



November 20, 2025

Rebecca Kennedy, Deputy Director, Community Development
Patrick Quinton, Director, Economic Prosperity & Housing
City of Vancouver

RE: Columbia Business Center – Comprehensive Plan Update

We are writing to clarify and reiterate the interests of Killian Pacific (KP) and Columbia Business Center (CBC) with respect to the pending City of Vancouver Comprehensive Plan update as well as ongoing efforts to advance the Interstate Bridge Replacement Program (IBR). KP and CBC have been engaged with both efforts, and this letter is intended to serve as a durable and dispositive expression of our position on both issues, as well as be responsive to the November 7, 2025 email from Patrick Quinton (copy attached).

This letter memorializes an aligned position of KP and its leadership and owners, the owners of CBC, as well as all employees, contracted representatives, and anyone else authorized to speak on behalf of KP and/or CBC. Further, this letter is intended to refute any statements or representations made by anyone contrary to the contents of this letter.

As stewards of CBC for nearly 20 years, we recognize that this moment in time represents a historic inflection point for the reach of the Columbia River that includes CBC, the Interstate Bridge Replacement Program, and the Port of Vancouver. The scale of investment being considered is unprecedented, and the range of opportunity is exceptional. Concurrent with this, Vancouver is recasting its community vision and growth plan through 2045, setting the trajectory for the City that will extend for decades beyond that planning horizon.

In this context, we have been pursuing two unrelated but complimentary interests relative to CBC. First and foremost, we are seeking a change in the comprehensive plan designation with Industrial Overlay that will support the existing industrial ecosystem that has thrived there for decades while facilitating the City and CBC confidently partnering on long term master planning for a more job dense, economically vibrant future for the site. Second, we have sought continuous engagement with the IBR regarding bridge height and navigation considerations that support the heavy manufacturing business cluster at CBC to allow them to continue thriving as this project of national significance moves forward.



Comprehensive Plan Change

While we remain confident that these two interests are complimentary, this letter is intended to make clear that **our highest priority is to position the site through this comprehensive plan update for long term partnership planning with the City of Vancouver**. While planning for the future of CBC is a complex endeavor, we believe changing the plan designation of CBC to Regional Activity Center with an Industrial Overlay is the optimal way to respect the historic, current, and future industrial use of this site and plan for its vibrant economic future. We are requesting this change in order to facilitate the long-term evolution of the site to a mixed use, urban area that phases out heavy industrial and maritime uses over an extended period of time that aligns with the natural life cycle of its current tenants' uses, activities, and future plans.

We have been consistently participating in the comprehensive planning process aligned with this. In May of this year, KP and CBC submitted to the City a request to change the plan designation of CBC from the current light industrial (west of Kaiser) and heavy industrial (East of Kaiser) to Regional Activity Center (RAC) (copy attached). This was included for consideration in Alternative 2 of the City's Draft Environmental Impact Statement (DEIS). During the DEIS comment period, we submitted proposed mitigation measures that would balance the preservation of the existing industrial ecosystem at CBC with planning for the long-term potential for future urban development (copy attached). Our proposed approach would establish a base designation of RAC for the site, which would provide clarity and confidence for both CBC and the City in a shared intent to plan for the long-term evolution of the site into a mixed use, urban area. It would apply an Industrial Overlay adopted concurrently with a base RAC designation, and preserve CBC's current industrial function, allowing for the continued legal use and evolution of industrial businesses without classifying them as non-conforming. This approach ensures that the site's economic contributions to the region remain viable, and that a methodical approach to subsequent development reassures current industrial businesses of their ability to remain successful at the site. Redevelopment under this strategy would facilitate long-term potential for increased job creation, economic diversification and resilience, and a net increase in total economic output from CBC while respecting the continuation of the unique maritime manufacturing uses on site.

The maritime capabilities at CBC are critical to the ongoing viability of the current heavy industrial uses at the site. The capabilities include specialized facilities, a private barge slip that has been maintained by CBC (and is currently in for permitting for maintenance dredging), as well as docking piers. While there are remnants of historic launch slips associated with the Kaiser Shipyard era, these have not been maintained over the years and are not active. It has come to our attention that the presence of these facilities along



with the historic use of CBC as a shipyard has sparked speculation that we wish to restart shipbuilding as the primary use at the site. This is incorrect.

We do not intend to pursue future shipbuilding activities at CBC that would necessitate reconstruction or major expansion of current maritime facilities on site or any changes to the main navigation channel depth of the Columbia River upriver of the interstate bridge, nor a movable span replacement bridge. Further, we do not support any current or future third-party efforts to advocate for the use of CBC as a site for such shipbuilding in the future.

As noted, we recognize that realizing the full potential of CBC will require partnership planning and implementation with the City over a very extended time frame. The Vancouver Waterfront project, which is less than one-seventh (approximately 14%) the size of CBC, provides some illustrative context: conceived in 2006, nearly 20 years later it is approximately 75% built out.

Interstate Bridge Replacement Program

As leaders at the City of Vancouver, you are well aware of the long engagement that KP and CBC has maintained with regional efforts to replace the unsafe, functionally obsolete interstate bridge. Originally with the Columbia River Crossing Project and most recently with the IBR, we recognize and enthusiastically support the importance of replacing this critical infrastructure of regional and national significance.

With respect to the IBR, we continue to maintain keen interest in the potential navigation impacts of some of the alternatives evaluated in the IBR Draft Supplemental Environmental Impact Statement due to the impact to the heavy industrial sectors that have historically and currently maintain operations and rely on the functional capacity of the infrastructure at CBC. We have routinely sought engagement with the IBR with respect to these impacts, at times been frustrated with the IBR's responsiveness, and have therefore pursued alternate routes to communicate our interests and mitigate these impacts.

However, recent engagement with Governor Ferguson's office and the Washington State Department of Commerce renews our confidence that the State of Washington recognizes the importance and value of CBC as a long-term economic engine for our region and the State. We appreciate this recognition, the commitment to mitigating impacts, and look forward to working with the Governor, Commerce Secretary Nguyen, our southwest Washington legislative delegation, and the City of Vancouver to establish and mature a partnership that supports realizing the full potential that CBC holds.

 **COLUMBIA**
BUSINESS CENTER
KILLIAN PACIFIC

In light of these changing circumstances, KP and CBC continue to evolve our posture relative to the replacement bridge alternatives under consideration. Specifically, we have registered concern about the bridge height and its impact on CBC as a maritime facility. However, the recent engagement and commitment from the Washington State Department of Commerce towards supporting the future of CBC, along with the prospect of memorializing a partnership planning approach with the City on the long-term future for CBC, are significant new considerations for us. It is in the State and community's best interest to maintain the viability of CBC as an economic engine while optimizing its potential for the future. Further, it is our understanding that the IBR has reached mitigation agreements with all of the impacted heavy industrial tenants located at CBC. **Based on these trending factors, we are prepared to offer our ongoing support of a fixed span bridge replacement alternative and rely on this letter to memorialize our intent to do so.**

We trust that this letter sufficiently clarifies and memorializes KP and CBC's interests and commitments with respect to both the Comprehensive Plan and the IBR. As noted at the outset, you should rely on this letter as a dispositive statement of our position on both topics. We look forward to working with you and the City of Vancouver, and building multilateral partnerships with the State of Washington and our federal partners that support a vibrant economic future for CBC and our region.

Sincerely,

Killian Pacific owners and leadership, and the ownership of Columbia Business Center



Lance E. Killian, Chairman and Manager



Adam N. Tyler, President



Michi Slick, Principal

With copy to:

*Mayor Anne McEnerny-Ogle, City of Vancouver
City Council, City of Vancouver
Program Administrator, Interstate Bridge Replacement
Program
Director, Washington State Department of Commerce
Secretary, Washington State Department of
Transportation
Secretary, Oregon Department of Transportation
U.S. Coast Guard
Governor Bob Ferguson, State of Washington*

*Governor Tina Kotek, State of Oregon
U.S. Senator Maria Cantwell of Washington
U.S. Senator Patty Murray of Washington
Washington State Senator Annette Cleveland
Regional Administrator for Region 10, Federal Transit
Administration
Washington Division Administrator, Federal Highway
Administration
Oregon Division Administrator, Federal Highway
Administration*

Michi Slick

From: Quinton, Patrick <Patrick.Quinton@cityofvancouver.us>
Sent: Friday, November 7, 2025 2:59 PM
To: Michi Slick; Eric Holmes
Cc: Lance Killian; Kennedy, Rebecca
Subject: CBC Meeting follow up



External (patrick.quinton@cityofvancouver.us)



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Michi and Eric – Thanks for taking the time to meet on Monday. We appreciate the opportunity to understand better your plans for CBC and the significance of the Regional Activity Center (RAC) designation to the future of CBC. As we stated in the meeting, due to confusion generated by public discussion of the potential return of shipbuilding to CBC, we will need additional clarification from Killian Pacific to move forward with our consideration of a new RAC zoning designation.

Specifically, the City will be in a position to propose and consider a new RAC zoning designation for CBC with a Heavy Industrial overlay, as part of the Comprehensive Planning process, if Killian Pacific, including its executive leadership and board, all staff and contracted representatives, and anyone else authorized to speak on behalf of Killian Pacific or the CBC property specifically, clarifies publicly and consistently by formal corporate action and direct agency communications that it is requesting this change in order to facilitate the long-term evolution of the site to a mixed use, urban development pattern that phases out heavy industrial and maritime uses over a period of time that aligns with its current tenants use and activities and future plans. Below are the specific actions that will sufficiently demonstrate Killian Pacific's commitment to this position in a way that allows the City to consider the proposed RAC designation:

- A statement is formally adopted by Killian Pacific's Board of Directors and signed by its executive leadership team and Board Chair stating the following:
 - Killian Pacific does not intend to pursue future shipbuilding activities at CBC and does not support any current or future third-party efforts to advocate for the use of CBC as a site for shipbuilding in the future.
 - Killian Pacific is planning for the long-term evolution of the site into a mixed use, urban development pattern that will not include heavy industrial uses other than those currently on site.
 - Killian Pacific has directed staff, executive leadership, board members, consultants and all other individuals or groups authorized to speak on behalf of Killian Pacific and CBC to promote and consistently deliver this message and not make any statements or representations contrary to this position in any forum.
 - Killian Pacific will publicly refute in writing any statements or representations made by anyone contrary to Killian Pacific's stated plans for CBC.
- The above statement is distributed to the following entities:
 - Vancouver City Council
 - Interstate Bridge Replacement Program Administrator
 - Washington and Oregon Departments of Transportation Secretaries
 - Washington Department of Commerce Director
 - Federal agency staff – such as those at the Northwest District of the U.S. Coast Guard, the U.S. Department of Transportation, and others - who have been previously contacted by Killian Pacific

or its representatives on the topic of CBC as a long-term (i.e. extending beyond the horizon year of the City's forthcoming Comprehensive Plan) maritime industry site.

- Federal congressional offices that have previously been contacted by Killian Pacific or its representatives on the topic of shipbuilding.
- The adoption and distribution of the above statement is completed no later than Nov. 21, 2025.

Please let us know if you have any questions about this request or seek further clarification on our required actions. We look forward to ongoing discussions with you about a site of critical importance to the future of Vancouver.

Rebecca Kennedy | Deputy Director

Pronouns: She/Her

City of Vancouver

Community Development Department

M: [REDACTED] | **O:** (360) 487-7896

Patrick Quinton | Director

Pronouns: He/Him

City of Vancouver

Economic Prosperity & Housing Department

Office: 360-487-7845 | Mobile: [REDACTED]

cityofvancouver.us





May 10, 2025

Rebecca Kennedy, Deputy Director
Bryan Snodgrass, Principal Planner
City of Vancouver Community Development
PO Box 1995
Vancouver, WA 98661

DELIVERED BY EMAIL

RE: Comprehensive Plan Designation Change Request – Columbia Business Center

Ms. Kennedy and Mr. Snodgrass,

Please accept this letter as a formal request to change the comprehensive plan designation for the properties collectively known as Columbia Business Center (CBC) from current designations of Light Industrial (west of Kaiser Avenue) and Heavy Industrial (east of Kaiser Avenue) to Regional Activity Center (RAC) for the entire site. Specific details of the property, including assessor parcel numbers, covered by this request is included as Attachment A.

Background

Killian Pacific (KP) is a values-driven developer that for more than 50 years has developed projects that advance the vision of communities throughout the Pacific Northwest. Founded in 1971, KP has been a pioneering investor in the Vancouver community, including through several signature projects aligned with the visionary Esther Short subarea such as the Frontier Block and the Hudson buildings on lower Main Street, and the catalytic Grand Central shopping center and Phase I of the Collective in the Lower Grand Area.

KP recognizes that CBC has been a cornerstone of Vancouver's economy for generations. Home to the Kaiser Shipyards during World War II, the legacy of that industrial heritage sustains a mix of mutually supportive businesses on the site that make it a vital part of Vancouver's economy of today. The 147 tenants on the site today represent a range of industries, from professional services to restaurants to distribution to heavy industrial fabrication. In 2019, CBC contributed an estimated \$2 billion in economic value to Clark County and was estimated to employ 2,030 people¹.

KP has been a steward of CBC since acquiring the eastern portion and a leasehold interest in the western portion of the site in 2006. Over the last nearly 20 years, KP has seen the potential

¹ E.D. Hovee & Company, LLC, *Economic & Fiscal Benefits of Vancouver's Columbia Business Center*, May 23, 2019.



for the site to have an even more meaningful impact in Vancouver and the greater metropolitan region. In 2024, KP purchased the westerly 129 acres, consolidating approximately 220 acres and nearly one mile of Columbia riverfront property under unified private ownership for the first time in generations². This represents an unprecedented opportunity to plan for the long-term future of CBC in a way that aligns with the City's current rewrite and update of the existing comprehensive plan that will guide growth through 2045 and beyond.

The economy – locally, regionally and globally - is changing, and will continue to be dynamic into the future. Today, CBC tenants occupy a mix of legacy industrial buildings dating to the original shipyard as well as newer flex industrial and distribution buildings. However, much of the site is either undeveloped or underdeveloped, and represents a transformative opportunity that can both honor the current economic mix on the site while growing and evolving as a critical and vibrant part of the regional economy.

The Site

The unique history of the site and its current uses is critical to understanding the rationale of the plan designation change request. The original development of the Kaiser Shipyards was an emergency production facility to meet the demands of World War II. As such, many of the current buildings on the site were built in a manner that reflects the urgency of that time; quick construction, functional to their purpose, and without an intention for longevity. Of the 26 buildings that comprise CBC, seven of them – comprising 888,000 square feet and nearly half of total building square footage on site – are legacies of the era of active shipbuilding at the Kaiser yards.

The approximately 60 acres located west of Kaiser Way is currently designated Light Industrial and occupied by ten structures, six of which are sheet metal buildings dating to the mid 20th century. This portion of the overall CBC site is significantly underdeveloped, used primarily for outdoor storage and heavy truck parking.

The central portion of the site, generally between Victory Avenue and Kaiser Avenue, includes about 106 acres of the site. It is currently designated heavy industrial and includes 4 buildings that house a range of fabrication, manufacturing, warehousing and distribution uses. This portion of the site is dominated by open air industrial buildings totaling 706,000 square feet (about 16 acres) that were built with the original shipyards and are currently occupied by metal

² There are four parcels totaling approximately 9.5 acres owned by Iron Partners LLC and one 3.78 acre parcel owned by Epsilon Realty Company LP that are located in the eastern portion of this area; Killian Pacific is not authorized to nor seeking to make this request on behalf of these owners.



fabricators Thompson Metal Fab, Greenberry and Seaport Steel. About 43 acres in this central portion of CBC is used for outdoor storage and laydown area associated with fabrication operations.

The eastern most portion of the site, generally between Victory Avenue and Marine Park Way, includes approximately 60 acres. It is currently designated Heavy Industrial and includes 13 buildings that range in age from 17 to 50 years old. The mix of uses in this portion of the site include industrial flex, warehouse and distribution totaling 1,298,000 square feet. This portion of CBC is the most densely developed with industrial uses.

While, overall, CBC is an active industrial site, a majority of the site could currently be considered significantly underdeveloped. Further, of the 26 existing buildings on site, structures comprising nearly half of the total developed square footage are legacy from the original shipyards and are viable for a very narrow range of prospective tenants.

Request

In light of the development potential inherent in CBC, this comprehensive plan update is the appropriate time to align the plan designation for the site with Vancouver's Goal and Vision Framework. Consistent with this, KP is seeking a change in plan designation for the entirety of CBC to Regional Activity Center as the first step toward future master planning for the site. A RAC plan designation will acknowledge the site's proximity to urban centers, its riverfront location and potential for redevelopment over the coming decades aligned with building a diverse and resilient economy aligned with Vancouver's community vision. We understand that a RAC designation for the site has been included in one of the Land Use Possibilities for analysis as part of the draft environmental impact statement.

Consistency with other similar RAC designations: A designation of RAC for CBC is consistent with other similar sites in Vancouver under both Land Use Possibility maps that are out for public review. These include the Vancouver Mall, Columbia Tech Center, Vancouver Innovation Center, the master plan known as HQ Vancouver, The Heights District master plan, Columbia Shores and downtown. Each of these areas includes significant employment, a mix of uses and/or the potential for significant redevelopment.

Alignment with Economic Development Strategy. A change of the site from the current mix of light and heavy industrial designations to RAC aligns with the City's recently adopted economic development strategy. The RAC designation is expected to not only accommodate the current mix of uses on the site, but facilitate, over the coming decades, a transition to a new mix of economic activities. Thoughtful master planning under the RAC designation and in partnership with the City can enhance pathways to quality jobs, strengthen support for small businesses, create opportunities for innovation and entrepreneurship and stimulate investment in neighborhoods and commercial districts.

Balanced employment lands: The RAC designation will facilitate development of a greater diversity of jobs at a higher density than industrial designations while allowing for placemaking that includes a vibrant mix of uses aligned Vancouver’s community vision. Due to its scale, nearly seven times the Vancouver Waterfront, full development of the CBC site is expected to span beyond the horizon of the comprehensive plan. This plan change to RAC is needed to facilitate holistic master planning for redevelopment of the site and an orderly transition from current uses to a future state over the coming decades. Based on the nature of existing development patterns on the site, decades of urban development can be accommodated at CBC without displacing current tenants – such as the heavy fabricators located in the core of the site - that are unique to the legacy buildings and infrastructure at CBC.

In addition, both Land Use Possibilities include a significant range of light and heavy industrial lands throughout the city, including areas served with rail and deepwater maritime capabilities.

Master planning: KP intends to develop a master plan and transition strategy for CBC that establishes a vision to guide future urbanization of the site and a land use framework that reflects the mix of uses contemplated by the RAC designation. The master plan is expected to support development of the site that is flexible and dynamic, while aligning with the natural life cycle of the current mix of jobs on site. Over time, this would support development of a more diverse and resilient mix of employment and limit disruption of current users.

Ultimately, KP intends to work with the city to transition CBC from an underdeveloped legacy of industrial uses to a new vibrant waterfront district. Doing so is dependent upon establishing a RAC designation for the site with adoption of this comprehensive plan, which will allow KP to confidently engage with the City in master planning for the long-term future of the site.

KP appreciates your and the City Council’s endorsement of this change as part of Land Use Possibility B being analyzed through the EIS, and your ongoing consideration of this request. KP looks forward to working with you through the comprehensive planning process, as well as on the subsequent master planning effort. If you have any questions, please do not hesitate to contact me.

Sincerely,



Michi Slick
Killian Pacific

Attachment A: detailed parcel list and map



CBC Plan Change Request - Assessor Parcel Numbers

- | | |
|----------------|----------------|
| 1. 030976-000 | 40. 030981-000 |
| 2. 030976-001 | 41. 031079-000 |
| 3. 031090-000 | 42. 031080-000 |
| 4. 031090-001 | 43. 031081-000 |
| 5. 031091-000 | 44. 031083-000 |
| 6. 031091-001 | 45. 031084-000 |
| 7. 031092-000 | 46. 031108-000 |
| 8. 031092-001 | 47. 031109-000 |
| 9. 031093-000 | 48. 037911-000 |
| 10. 031093-001 | 49. 037912-000 |
| 11. 031094-000 | 50. 037913-000 |
| 12. 031095-000 | 51. 031074-000 |
| 13. 031096-000 | 52. 502380-000 |
| 14. 031096-001 | 53. 502382-000 |
| 15. 031097-000 | 54. 502384-000 |
| 16. 031098-000 | 55. 502386-000 |
| 17. 031098-001 | 56. 503085-000 |
| 18. 031099-000 | |
| 19. 031099-001 | |
| 20. 031100-000 | |
| 21. 031101-000 | |
| 22. 031101-001 | |
| 23. 031102-000 | |
| 24. 031102-001 | |
| 25. 031103-000 | |
| 26. 031103-001 | |
| 27. 031104-000 | |
| 28. 031105-000 | |
| 29. 031105-001 | |
| 30. 031107-000 | |
| 31. 502350-000 | |
| 32. 503041-000 | |
| 33. 502360-000 | |
| 34. 503050-000 | |
| 35. 503042-000 | |
| 36. 502370-000 | |
| 37. 031110-000 | |
| 38. 031106-000 | |
| 39. 031106-001 | |

