

Satsop Multi-use District

## Chapter Three. Master Plan

**TABLE 3.12: AREA 4 KEY FEATURES**

### **INFRASTRUCTURE**

BPA Corridor

Sewer

Water

Stormwater Detention

### **PUBLIC ACCESS/RECREATION**

Nature Trail

Multi-Use Trail

Interpretive Areas

### **NATURAL ENVIRONMENT**

Fuller Creek

Forested Areas

### **Access and Circulation**

As discussed earlier in this chapter, a more direct connection between Areas 1 and 2 may become necessary as the site is developed. Such a roadway connection would traverse Area 4, requiring future feasibility studies. The main issues related to this potential new connection will be impacts to the environment, topography and cost.

A major utility corridor also cuts through this area, connecting the West Park area to the Main Campus. This has potential to become a multi-use corridor for PDA maintenance access and a passive recreation trail, as discussed below.

### **Recreation and Public Education**

A series of nature trails are proposed for the area, along the potential multi-use trail discussed above. These trails will provide a more natural walking experience and bring people in contact with interpretive stations explaining wetland restoration, forest management and succession, and local flora. Parking for users of these trails could be provided on the periphery of Area 4 with additional parking in Area 1 near cooling tower 5.



## *Planning Area 5: South of Cooling Tower*

Area 5 is the largest undeveloped portion of the site, and it is envisioned to be maintained as a multi-use area containing managed forest, wildlife habitat, education/research, and limited public access and low-impact recreation. The forest within this area provides the natural backdrop contributing to the Park's identity and character. Table 3.13 summarizes the Area 5 characteristics and Table 3.14 summarizes its key features.

### **Habitat**

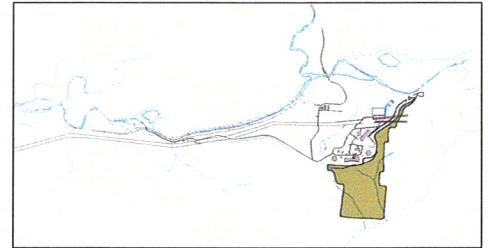
Workman Creek East and West and their associated wetlands are relatively undisturbed, as steep slopes make them highly inaccessible. These high quality habitat areas will be protected as a part of this Plan. There is currently limited access to this area, primarily through old logging roads.

### **Recreation**

Recreational access to Area 5 could consist of a multi-use trail just south of the cooling towers and nature trails potentially along old logging roads. Associated parking and trailheads would be located in Area 1.

### **Forest Management**

As discussed previously, this Plan recommends the creation of a Forest Management Plan. The development of this Forest Management Plan is especially significant in Area 5 because it is the largest forested area on the property, and as such, is essential to the Park's identity and character. Furthermore, this forest stand is adjacent to active timber production lands owned by Weyerhaeuser. Area 5 is an ideal location for the "living laboratory" research activities discussed at the beginning of this chapter.



Area 5 is located at the southern portion of the Park.

**TABLE 3.13: AREA 5 CHARACTERISTICS**

#### **LAND USE**

Multi-use

#### **ACREAGE**

455

#### **PRIMARY FUNCTION**

Forest Management; Habitat

#### **SECONDARY FUNCTION**

Research; Education; Recreation

#### **ZONING**

Satsop Multi-use District

**TABLE 3.14: AREA 5 KEY FEATURES**

#### **ECONOMIC DEVELOPMENT**

Research/Lab

#### **INFRASTRUCTURE**

Roads

#### **PUBLIC ACCESS/RECREATION**

Nature Trail

Multi-Use Trail

Interpretive Areas

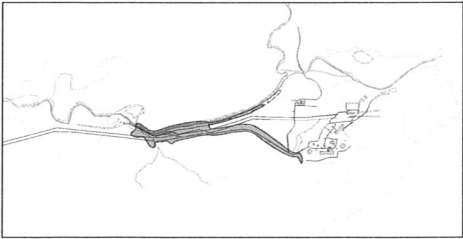
#### **NATURAL ENVIRONMENT**

Purgatory Creek

Workman Creek

Forested Areas

# Chapter Three. Master Plan



Area 6 is located at the southern portion of the Park.

TABLE 3.15: AREA 6 CHARACTERISTICS

LAND USE:
Multi-use
ACREAGE
215
PRIMARY FUNCTION
Utility Corridor; Public Access and Recreation
SECONDARY FUNCTION
Mitigation Banking
ZONING
Satsop Multi-use District

## Planning Area 6: Haul Road

The Haul Road Planning Area is designated as multi-use because it contains infrastructure, river access, and potential mitigation sites. Its primary purpose is to be an infrastructure-utility corridor. Table 3.15 summarizes the Area 6 characteristics and Table 3.16 summarizes its key features.

### Utility Corridor

The Haul Road utility corridor is a narrow swath of land extending west from the main campus. Its primary function is to provide access to the site’s infrastructure, including the Ranney Well site and underground utility lines (e.g. water, telecommunication, etc.). In the past, Haul Road provided access as far as the barge slip, though this connection has fallen into disrepair.

### Mitigation

The Haul Road Planning Area presents several opportunities to fulfill the “Sustainability” guiding principle, to “manage the long term health and function of the land in a manner that ensures its health and productivity for future generations.” Elizabeth and Hyatt Creeks intersect with portions of Haul Road on their course to the Chehalis River. There are two constructed ponds that have become more “natural” over time. Given these features, and the fact that this area is the most developed outside of the developable areas, there is high potential for upland and wetland mitigation through restoration and enhancement projects. These areas could function as “banks” for on-site and off-site project requirements, as discussed earlier in this chapter.



## Recreation

There is also potential for recreational uses along this corridor, including fishing access, non-motorized watercraft access, and accessible multi-use trails (see Figure 3.5). Trails could be developed along Haul Road. In addition, a former railroad right-of-way runs parallel to the Chehalis River, presenting an opportunity for developing a 6-mile-long multi-use trail. This would require the Satsop trail to be linked to an off-site network developed by another entity. There is also potential for developing trail access and a small parking area on Keys Road. However, negotiations with private landowners would be necessary as there are several privately-held parcels between PDA-held property along the river and Keys Road.

A small parking area, paved with pervious material, is proposed for day users to access fishing, a non-motorized watercraft launching area, and trails. Some amenities such as a fish cleaning station and fishing platforms could eventually be developed.

**TABLE 3.16: AREA 6 KEY FEATURES**

### INFRASTRUCTURE

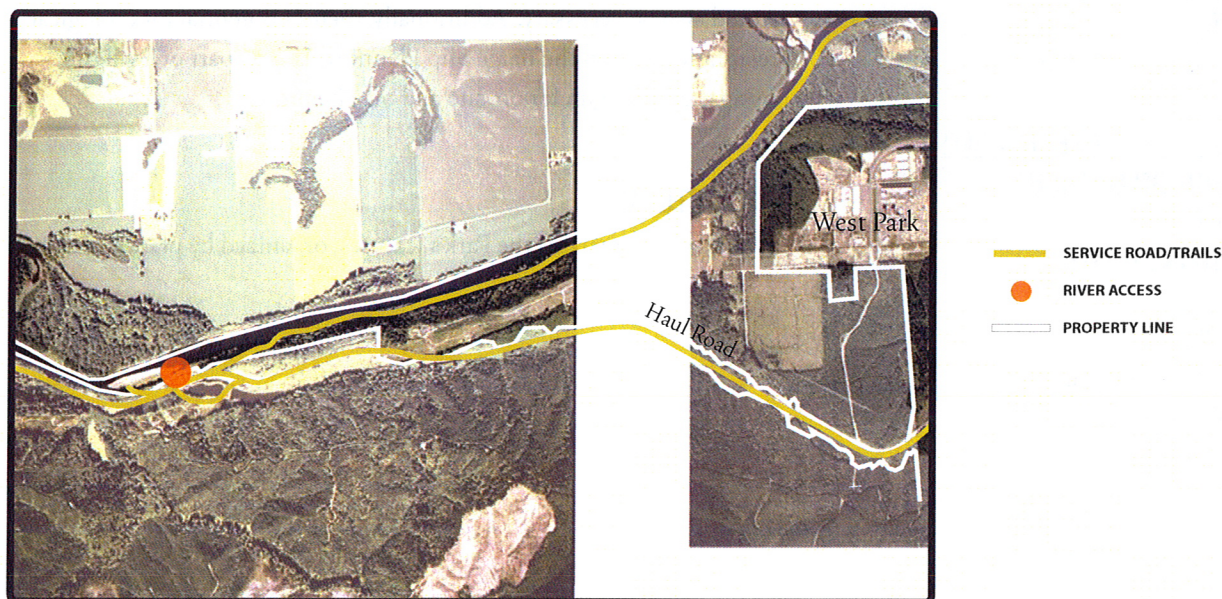
Parking  
Roads  
BPA Corridor  
Sewer  
Water  
Stormwater Detention

### PUBLIC ACCESS/RECREATION

Nature Trail  
Multi-Use Trail  
Public Fishing Area  
Interpretive Areas  
Non-motorized Boat Access

### NATURAL ENVIRONMENT

Chehalis River  
Elizabeth Creek  
Hyatt Creek  
Potential Mitigation Areas  
Forested Areas

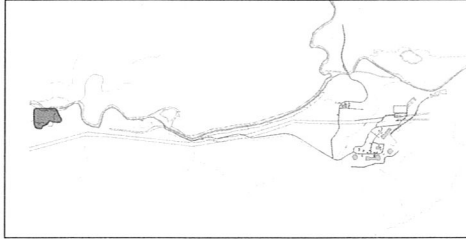


Note: A large scale version of this map may be obtained from the Grays Harbor Public Development Authority .

**Figure 3.6 Haul Road Trail**



## Chapter Three. Master Plan



Area 7 is located at the extreme western portion of the Park.

**TABLE 3.17: AREA 7 CHARACTERISTICS**

**LAND USE**

Multi-use

**ACREAGE**

40

**PRIMARY FUNCTION**

Infrastructure

**SECONDARY FUNCTION**

Mitigation Banking

**ZONING**

Satsop Multi-use District

**TABLE 3.18: AREA 7 KEY FEATURES**

**ECONOMIC DEVELOPMENT**

Research/Lab

**INFRASTRUCTURE**

Roads

Barge Slip

**NATURAL ENVIRONMENT**

Chehalis River

Potential Mitigation Areas

Forested Areas

### *Planning Area 7: Barge Slip*

Area 7 is not contiguous to the rest of the PDA properties and has limited access. Table 3.17 summarizes the Area 7 characteristics and Table 3.18 summarizes its key features.

The Barge Slip Planning Area is currently accessed from Montesano along Minkler Road. It sits within a natural setting, and contains wetland and riparian systems that serve as potential habitat mitigation areas, as discussed earlier in this chapter. The barge slip is unusable in its current state, but could be repaired and renovated to allow future use. If repaired, it would provide a direct link to the Port of Grays Harbor, though shipping would be subject to tidal fluctuations. This asset would allow potential tenants to ship products to and receive materials from the Port of Grays Harbor, creating a link to international markets.

As discussed previously, there is a feasibility study underway (Barge Slip Feasibility Analysis, currently being conducted by Pacific International Engineering) to explore returning it to service. If the barge slip were to be functional in the future, access improvements along Haul Road would also be necessary. Additionally, there is potential for ecological restoration within the Barge Slip Planning Area as part of a wildlife mitigation program for on-site and off-site projects.

### **Summary**

Table 3.19 summarizes the Park's features, organized by planning area.

**TABLE 3.19: PARK-WIDE FEATURES (PLANNED AND EXISTING)**

		1 MAIN CAMPUS	2 WEST PARK	3 WELL SITES	4 FULLER CREEK	5 S. OF TOWERS	6 HAUL ROAD	7 BARGE SLIP
ECONOMIC DEVELOPMENT	Flex-Tech	●	●					
	Office	●						
	Light Industrial	●	●					
	Heavy Industrial	●	●		●			
	Research/Lab	●	●		●	●		●
	Convenience Retail	●						
INFRASTRUCTURE	Parking	●	●				●	
	Roads	●	●			●	●	●
	BPA Corridor	●	●		●		●	
	Sewer line	●	●		●		●	
	Water line	●	●	●	●		●	
	Wellhead			●				
	Wastewater Treatment Facility	●						
	Stormwater Detention	●	●		●	●	●	
	Barge Slip							●
PUBLIC ACCESS/ RECREATION	Visitors Center	●						
	Amphitheater	●						
	Retreat/Conference Center	●	●					
	Gateway Features	●	●					
	Nature Trail				●	●	●	
	Multi-Use Trail	●	●		●	●	●	
	Sidewalk Network	●	●					
	Public Fishing Area			●			●	
	Interpretive Areas	●	●		●	●	●	
NATURAL ENVIRONMENT	Non-motorized Boat Access						●	
	Chehalis River			●			●	●
	Satsop River			●				
	Fuller Creek				●			
	Purgatory Creek					●		
	Workman Creek					●		
	Elizabeth Creek						●	
	Hyatt Creek						●	
	Potential Mitigation Banks			●	●		●	●
	Forested Areas		●		●	●	●	



STATE OF THE PARK-WINE TASTING PLANT AND EXHIBIT





## Chapter Four. Goals & Policies

The following goals, objectives and policies were developed based on previous planning efforts, input from the PDA Board and agency charrette. These policies will be used to guide implementation of the Master Plan and development of the Park.

### I. Economic Development

#### GOALS:

- ED-A: FACILITATE JOB GROWTH IN THE COUNTY BY CREATING A BUSINESS-FRIENDLY ENVIRONMENT, ENCOURAGING INNOVATIVE INDUSTRIES, MARKETING TO APPROPRIATE POTENTIAL TENANTS, AND EXPLORING NEW OPTIONS FOR ECONOMIC DEVELOPMENT.
- ED-B: ENSURE ECONOMIC DEVELOPMENT IS SUSTAINABLE THROUGH THE USE OF RESPONSIBLE LAND USE PLANNING.

#### POLICIES:

- ED-1: Provide predictability to potential tenants by creating “permit-ready” development sites through advanced environmental review and a streamlined permitting process.
- ED-2: Focus on recruiting businesses that would benefit from the Park’s existing infrastructure (e.g. redundant power supply, telecommunications backbone, functional cooling tower, industrial water supply, barge slip).
- ED-3: Explore opportunities with green industries (e.g. renewable energy, biomass energy, green materials) to site facilities in the Park.

## Chapter Four. Goals & Policies

- ED-4: Promote the Park's amenities to potential tenants and outside visitors, including interpretive and site history opportunities and passive and active recreational facilities.
- ED-5: Use the Master Plan to ensure economic development is balanced with the long term sustainable management of the Park.

### II. Land Use

#### GOAL:

- LU-A: PROMOTE A SUSTAINABLE PARK THAT USES BOTH ITS NATURAL AND BUILT ASSETS EFFICIENTLY THROUGH RESPONSIBLE LAND USE PLANNING.

(See Figure 3.2 Zoning Map and Figure 3.5 Area 1 Future Land Use Map in Chapter 3 of this document for reference for the following policies)

#### POLICIES:

##### General

- LU-1: Maintain ownership – and control – of all properties within the Park by leasing parcels rather than selling them. Sale may be considered only for exceptional opportunities.
- LU-2: Avoid “breaking up” larger development sites until all other appropriate development areas have been explored.
- LU-3: Provide a natural buffer between Park uses and surrounding properties.
- LU-4: Apply the “Satsop Development District” to all land within the Main Campus (Area 1) and West Park (Area 2), as identified in the adopted Master Plan.
- LU-5: Ensure that properties designated as “Satsop Development District” serve the primary purpose of providing employment and economic development opportunities.
- LU-6: Apply the “Satsop Multi-Use District” to all land within the following areas as identified in the adopted Master Plan: Well Sites (Areas 3a and 3b); Fuller Creek (Area 4); south of cooling towers (Area 5); Haul Road (Area 6); and the barge slip (Area 7).

- LU-7: Ensure that properties designated as “Satsop Multi-Use District” serve one or more of the following as their primary purpose: infrastructure, habitat, mitigation, forest management, or recreation.

#### Industrial/Manufacturing

- LU-8: Locate more intensive industrial uses within the Main Campus at the Boise plant site, north of the BPA Substation, around the Turbine Building and Cooling Tower 3 and throughout West Park to optimize the use of existing infrastructure and avoid compatibility issues with less intensive uses.
- LU-9: Locate less intensive industrial uses in the western area of Main Campus along and to the west of Olympic View Drive to reflect current uses and ensure future adjacent uses are compatible.

#### Office/Flex-Tech

- LU-10: Locate office/flex-tech development along Lambert Road and Olympic View Drive to group compatible uses and provide greater visibility for those tenants.
- LU-11: Provide “incubator space” in the “office/flex-tech” area with facilities and services that foster innovation among small, start-up businesses that could grow into larger, long-term tenants of the Park.
- LU-12: Locate educational uses to take advantage of and/or complement the natural setting or other uses within the Park.

#### Retail

- LU-13: Allow for a limited amount of retail and service uses (e.g. delis, coffee shops, day care) to locate in the Park to serve employees and visitors of the Park.



## Chapter Four. Goals & Policies

### III. Design and Character

#### Goals:

- D-A: MAINTAIN THE PARK'S IMAGE AND IDENTITY BY PROTECTING THE BUILT AND NATURAL FEATURES THAT CONTRIBUTE TO ITS HERITAGE.
- D-B: ENSURE QUALITY DEVELOPMENT THAT ENHANCES THE VALUE AND CONTRIBUTES TO THE OVERALL CHARACTER AND COHESIVENESS OF THE PARK.

#### Policies:

##### General

- D-1: Encourage green/sustainable practices, as discussed in the Environmental Goals and Policies.
- D-2: Implement the Master Plan through the application of the Satsop Development Park Development Standards and Design Guidelines.

##### Identity

- D-3: Maintain the cooling towers as visible landmarks and symbols of the unique site history and character.
- D-4: Maintain the tree cover behind the cooling towers as a backdrop to the Park, except in cases of safety, security or maintenance access.

##### Signage

- D-5: Ensure that all signage in the Park is consistent with established PDA standards and reinforces the Park "brand".

##### Streetscape

- D-6: Reinforce the Park's image and identity through streetscape design and building placement along designated "main streets" as identified in the Satsop Development Park Standards and Guidelines.

## IV. Infrastructure

### GOAL:

- I-A: PROVIDE FACILITIES AND SERVICES IN A TIMELY AND COST-EFFICIENT MANNER THAT SUPPORTS THE PARK'S DEVELOPMENT AND PRINCIPLES OF SUSTAINABILITY.

### POLICIES:

#### Utilities

- I-1: Use Low-Impact Development (LID) techniques for stormwater infrastructure to reduce the amount of additional infrastructure and maintain the natural systems.
- I-2: Where stormwater infiltration is not feasible or practical, stormwater should be conveyed to shared facilities to eliminate the need for individual on-site storage.
- I-3: Extend utilities as needed within the developable areas of the Park to facilitate development and optimize use of systems capacities.
- I-4: Explore expansion of the Park's utilities to serve areas outside of the Park as a means of utilizing capacity and generating revenue to sustain the system.
- I-5: Prioritize utility service to first serve existing uses within the Park, second, provide adequate capacity to meet needs of potential uses within the Park and third, expand the service area outside of the Park.

#### Telecommunications

- I-6: Maintain a reliable, up-to-date telecommunications infrastructure to encourage a diverse range of companies.
- I-7: Recruit businesses that would benefit from the redundant telecommunications infrastructure in the Park.
- I-8: Explore co-location of transmission facilities on one or both cooling towers in coordination with local agencies and potential users.

## Chapter Four. Goals & Policies

### V. Transportation

#### Goal:

- T-A: PROVIDE A SAFE AND EFFICIENT SYSTEM FOR MOVING PEOPLE AND GOODS TO, FROM, AND WITHIN THE PARK.

#### POLICIES:

##### On-Site Circulation

- T-1: Explore a more direct vehicular and pedestrian connection between Main Campus (Area 1) and West Park (Area 2).
- T-2: Develop sidewalks for pedestrians in the Main Campus to connect employment and activity centers.
- T-3: Develop a network of multi-use trails for pedestrians, bicyclists and service/maintenance vehicles in both the developed and natural areas of the Park.
- T-4: Develop a network of nature trails for employees and visitors in the natural areas of the Park.
- T-5: Link the three trail networks (sidewalk, multi-use and nature) to create a pedestrian-friendly system, linking buildings, recreation areas, and other destinations within the Park.
- T-6: Work with the County to ensure all roadways within the Park are adequately signed.

##### Freight

- T-7: Work with the County to ensure all roadways within the Park, and those connecting with SR 12, are designed and constructed to safely and efficiently handle vehicular traffic, including freight.
- T-8: Foster a cooperative relationship with nearby port, railroad and Airport entities to maximize the resources of all parties.
- T-9: Explore the feasibility of renovating, operating and maintaining the barge slip.



Parking & Loading

- T-10: Ensure adequate parking availability and accessibility for both passenger and freight vehicles as well as adequate turning radii for trucks.
- T-11: Locate loading areas away from pedestrian activity areas and design to minimize noise and visual impacts to adjacent uses and public areas.

## VI. Public Access and Recreation

**GOAL:**

- PA-A: OFFER PUBLIC ACCESS AREAS FOR EDUCATIONAL, RECREATIONAL, AND TOURISM ACTIVITIES THAT ARE COMPATIBLE WITH PARK FUNCTIONS AND OPERATIONS.

**Policies:**Educational

- PA-1: Develop interpretive features, such as signage and public art, to inform the visiting public of the Park's history, natural features, habitat and functions.
- PA-2: Integrate interpretive features into public areas of the Park, such as along trails, near public gathering areas, and at Cooling Tower 5.

Recreational

- PA-3: Design and construct trails, waterfront access and wildlife viewing areas including accessible facilities where appropriate so as to minimize impact on the environment.
- PA-4: Consider possible trail connections to a larger regional trail system.
- PA-5: Consider other recreational opportunities, such as bike trails, kayak/canoe launches, and fishing.
- PA-6: Provide public access for non-motorized watercraft to the Chehalis River for public fishing and similar recreational opportunities via Haul Road and the former railroad right-of-way.

## Chapter Four. Goals & Policies

### VII. Environment

#### GOAL:

- E-A: DEVELOP THE PARK IN A MANNER THAT BALANCES ECONOMIC AND ECOLOGICAL VALUE, PROTECTING AND MANAGING CRITICAL AREAS AND NATURAL HABITATS.

#### POLICIES:

##### General

- E-1: Collaborate with the Olympic Region Clean Air Agency (ORCAA) to maintain air quality standards.
- E-2: Explore on-site recycling facilities that are compatible with light industrial uses and do not release noxious odors.
- E-3: Inform businesses, employees and visitors to the Park about habitat preservation and enhancement efforts within the Park.
- E-4: Encourage tenants to engage in environmentally responsible practices, including energy conservation, alternative energy, and waste reduction and recycling.
- E-5: Protect the Park's wetlands and streams by ensuring adequate buffers and minimizing intrusion.

##### Sustainability

- E-6: Explore techniques such as habitat enhancement and mitigation banking to preserve ecological functions in the Park.
- E-7: Design mitigation into development standards and individual projects to avoid potential significant adverse impacts and protect Park resources.
- E-8: Develop a program for the long term management of the valuable habitat in Areas 5 and 6 of the Park.

#### Forest Management

- E-9: Develop a Forest Management Plan to ensure the long-term health and sustainability of the Park's forested areas and their habitat and educational value.
- E-10: Use sustainable forest management practices to create an attractive product for the growing "green" timber market.

#### Design Policies

- E-11: Encourage building and site design that responds to ecologically sustainable development principles, as outlined in the Satsop Development Park Standards and Guidelines.

## **VIII. Site Safety and Security**

#### **Goal:**

SS-A: ENSURE SAFETY AND SECURITY IN THE PARK  
THROUGH EFFECTIVE MANAGEMENT OF SITE  
ACCESS AND HAZARDOUS MATERIALS.

#### **Policies:**

##### Health & Safety

- SS-1: Locate businesses that use or generate hazardous or noxious materials in areas identified for heavy industrial uses.

##### Security

- SS-2: Define areas as public or private for access and security purposes and implement appropriate management practices.







# Chapter Five. Design Guidelines

The Satsop Development Park Design Guidelines are intended to assist in establishing and maintaining a character and quality of development consistent with the goals and policies of the Satsop Development Park Master Plan. They seek to create a positive business image and an aesthetically pleasing environment for tenants and visitors to the Park while being sensitive to the ecological systems within, and surrounding, the site.

## Design Principles

The design principles governing the development of this set of guidelines are:

- 1) The Satsop Development Park has two main areas where development is to occur: Main Campus and West Park. The Park is to be developed primarily with industrial and office uses. The more intense industrial uses will occur in and around the “turbine building” and the West Park area. Much of the Main Campus, being the “public face” of the Park, is to be developed with less intense industrial and office uses in buildings that are of a higher quality design.
- 2) The forest areas provide a backdrop to Main Campus and West Park, contribute to the overall identity of the Satsop Development Park, and provide valuable habitat and ecological functions. These areas will be limited to specific and specialized activities that generally minimize ecological and visual impacts.
- 3) There are three ‘Main Streets’ within the Main Campus along which landscaping and building design shall be of the highest quality in the Park and achieve a coherent overall image. These streets are Olympic View Drive, Tower Boulevard and Lambert Road (from its intersections with Olympic View Drive to Tower Boulevard). Along these streets special attention should be paid to location of building, building entrances, distinctive architectural features, building color and materials, landscaping, fencing, signage, location of parking and service areas.

## Chapter Five. Design Guidelines

- 4) Landscaping is an important component of new development and should help contribute to a cohesive image for the Park and minimize the visual impact of buildings and associated parking and service areas.
- 5) Guidelines relating to building design are structured to provide flexibility. They provide a palette of options to consider during the design process and address:
  - a. Building entrances
  - b. Exterior building material
  - c. Blank walls
  - d. Architectural detail in key areas
- 6) In addition to its economic development goals, the Park shall be developed to provide attractions and amenities for employees and visitors, including a network of trails, a visitor center, and interpretive features.
- 7) The Development Park should employ “low-impact development” techniques and sustainable building practices.

### Applicability

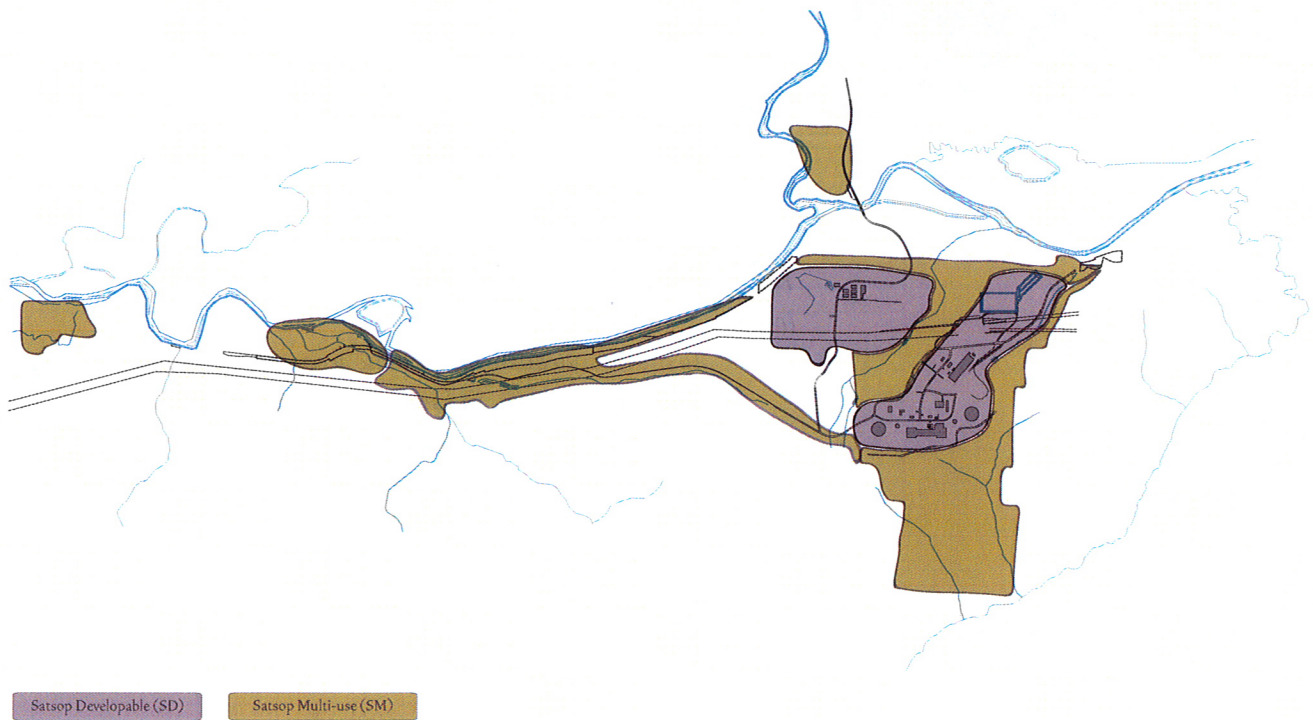
The Satsop Development Park Design Guidelines shall be applied to all new development occurring within the Satsop Development District (SD) (see Figure 5.1, repeated from Chapter 3). Guidelines addressing circulation, access, and parking (Section 1) also have applicability to the Satsop Multi-use District (SM). Guidelines are considered supplemental to the Satsop Development and Multi-use sections of the Grays Harbor County zoning code and other applicable county or state regulation. While Grays Harbor County will administer and enforce the zoning code, these design guidelines are administered by the PDA. The PDA has the sole authority to apply, enforce and interpret these guidelines.

The degree to which each guideline applies to a development/redevelopment project shall be evaluated on a case by case basis in an effort to achieve an overall design which meets the purpose and intent of these guidelines. Where the guidelines are unclear or do not provide adequate direction new development proposals shall ensure they are meeting the intent of the guideline.



## Permitting Process

Permits for development occurring within the Satsop Development Park shall be issued by Grays Harbor County. Proposed development within the Satsop Development Park is subject to preliminary review by the Grays Harbor Public Development Authority, using these guidelines, before being submitted to Grays Harbor County for permitting.



Map not to scale.  
For planning purposes.

Note: A large scale version of this map may be obtained from the Grays Harbor Public Development Authority .

**Figure 5.1: Zoning Map**

## Chapter Five. Design Guidelines

### Section 1: Circulation, Access and Parking

#### 1.1 Site Entrances and Gateways

*Intent:*

- 1) *To clearly identify entries to the Park and individual development sites.*
- 2) *To respond to site context and uses.*
- 3) *To improve public safety.*
- 4) *To distinguish between public access points and restricted areas.*



Landscaping and signage are integrated into a visible site entrance.

#### Design Guidelines

a) The two public entrances (Keys Road and Lambert Road) should be distinctive and reflect the overall character of the site using landscaping and directional signage.

b) All individual site entrances should be visible and integrate features such as landscaping and signage consistent with the Park's landscaping and signage standards.

#### 1.2 Roadways

*Intent:*

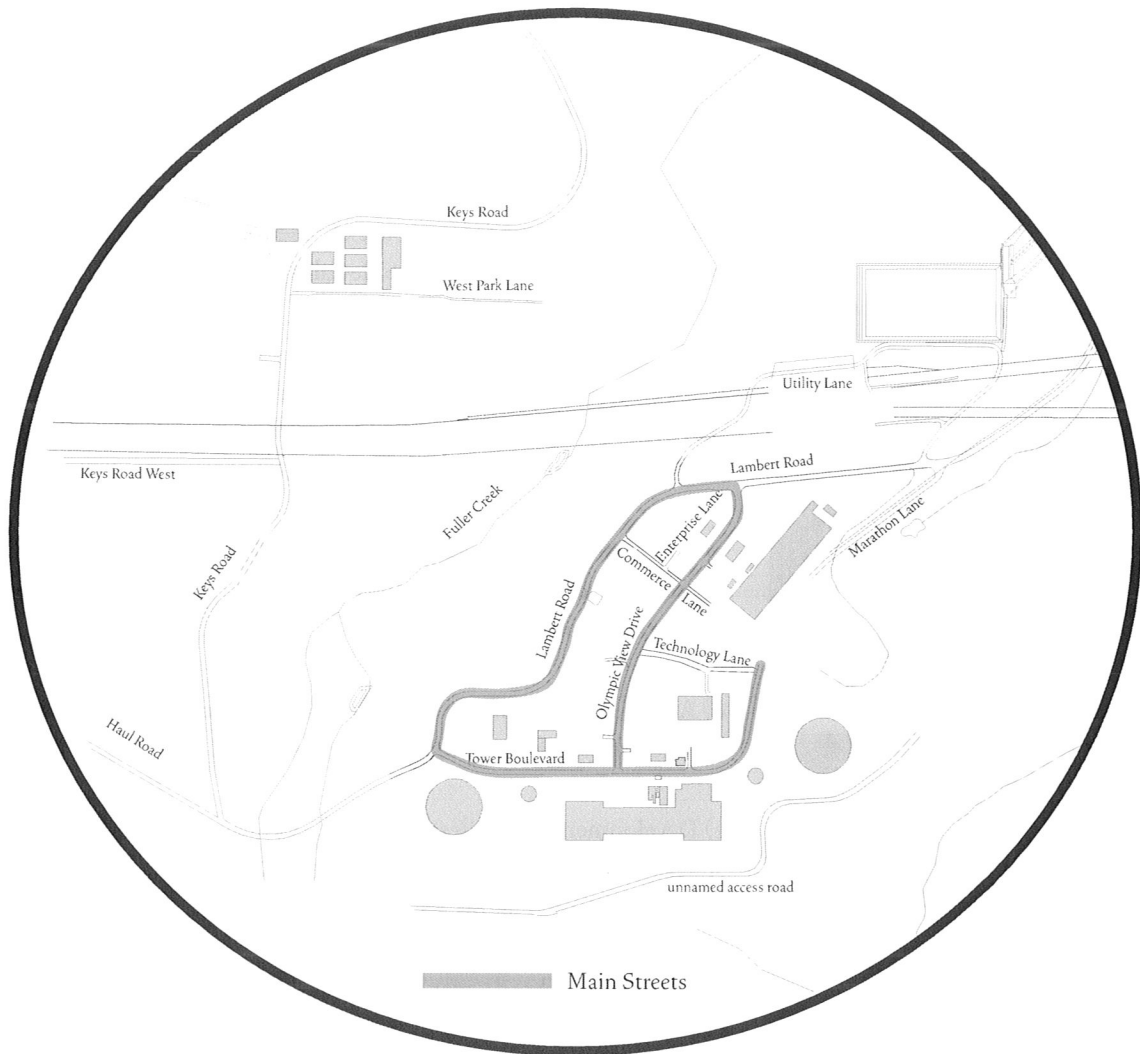
- 1) *To provide adequate interior site access for site users, including employees, visitors, and service and emergency vehicles.*
- 2) *Minimize impervious surfaces.*
- 3) *To be designed to blend with the setting in which constructed.*

#### Design Guidelines

a) All public roadways must comply with Grays Harbor County standards for road gradients and curves. The Grays Harbor County Public Works Department and the Grays Harbor County Fire Marshall must approve variations from these standards.

b) Tower Boulevard, Olympic View Drive and Lambert Road (from its intersection with Olympic View Drive to Tower Boulevard) shall be classified as Main Streets (see Figure 5.2 Main Streets Map).

c) New roadways are to be located in response to site topography, views and other natural features to the greatest extent possible in order to maintain the natural aesthetic of the Park and minimize environmental impacts.



Map not to scale.  
For planning purposes.

Note: A large scale version of this map may be obtained from the Grays Harbor Public Development Authority .

**Figure 5.2: Main Streets Map**



## Chapter Five. Design Guidelines



Sidewalks with a planting strip, clearly marked crosswalks, and overhead lighting reduce pedestrian-vehicular conflicts and provide a safe walking environment.



On-site convenience retail such as delis shall be accessible via the sidewalk network.



Pedestrian amenities such as benches, trash cans, public art, lighting, and directional signage create an inviting pedestrian experience.

### 1.3 Non-motorized Circulation

#### Intent:

- 1) To provide direct pedestrian connections between parking areas and building entrances, and between sidewalks, public spaces and building entries.
- 2) To create safe on-site pedestrian facilities.
- 3) To provide public recreation access on site.

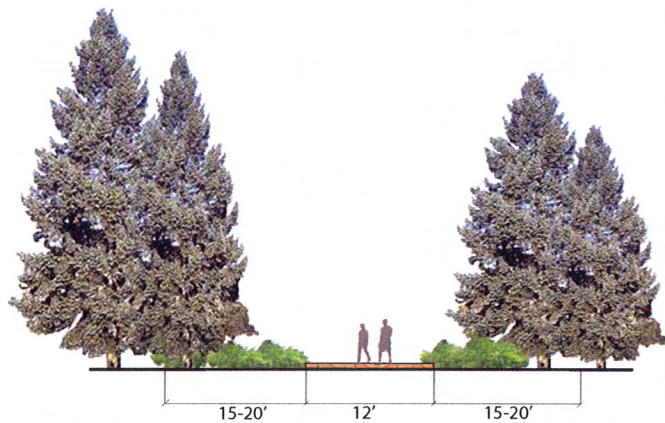
#### Design Guidelines

- a) Clear, designated pedestrian facilities, including sidewalks, crosswalks and signage, should be provided along Main Streets in order to discourage pedestrian use of roadways and minimize potential pedestrian-vehicular conflicts. Sidewalks shall be provided on at least one side of all Main Streets.
- b) Sidewalks shall be separated from the roadway with a four (4) feet minimum landscaped planting strip or drainage swale. On-site sidewalks may be integrated with site frontage landscaping.
- c) Intersections of all roadways shall be well-lit and clearly marked where pedestrian facilities are located in order to reduce vehicle and pedestrian conflicts and enhance safety.
- d) All on-site convenience retail uses shall be accessible via sidewalk between the store entrance and nearest street.
- e) Development of a pedestrian circulation system should adhere to the standards outlined in Table 5.1: Pedestrian Circulation System Standards and illustrated in Figures 5.3-5.4.
- f) Integrate trail heads, rest stops and public spaces or plazas along pedestrian routes and trails. Consider adding amenities such as public seating, trash receptacles, pedestrian lighting, public art, drinking fountains, and wayfinding and/or interpretive signage.
- g) Nature trails shall be designed and constructed so that clearing of vegetation, grading, erosion, and visual impacts are minimized.

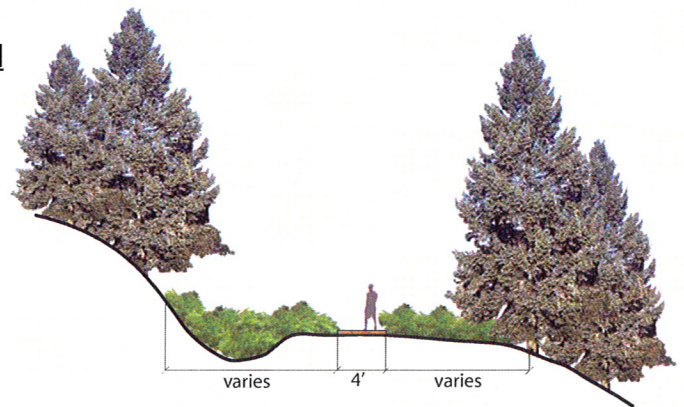


**TABLE 5.1: PEDESTRIAN CIRCULATION SYSTEM STANDARDS**

	<b>SIDEWALKS</b>	<b>MULTI-USE TRAILS</b>	<b>NATURE TRAILS</b>
<b>USER</b>	Pedestrian	Pedestrians, Bicycles, Maintenance vehicles	Pedestrians
<b>DIMENSION</b>	4 ft. min.	12 ft.	4 ft.
<b>SURFACE MATERIAL(S)</b>	Concrete, pervious pavement, or painted lines if within interior of parking lot	Crushed gravel	Crushed gravel mulch/ boardwalk
<b>RECOMMENDED AMENITIES</b>	Pedestrian lighting, public space, seating, wayfinding signage, public art, drinking fountain, landscaping	Rest stops, seating, wayfinding and interpretive signage, trail heads	Rest stops, seating, wayfinding and interpretive signage, trail heads



**Figure 5.3: Multi-Use Trail**



**Figure 5.4: Nature Trail**



## Chapter Five. Design Guidelines



Integration of trees and shrubs help to break up large parking areas and maintain the Park's landscape character.



Clearly delineated pedestrian pathways with adequate site lighting and unobtrusive landscaping in parking areas reduce pedestrian-vehicular conflict and provide easy access to buildings.



Loading areas should be located to the rear or side of buildings and be visually screened using vegetation and other appropriate materials.

### 1.4 Parking and Loading

The following guidelines are supplemental to GHC Chapter 17.68.

*Intent:*

- 1) *To provide adequate on-site parking development.*
- 2) *To minimize visual impact of surface parking areas.*
- 3) *To minimize potential pedestrian-vehicular conflicts.*
- 4) *To minimize the quantity of impervious surfaces.*

#### Design Guidelines

a) Large parking areas should be broken up into smaller areas, which are separated and screened visually, using vegetation and/or other methods in order to maintain the Park's landscape character.

b) Parking lots shall have clearly delineated pedestrian pathways providing direct connections to the uses they serve and adjacent public areas.

c) Parking is to be located behind or to the side of buildings along Main Streets in order to maximize tenant exposure and maintain continuity of street character.

d) Within parking areas use site lighting, appropriate landscape placement, and other features such as signage and well-defined pathways in order to enhance visibility and improve public safety and security.

e) Loading areas should be located to the side or rear of buildings and be visually screened from Main Street frontages.



## ***1.5 Satsop Multi-use District***

### *Intent:*

- 1) *To minimize environmental impacts and visual impacts within the undeveloped portions of the Park.*
- 2) *To provide maintenance vehicle access to utility corridors and other service areas from adjacent public rights-of-way.*
- 3) *To provide recreational opportunities for Park employees and visitors.*

### **Design Guidelines**

#### General

a) Access to the Multi-use District shall be limited to the following activities:

- Utility maintenance and repair
- Forest management activities
- Non-motorized recreation
- Research and education
- Specialized industry

#### Multi-use Corridors

a) Haul Road, the utility right-of-way between Areas 1 and 2, the utility right-of-way behind Cooling Tower 5, and the BPA corridor, shall be classified as Multi-Use Corridors.

a) The visual impact of multi-use corridors should be minimized in order to maintain the natural aesthetic of non-developed portions of the Park, and yet these corridors should be wide enough to allow expedient and safe access for service vehicles.

b) Multi-use corridors that accommodate service vehicles shall have removable bollards at entrances to prohibit unauthorized vehicle use. If bollards are not appropriate, then entrances should be gated and locked, but allow pedestrian ingress/egress.

## Chapter Five. Design Guidelines

c) Use pervious surfacing such as crushed rock, gravel, or other porous surface for multi-use corridors in order to promote rainwater infiltration. In areas with steep grades or where accessibility is desired, surfaces shall be compacted and well-maintained or paved.

d) All roads within the Satsop Multi-use District shall be a minimum of twelve (12) feet in width and constructed and maintained with pervious gravel or crushed rock. Grades greater than 12% are to be paved. Such roads are to be used by authorized vehicles for maintenance and service access. Recreational use in the form of walking and biking is permitted on these roads, but may be restricted when it is deemed unsafe due to forestry management activities, maintenance or service activity, or natural occurrences.

### Natural Areas

a) Public access along the Chehalis River will be encouraged at designated access points and discouraged at all other points in order to maintain river bank integrity (see Figure 5.5, repeated from Chapter 3).

b) Public access should be limited to specific identified points within the buffers of wetlands and streams. Areas deemed to be critically sensitive such as steep slopes, shorelines, and wetlands should be undisturbed (see Figure 2.4, page 30).

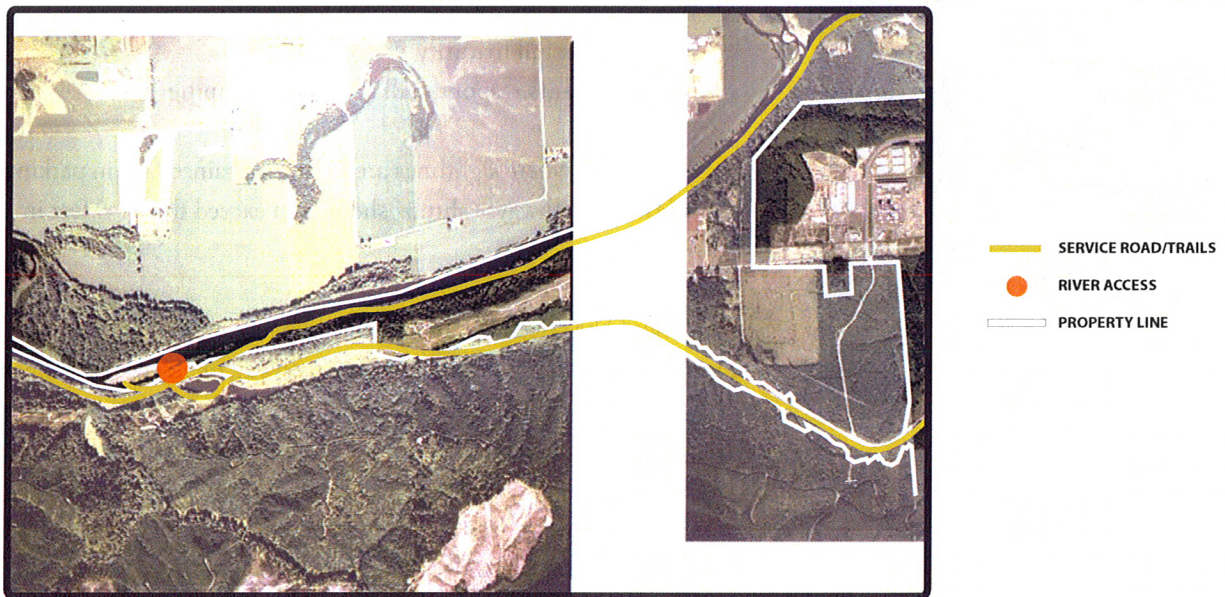
c) Nature trails should be developed to provide recreational and interpretive opportunities while protecting sensitive natural areas and should conform to the guidelines set forth in Section 1.3.

d) Recreational trails are to be four (4) feet in width and constructed and maintained with pervious gravel. Wood or equivalent planking and/or steps may be used in areas where the trail may be saturated or must traverse steep terrain.

e) Educational and interpretive opportunities about the natural landscape should be provided in areas accessible to the public, including access points along the Chehalis River, at trailheads and points along nature trails.



Signage with interpretive information can be used to explain unique site features and enrich the overall pedestrian experience.



**Figure 5.5: Haul Road Trail**

Note: A large scale version of this map may be obtained from the Grays Harbor Public Development Authority .



## Chapter Five. Design Guidelines



Shrubs used in parking areas and along pedestrian pathways should be selected and/or maintained to not exceed 3 feet in height in order to maintain sightlines.



Ornamental plants may be used at building entries.

### Section 2: Landscaping and Screening

#### *Overall Intent:*

- 1) *To develop the Park so that it is attractive to existing and potential tenants as well as visitors.*
- 2) *To utilize landscape treatments and management techniques that minimize maintenance as well as visual and ecological impacts of site development.*

#### ***Design Guidelines***

##### **2.1 General**

a) Use landscape design features that improve public safety and security. In areas where it is important to maintain sightlines of either pedestrians or drivers, consideration should be given to the following:

- placement of plants or screening features
- plant size at full maturity
- whether plants respond well to periodic pruning

Generally, in areas where sightlines are to be maintained (i.e. in parking areas, pedestrian pathways) shrubs should not exceed three (3) feet in height.

b) Trees should be selected and planted using techniques that ensure that root growth will not buckle roadway, pathway, or sidewalk pavement.

c) Use drought-tolerant species that are native to Western Washington for landscape treatments and revegetation in order to minimize water use and maintenance. Non-native ornamental plants may be used only in planters or as distinctive landscaping features at building entries.

## 2.2 Landscape Buffers, Screening, and Fencing

### Intent:

- 1) *To provide physical and visual barriers between public and non-public uses.*
- 2) *To minimize visual impacts through landscape integration and appropriate materials.*

a) Where screening or security fencing is used, it should be unobtrusive and visually integrated with the landscape using vegetated screening, berms, or some other method in order to minimize visual impacts.

b) Chain link, white vinyl, or barbed wire fencing shall not be used along Main Streets.

c) Landscape treatments such as shrubs, trellises, or planted berms should be utilized to screen service and storage areas and mechanical equipment from Main Streets in order to maintain a more natural look and feel for the Park.

d) Use drought-tolerant vegetative barriers and screens between developments that are of similar species to those already existing on site.

e) Mechanical equipment for buildings located on a Main Street should be placed in areas that are obscured from view, visually integrated with the design of building, or screened by materials and colors that are compatible with the building the equipment serves.



Landscape treatments such as shrubs, trees, and planted berms should be utilized to screen service and storage areas, mechanical equipment, and security fencing that is visible along the main streets.



Mechanical equipment should be obscured from view on a Main Street either by integrating it with building architecture or screening it with compatible materials and/or landscaping.



## Chapter Five. Design Guidelines



Integrate trees and shrubs to minimize visual impacts of parking areas.



Bioinfiltration methods such as planted islands capture stormwater from parking areas, reduce non-point source pollution, and provide landscaping within these areas.

### 2.3 Parking Area Landscaping

The following guidelines are supplemental to GHC Chapter 17.68.

*Intent:*

- 1) *To minimize visual impacts of parking areas.*
- 2) *To minimize the amount of impervious surfaces of parking areas and/or provide for infiltration of storm water.*

a) Landscaping within and around parking areas shall be provided to minimize visual impacts and maintain a more natural feel and look for the Park.

b) Integrated landscaping and bioinfiltration methods such as planted drainage swales should be utilized to reduce drainage and non-point source pollution from surface parking. These methods should be dispersed (as opposed to consolidated) throughout each parking area to maximize the visual effect of such landscape treatments.

c) For new parking areas with more than twenty (20) automobile parking stalls, trees should be planted at a ratio of one (1) tree per eight (8) parking stalls, and evenly distributed throughout the parking area.



## Section 3: Site Lighting

The following guidelines are supplemental to GHC Code.

Intent:

- 1) *To provide adequate, energy-efficient illumination for safety and security.*
- 2) *To minimize the negative impacts (i.e. glare, uplighting) of lighting.*

### *Design Guidelines*

a) All roadways, intersections, parking areas, and public areas shall be adequately lit to assure public safety and security. Specifically, lighting is encouraged for the following purposes:

- Site entries
- Roadways
- Pathways
- Parking areas
- Public spaces (overlook areas, plazas, etc.)

b) Light standards should be designed and located based on the following criteria:

- Distinctive appearance that creates identity
- Visual compatibility/unobtrusiveness within site landscape
- Minimization of glare
- Energy efficiency
- Ease of maintenance

c) All site lighting shall be shielded to avoid glare and uplighting. Use full – or semi-cutoff fixtures.

d) Lighting of special areas is encouraged. Use accent lighting at focal points such as building entrances, site entrances and signage, public art, flagpoles, etc. All lighting fixtures should be directed to the object they are intended to illuminate to minimize glare and uplighting.



Cut-off lighting fixtures illuminate pedestrian and vehicular circulation areas while minimizing uplighting and glare.

## Chapter Five. Design Guidelines



Directional, informational, and site entrance signage shall be consistent with the PDA-approved signage system.

### Section 4: Signage & Graphics

The following guidelines are supplemental to GHC Chapter 17.60.070

*Intent:*

- 1) *To create a distinctive and consistent visual identity for the Park.*
- 2) *To provide adequate directional and site identification information for tenants and visitors.*

#### *Design Guidelines*

##### **4.1 Site Wide**

- a) Signage should be constructed of durable, recycled, environmentally sensitive, and/or locally available materials, where possible.
- b) All signage, including directional, informational and site entrance signage shall be consistent with the PDA approved signage system and are subject to approval by the PDA. Signage that is attached to buildings and showing the name and/or logo of a business is subject to Chapter 17.60.070 of the Grays Harbor Code.
- c) Traffic control signs shall comply with MUTCD (Manual of Uniform Traffic Control Devices) standards.



## Section 5: Architectural Guidelines

*Intent:*

- 1) *To establish an identifiable and cohesive image for the Satsop Development Park through quality design.*
- 2) *To preserve long-term value of PDA and tenant investment.*

### ***Design Guidelines***

#### **5.1 Building Orientation and Entrances**

a) Primary entrances to buildings located on Main Streets should be visibly distinctive and oriented toward the Main Streets. Consider using the following design features at building entrances:

- Weather protection
- Signage (that conforms to signage code)
- Ornamental lighting
- Building color or material variation
- Distinctive window treatment
- Distinctive rooflines such as tower forms, raised cornice, etc.
- Landscaping such as planters or accent landscaping
- Other treatments which meet the intent of these guidelines

b) Building entrances should be clearly visible and accessible from adjacent parking lots and pathways.

c) Buildings should be sited and oriented to take advantage of natural light in interior spaces where possible.

d) New building service areas should be oriented toward service areas of adjacent buildings (existing or planned) to take advantage of shared access and minimize the visual impacts of these areas.

e) Mechanical equipment for buildings located on a Main Street should be placed in areas that are obscured from view, visually integrated with the design of building, or screened by materials and colors that are compatible with the building the equipment serves. (see photo illustrating Guideline 2.2e).



Signage, windows, weather protection, and a raised cornice help to call out the building entrance.



A plaza with landscaping and weather protection help to call out the building entrance.



Service areas of adjacent buildings should be oriented towards each other to take advantage of shared access and minimize visual impacts.



## Chapter Five. Design Guidelines



Articulation of building form and roofline can add visual interest at a "gateway" or view termini location.



Public art can be used to accentuate a gateway or view termini.

### 5.2 Architectural Detail

a) Development occurring at the intersection of Lambert Road and Olympic View Drive – the "Gateway Area" – should have distinctive architectural detail and contribute to a recognizable entry to the Satsop Development Park. Buildings in these areas should incorporate any of the following features:

- Distinctive entrances (see above)
- Plaza
- Distinctive landscaping
- Architectural modulation/articulation
- Distinctive roofline or façade feature;
- Public art
- Change of building material
- Change in building color

b) Development occurring in areas where a T-junction or a curve in the street focuses views (see Figure 5.6) should incorporate any of the following features:

- Plaza;
- Landscaping;
- Architectural modulation/articulation;
- Distinctive roofline or façade feature;
- Public art;
- Change of building material;
- Change in building color.

c) Buildings should be built with materials that will form a visually cohesive identity for the Park. Building materials should include any of the following:

- Corrugated metal;
- Brick;
- Stone;
- Stucco;
- Glass;
- Split face alternate course concrete masonry, including changes in texture or color;
- Other materials that meet the intent of this guideline.

Vinyl siding is not allowed.

d) The above guidelines also apply to building renovations and expansions.



Map not to scale.  
For planning purposes.

**Figure 5.6: View Focus Streets Map**

## Chapter Five. Design Guidelines

### 5.3 Blank Walls

a) Blank facades on building faces that are directly adjacent to a pedestrian sidewalk or pathway or along a Main Street frontage should be minimized in order to enhance the pedestrian environment and Park image. Use any of the following techniques:

- Building modulation/articulation;
- Windows;
- Landscaping such as trellis vine panels, trees, or shrubs;
- Public art such as murals or installations;
- Other techniques that meet the intent of this guideline.



## Section 6: View Protection

*Intent:*

- 1) *To retain significant public views within the Park.*
- 2) *To consider view potentials in individual development projects.*

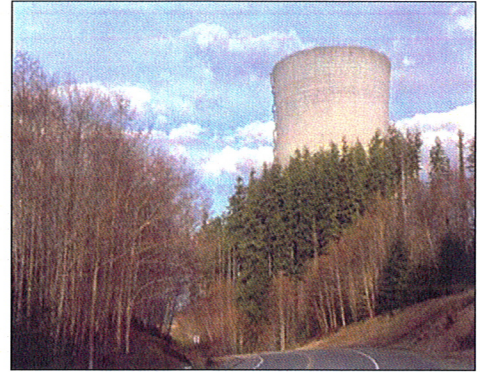
### ***Design Guidelines***

a) The following views are established as significant for consideration in design of individual development projects and public areas.

- Cooling towers 3 and 5.
- Olympic Mountains.
- Forested areas surrounding developable portions of site.

b) The need to provide views and screening shall be decided on a case by case basis for each individual development project.

c) Visual impacts from forest management activities should be minimized. Any harvesting of the forest surrounding areas 1 and 2 should incorporate an adequate visual buffer so that the forested backdrop of developed areas is maintained.



The cooling towers and surrounding forests establish the Park's character and identity.







## Chapter Six. Implementation

This chapter describes specific actions for implementing this Master Plan's recommendations. The implementation actions are presented in order of their associated goals and policies. The timeline of these actions varies from short-term (0-5 years), medium-term (6-10 years), and long-term (> 10 years). Others are ongoing or will be initiated and ongoing after adoption of the Master Plan.

The actions are recommended in the following phases of implementation below. They are organized by topic in Table 6.1, Implementation.

### Ongoing

1. Evaluate, update and adhere to the Master Plan
2. Maintain and continue to distribute the Satsop newsletter
3. Seek tenants that further the overall goals and policies of the Master Plan and use the Future Land Use Map to site tenants in appropriate locations
4. Evaluate the financial benefits of retaining versus selling PDA property as opportunities arise
5. Use the design guideline checklist to encourage and maintain quality development, while using the flexibility of the guidelines to address individual tenant needs
6. Explore and pursue opportunities for more direct linkages with rail, air and port facilities.
7. Collaborate with the Olympic Region Clean Air Agency (ORCAA) to maintain air quality standards.
8. Encourage tenants to participate in green practices and publicize efforts through on-site interpretive signage. Publish updates on Park-wide energy conservation, waste reduction and recycling efforts.
9. Restrict or prohibit access to secured and sensitive areas as appropriate.
10. Reevaluate parking utilization and shared parking provisions periodically.



## Chapter Six. Implementation

### Short-Term (0-5 years)

1. Evaluate water and sewer system capacity based on build-out scenario.
2. Evaluate the capacity of the existing stormwater system to handle build-out of the Park and continually monitor capacity and maintain system.
3. Conduct an Industrial Wastewater Study
4. Adopt the Master Plan and new zoning districts
5. Update marketing materials to incorporate Master Plan information; create a system for tracking capacity and preparing customized site plans; contact green energy organizations; and partner with local agencies to attract new tenants
6. Create a Sustainable Forest Management Plan and attain certification from the Forest Stewardship Council (FSC)
7. Standardize Park signage according to the Design Guidelines
8. Develop Interpretive Signage to use throughout the Park
9. Increase safety and security through pedestrian and street lighting
10. Seek federal and state funding for renovating the barge slip
11. Work with Grays Harbor County and WSDOT to implement recommendations of the traffic study conducted for this Master Plan.
12. Complete the Barge Slip Feasibility Study

### Medium-Term (6-10 years)

1. Seek federal, state and local agencies funding for expanding the pedestrian network; a green building demonstration project; and an on-site recycling facility regional demonstration project.
2. Obtain an "Opinion of Probable Cost" for a direct vehicular and pedestrian connection between Areas 1 and 2.
3. Enhance public access and recreation by developing a Site History document; a visitors center, public opportunities and a trailhead at cooling tower 5; partnerships with state and local governments and civic groups to expand interpretive signage, wildlife viewing areas and a "water trail"; non-motorized boat access, a fish cleaning station and a multi-use trail along the Chehalis River.

4. Locate regional wayfinding signage to direct visitors to the Park and post tenant locator kiosks at key locations in the Park.
5. Evaluate the Park's water, sewer and telecommunications infrastructure for possible expansion to serve customers outside of the Park.
6. Expand the wastewater infrastructure to process industrial waste in a cost-effective and low-impact manner.
7. Analyze and pursue "Transload" facilities if deemed to be a cost-effective and marketable means of moving freight to and from the Park.

### **Long-Term (>10 years)**

1. Work with other state and local agencies to integrate the trail system within Satsop property with other planned regional trail systems.
2. Seek federal and state funding for a direct vehicular and pedestrian connection between Area 1 and 2.
3. Seek state funding for pilot mitigation banking projects
4. Develop safety and emergency response plans and coordinate with all businesses in the Park and with appropriate local and state agencies.
5. Seek appropriate certification to be a utility provider outside the Park.

## Chapter Six. Implementation

**TABLE 6.1 IMPLEMENTATION ACTIONS**

GOALS AND POLICIES	ACTIONS	TIMELINE
<b>I. Economic Development</b>		
<b>GOALS:</b>		
ED-A: Facilitate job growth in the County by creating a business-friendly environment, encouraging innovative industries, marketing to appropriate potential tenants, and exploring new options for economic development.		
ED-B: Ensure economic development is sustainable through the use of responsible land use planning.		
<b>POLICIES:</b>		
ED-1: Provide predictability to potential tenants by creating "permit-ready" development sites through advanced environmental review and a streamlined permitting process.	a. Adopt master plan w/SEPA that covers park build-out.	Short-term
	b. Make previous SEPA analysis (i.e. Master Plan) readily available to facilitate permit review.	Short-term
	c. Create a system to track how much "capacity" is available for additional development.	Short-term
	d. Evaluate the Plan annually and update every five years, or as necessary, to ensure implementation strategies are accomplished and to maintain the plan as an effective management tool.	Ongoing
ED-2: Focus on recruiting businesses that would benefit from the Park's existing infrastructure (e.g. redundant power supply, telecommunications backbone, functional cooling tower, industrial water supply, barge slip).	a. Use information in master plan to create additional marketing materials.	Short-term
	b. Set up a system to prepare quick site plan for potential tenants as means of attracting new tenants.	Short-term
	c. Send copies of adopted master plan and related marketing materials to local, state and federal agencies.	Short-term
	d. Maintain ongoing dialogue with agencies through newsletter, e-mails, etc., about locating backup or emergency operations facilities in the Park.	Ongoing



GOALS AND POLICIES	ACTIONS	TIMELINE
ED-3: Explore opportunities with green industries (e.g. renewable energy, biomass energy, green materials), to site facilities in the Park.	a. Join “green energy” organizations (e.g. Northwest Environmental Business Council, NW Energy Technology Collaborative, Athena Company)	Short-term
	b. Create a presentation package to market opportunities	Short-term
	c. Track other local and regional bio-mass and renewable energy projects for spin-off opportunities	Ongoing
	d. Seek state funding for a pilot project	Medium-term
ED-4: Promote the Park’s amenities to potential tenants and outside visitors, including interpretive and site history opportunities and passive and active recreational facilities.	a. Develop an interpretive signage program to use throughout the park	Short-term
	b. Document and publish a park history and integrate into interpretive signage and visitor center.	Medium-term
ED-5: Use the Master Plan to ensure economic development is balanced with the long term sustainable management of the Park.	a. Evaluate the Plan annually and update every five years, or as necessary, to ensure implementation strategies are accomplished and to maintain the plan as an effective management tool.	Ongoing

## Chapter Six. Implementation

GOALS AND POLICIES	ACTIONS	TIMELINE
II. LAND USE		
GOAL:		
LU-A: Promote a sustainable park that uses both its natural and built assets efficiently through responsible land use planning.		
POLICIES:		
General		
LU-1: Maintain ownership – and control – of all properties within the Park by leasing parcels rather than selling them. Sale may be considered only for exceptional opportunities.	a. Evaluate sale of property for short-term vs. long term financial benefits to the PDA as well as implications for ceding control of individual parcels within the Park.	Ongoing
LU-2: Avoid “breaking up” larger development sites until all other appropriate development areas have been explored.	a. Use parcelization plan to recruit and site prospective tenants.	Ongoing
	b. Establish and maintain a parcel tracking system on the Park web site.	Short-term and Ongoing
LU-3: Provide a natural buffer between Park uses and surrounding properties.	a. Ensure forest management plan retains sufficient trees and other vegetation to maintain adequate buffers between Main Campus and West Park as well as around the Park perimeter.	Short-term
LU-4: Apply the “Satsop Development” to all land within the Main Campus (Area 1) and West Park (Area 2), as identified in the adopted Master Plan.	a. Work with Grays Harbor County to adopt master plan and implement SD zoning where designated.	Short-term
LU-5: Ensure that properties designated as “Satsop Development” serve the primary purpose of providing employment and economic development opportunities.	a. Evaluate prospective tenants to ensure they further the overall goals and policies of the master plan.	Ongoing

GOALS AND POLICIES	ACTIONS	TIMELINE
LU-6: Apply the “Satsop Multi-Use” to all land within the following areas as identified in the adopted Master Plan: Well Sites (Areas 3a and 3b); Fuller Creek (Area 4); south of cooling towers (Area 5); Haul Road (Area 6); and the barge slip (Area 7).	a. Work with Grays Harbor County to adopt master plan and implement SM zoning where designated	Short-term
LU-7: Ensure that properties designated as “Satsop Multi-Use” serve one or more of the following as their primary purpose: infrastructure, habitat, mitigation, forest management, or recreation.	a. Evaluate prospective uses and activities for these areas to ensure they further the overall goals and policies of the master plan	Ongoing
	b. Restrict development within the BPA right-of-way to uses that do not require structures, such as outdoor storage and recycling.	Ongoing
Industrial/Manufacturing		
LU-8: Locate more intensive industrial uses within the Main Campus at the Boise plant site, north of the BPA Substation, around the Turbine Building and Cooling Tower 3 and throughout West Park to optimize the use of existing infrastructure and avoid compatibility issues with less intensive uses.	a. Use the future land use map of the master plan to site prospective tenants consistent with the zoning and goals and policies of the master plan.	Ongoing
	b. Maintain a list of available properties suitable for heavy industrial uses.	Ongoing
LU-9: Locate less intensive industrial uses in the western area of Main Campus along and to the west of Olympic View Drive to reflect current uses and ensure future adjacent uses are compatible.	a. Use the future land use map of the master plan to site prospective tenants consistent with the zoning and the goals and policies of the master plan.	Ongoing
	b. Maintain a list of available properties suitable for light industrial uses.	Short-term



## Chapter Six. Implementation

GOALS AND POLICIES	ACTIONS	TIMELINE
Office/Flex-Tech		
LU-11: Locate office/flex-tech development along Lambert Road and Olympic View Drive to group compatible uses and provide greater visibility for those tenants.	a. Use the future land use map of the master plan to site prospective tenants consistent with the zoning and the goals and policies of the master plan.	Ongoing
	b. Maintain a list of available properties suitable for office/flex tech uses.	Short-term
LU-12: Provide “incubator space” in the “office/flex-tech” area with facilities and services that foster innovation among small, start-up businesses that could grow into larger, long-term tenants of the Park.	a. Develop spec space to attract initial start-up businesses.	Short-term
	b. Partner with Grays Harbor EDC, Port of Grays Harbor and others to attract and foster growth of these types of tenants.	Short-term
LU-13: Locate educational uses to take advantage of and/or complement the natural setting or other uses within the Park.	a. Use the future land use map of the master plan to site prospective tenants consistent with the zoning and the goals and policies of the master plan.	Ongoing
	b. Maintain a list of available properties suitable for educational uses.	Short-term
Retail		
LU-14: Allow for a limited amount of retail and service uses (e.g. delis, coffee shops, day car) to locate in the Park to serve employees and visitors of the Park.	a. Use the future land use map of the Master Plan to concentrate service retail uses in the center of the Main Campus (Area 1), within walking distance of most employees.	Ongoing
	b. Limit the size, type and location of these uses through the PDA's leases.	Ongoing

GOALS AND POLICIES	ACTIONS	TIMELINE
III. Design and Character		
GOALS:		
D-A: Maintain the Park's image and identity by protecting the built and natural features that contribute to its heritage.		
D-B: Ensure quality development that enhances the value and contributes to the overall character and cohesiveness of the park.		
POLICIES:		
General		
D-1: Encourage green/sustainable practices, as discussed in the Environmental Goals and Policies.	a. Develop a Forest Management Plan that is certified as sustainable.	Short-term
	b. Develop 'spec' light industrial building with green design practices and materials.	Medium-term
	c. Implement Low Impact Design (LID) techniques where appropriate to mimic the natural drainage system and to reduce the need for future expansion of the Park's storm water system.	Short-term
D-2: Encourage quality building design and construction.	a. Use design guideline checklist to guide tenants on building materials etc.	Ongoing
	b. Use flexibility of guidelines to address individual tenant needs while maintaining quality.	Ongoing
Identity		
D-3: Maintain the cooling towers as visible landmarks and symbols of the unique site history and character.	a. Establish a visitor center in or near Cooling Tower 5 to provide information on site history, natural and construction features and amenities.	Medium-term
D-4: Maintain the tree cover behind the cooling towers as a backdrop to the Park, except in cases of safety, security or maintenance access.	a. Adopt a forest management plan that sets and maintains adequate visual buffers.	Short-term

## Chapter Six. Implementation

GOALS AND POLICIES	ACTIONS	TIMELINE
Signage		
D-5: Ensure that all signage in the Park is consistent with established PDA standards and reinforces the Park "brand".	a. Require all park-wide signage (off-site of the business they are advertising) to be designed in accordance with PDA-approved design guidelines.	Short-term
	b. Require all individual business signage (on-site of the business they are advertising) to be designed in accordance with PDA-approved design guidelines.	Short-term
	c. Locate regional wayfinding signage strategically to direct visitors to the Park and its major tenants, key features and public recreation facilities.	Medium-term
	d. Post tenant locator kiosks at key locations in the Park.	Medium-term
Streetscape		
D-6: Reinforce the Park's image and identity through streetscape design and building placement along designated "main streets" as identified in the Satsop Development Park Standards and Guidelines.	a. Install and maintain landscaping to enhance the appearance of streets and buildings.	Ongoing
	b. Provide street and pedestrian lighting in appropriate locations for safety and security.	Short-term



GOALS AND POLICIES	ACTIONS	TIMELINE
IV. INFRASTRUCTURE		
GOAL:		
I-A: provide facilities and services in a timely and cost-efficient manner that supports the park's development and principles of sustainability.		
POLICIES:		
Utilities		
I-1: Use Low-Impact Development (LID) techniques for stormwater infrastructure to reduce the amount of additional infrastructure and maintain the natural systems.	a. Apply the Satsop Development Park Standards and Guidelines.	Ongoing
	b. Partner with DOE and Grays Harbor County to develop an LID demonstration project in the Park.	Medium-term
I-2: Where stormwater infiltration is not feasible or practical, stormwater should be conveyed to shared facilities to eliminate the need for individual on-site storage.	a. Determine the capacity of the existing stormwater system to handle build-out of the Park.	Current (part of Master Plan)
	b. Conduct a study to determine the most cost effective and lowest impact means of expansion to accommodate phased growth. Phase improvements to serve demand	Medium-term
I-3: Extend utilities as needed within the developable areas of the Park to facilitate development and optimize use of systems capacities.	a. Identify areas currently underserved based on build-out.	Current (part of Master Plan)
I-4: Explore expansion of the Park's utilities to serve areas outside of the Park as a means of utilizing capacity and generating revenue to sustain the system.	a. Evaluate available excess capacity of Park's water and sewer systems based on build-out.	Current (part of Master Plan)
	b. Work with Grays Harbor County to identify potential service areas.	Medium-term
	c. Seek appropriate certification to be a utility provider.	Long-term

## Chapter Six. Implementation

GOALS AND POLICIES	ACTIONS	TIMELINE
I-5: Prioritize utility service to first serve existing uses within the Park, second, provide adequate capacity to meet needs of potential uses within the Park and third, expand the service area outside of the Park.	a. Determine available excess capacity of Park's water and sewer systems based on build-out.	Short-term
	b. Monitor system capacity and evaluate periodically to ensure future Park development can be served.	Ongoing
Telecommunications		
I-6: Maintain a reliable, up-to-date telecommunications infrastructure to encourage a diverse range of companies.	a. Perform regular maintenance on the existing system.	Ongoing
	b. Conduct an outside evaluation to determine necessary and desirable upgrades.	Medium-term
I-7: Recruit businesses that would benefit from the redundant telecommunications infrastructure in the Park.	a. Continue to emphasize the telecommunications assets of the Park in all the marketing efforts.	Ongoing
I-8: Explore co-location of transmission facilities on one or both cooling towers in coordination with local agencies and potential users.	a. Coordinate with Grays Harbor County to identify service providers seeking facility sits.	Short-term

**GOALS AND POLICIES****ACTIONS****TIMELINE****V. Transportation****GOAL:**

T-A: provide a safe and efficient system for moving people and goods to, from, and within the Park.

**POLICIES:****On-Site Circulation**

T-1: Explore a more direct vehicular and pedestrian connection between Main Campus (Area 1) and West Park (Area 2).	a.	Obtain an Opinion of Probable Cost for this road.	Medium
	b.	Seek construction funding from State and Federal sources	Long-term
T-2: Develop walkways for pedestrians in the Main Campus to connect employment and activity centers.	a.	Apply Design Guidelines from the Master Plan.	Ongoing
	b.	Install signage, markings and illumination on pedestrian pathways and crossings, especially when a potential conflict with vehicular traffic exists, for wayfinding and safety.	Short-term
	c.	Seek state and local funding to expand the existing network.	Medium-term
T-3: Develop a network of multi-use trails for pedestrians, bicyclists and service/maintenance vehicles in both the developed and natural areas of the Park.	a.	Apply Design Guidelines from the Master Plan	Ongoing
	b.	Seek State, local and private funding to develop and expand the network	Ongoing
T-4: Develop a network of nature trails for employees and visitors in the natural areas of the Park.	a.	Apply Design Guidelines from the Master Plan	Ongoing
	b.	Seek State, local and private funding to develop and expand the network	Ongoing
T-5: Link the three trail networks (sidewalk, multi-use and nature) to create a pedestrian-friendly system, linking buildings, recreation areas, and other destinations within the Park.	a.	Apply Design Guidelines from the Master Plan	Ongoing
	b.	Seek State, local and private funding to develop and expand the network	Ongoing
T-6: Work with the County to ensure all roadways within the Park are adequately signed for safety purposes.	a.	Apply Design Guidelines from the Master Plan	Ongoing



## Chapter Six. Implementation

GOALS AND POLICIES	ACTIONS	TIMELINE
Freight		
T-7: Work with the County to ensure all roadways within the Park, and connecting with SR 12, are designed and constructed to safely and efficiently handle vehicular traffic, including freight.	a. Work with Grays Harbor County and WSDOT to implement recommendations of the traffic study conducted for this Master Plan.	Ongoing
	b. Establish and maintain a system to track the number of trips generated by the Park to remain within parameters set by SEPA analysis for this Master Plan.	Short-term
T-8: Foster a cooperative relationship with nearby Port, Railroad, and Airport entities to maximize the resources of all parties.	a. Explore and pursue opportunities for more direct linkages with rail, air and port facilities.	Ongoing
	b. Analyze and pursue "Transload" facilities if deemed to be a cost-effective and marketable means of moving freight to and from the Park.	Medium-term
T-9: Explore the feasibility of renovating, operating and maintaining the barge slip.	a. Complete the Barge Slip Feasibility Study	Short-term
	b. Seek State and federal funding to renovate the barge slip.	Short-term
Parking & Loading		
T-10: Ensure adequate parking availability and accessibility for both passenger and freight vehicles as well as adequate turning radii for trucks.	a. Apply development standards for the S-D district.	Ongoing
	b. Reevaluate parking utilization and shared parking provisions periodically.	Medium-term
T-11: Locate loading areas away from pedestrian activity areas and design to minimize noise and visual impacts to adjacent uses and public areas.	a. Apply Design Guidelines from the Master Plan.	Ongoing

GOALS AND POLICIES	ACTIONS	TIMELINE
<b>VI. PUBLIC ACCESS AND RECREATION</b>		
<b>GOAL:</b>		
PA-A: Offer public access areas for educational, recreational, and tourism activities that are compatible with Park functions and operations.		
<b>POLICIES:</b>		
<b>Educational</b>		
PA-1: Develop interpretive features, such as signage and public art, to inform the visiting public of the Park's history, natural features, habitat and functions. Install into public areas of the Park, such as along trails, near public gathering areas, and at Cooling Tower 5.	a. Partner with local civic associations to implement an interpretive signage program.	Medium-term
	b. Develop a site history document, including historic photos, to maintain a record of the Park's rich history.	Medium-term
<b>Recreational</b>		
PA-3: Design and construct trails, waterfront access and wildlife viewing areas to include accessible facilities where appropriate so as to minimize impact on the environment.	a. Partner w/Grays Harbor County, WDFW, and similar environmental stewardship groups to identify and develop viewing areas.	Medium-term
	b. Establish a trailhead at Cooling Tower 5 .	Medium-term
	c. Partner with local civic associations to implement an interpretive signage program.	Medium-term
PA-4: Consider possible trail connections to a larger regional trail system.	a. Work with other state and local agencies to integrate the trail system within Satsop property with other planned regional trail systems.	Long term

## Chapter Six. Implementation

GOALS AND POLICIES	ACTIONS	TIMELINE
PA-5: Consider other recreational opportunities, such as bike trails, kayak/canoe launches, and fishing.	a. Contact "Vertical World" or similar organization about contracting out development of a climbing facility at Cooling Tower 5.	Medium-term
	b. Contact Washington Water Trail Association or similar organization about establishing a water trail (e.g. for kayaks, etc.) on the Chehalis River.	Medium-term
PA-6: Provide public access for non-motorized watercraft to the Chehalis River for public fishing and similar recreation opportunities via Haul Road and the former railroad right-of-way.	a. Install a launch for non-motorized boats and a small parking area.	Medium-term
	b. Install fish-cleaning stations at the Chehalis River access points.	Medium-term
	c. Develop an accessible, multi-use trail along the former railroad right-of-way along the Chehalis River.	Medium-term



## GOALS AND POLICIES

## ACTIONS

## TIMELINE

## VII. ENVIRONMENT

## GOAL:

E-A: Develop the Park in a manner that balances economic and ecological value, protecting and managing critical areas and natural habitats.

## POLICIES:

## General

E-1: Maintain air quality standards	a. Collaborate with the Olympic Region Clean Air Agency (ORCAA) to maintain air quality standards.	Ongoing
E-2: Explore on-site recycling facilities that are compatible with light industrial uses and do not release noxious odors.	a. Partner with the County and appropriate state agencies to identify and seek funding for a regional demonstration project.	Medium-term
E-3: Inform businesses, employees and visitors to the Park about habitat preservation and enhancement efforts within the Park.	a. Publicize efforts through on-site interpretive signage.	Ongoing
E-4: Encourage tenants to engage in environmentally responsible practices, including energy conservation, alternative energy, and waste reduction and recycling.	a. Provide updates on Park-wide energy conservation, waste reduction and recycling efforts.	Ongoing
	b. Facilitate or connect tenants with energy conservation, alternative energy, waste reduction, recycling, LID site development, etc.	Ongoing
E-5: Protect the Park's wetlands and streams by ensuring adequate buffers and minimizing intrusions.	a. Apply SEPA mitigation measures for buffers on wetlands and streams.	Short-term

## Chapter Six. Implementation

GOALS AND POLICIES	ACTIONS	TIMELINE
Sustainability		
E-6: Explore techniques such as habitat enhancement and mitigation banking to preserve ecological functions in the Park.	a. Seek state funding for pilot projects and mitigation projects.	Long term
E-7: Design mitigation into development standards and individual projects to avoid potential significant adverse impacts and protect Park resources.	a. Apply Design Guidelines from the Master Plan.	Ongoing
E-8: Develop a program for the long term management of the valuable habitat in Areas 5 and 6 of the Park.	a. Develop and adopt a sustainable forest management plan.	Short-term
Forest Management		
E-9: Develop a Forest Management Plan to manage the long-term health and sustainability of the Park's forested areas and their habitat and educational value.	a. Develop and adopt a sustainable forest management plan .	Short-term
E-10: Use sustainable forest management practices to create an attractive product for the growing "green" timber market.	a. Attain sustainable forest management certification through the Forest Stewardship Council (FSC), administered by the Northwest Natural Resources Group (NNRG) or similar organization.	Short-term
Design Policies		
E-11: Encourage building and site design that responds to ecologically sustainable development principles, as outlined in the Satsop Development Park Standards and Guidelines.	a. Apply Design Guidelines from the Master Plan.	Ongoing

GOALS AND POLICIES	ACTIONS	TIMELINE
VIII. Site Safety and Security		
GOAL:		
SS-A: Ensure safety and security in the park through effective management of site access and hazardous materials.		
POLICIES:		
Health & Safety		
SS-1: Locate those businesses that use or generate hazardous or noxious materials in areas identified for heavy industrial use.	a. Use the future land use map of the master plan to site potential tenants consistent with the zoning and goals and policies of the master plan.	Ongoing
	b. Develop safety and emergency response plans and coordinate with all businesses in the Park and with appropriate local and state agencies.	Long term
Security		
SS-2: Define areas as public or private for access and security purposes and implement appropriate management practices.	a. Adopt and implement a uniform signage program.	Short-term
	b. Restrict or prohibit access to private and sensitive areas as appropriate.	Ongoing



