



PLANNING COMMISSION MEETING MINUTES

Vancouver City Hall – Council Chambers – 415 W. Sixth Street
PO Box 1995 – Vancouver, Washington 98668-1995
www.cityofvancouver.us

Marjorie Ledell • Steve Schulte • Larry Blaufus • Zachary Pyle • Hannah Burak • Nena Cavel

January 25, 2022

REGULAR MEETING (Convened telephonically, no in person attendance)

Vancouver City Hall - 415 W. Sixth Street, Vancouver WA

CALL TO ORDER AND ROLL CALL

The January 25, 2022, meeting of the Planning Commission was called to order at 5:00 p.m. by Chair Ledell.

Present: Marjorie Ledell, Zachary Pyle, Larry Blaufus, Steve Schulte, Hannah Burak, and Nena Cavel

ADOPTION OF MINUTES

Motion by Vice Chair Pyle, second by Commissioner Schulte, to adopt the November 9, 2021 minutes as written.

Roll Call Vote

Larry Blaufus	Yes
Steve Schulte	Yes
Hannah Burak	Abstain
Nena Cavel	Abstain
Zach Pyle	Yes
Marjorie Ledell	Yes

Commissioner Schulte suggested a revision to the December 14, 2021 minutes. On page 5, the definition of basement to be changed from “two feet above ground level”, to “two feet or less above ground level”.

Motion by Commissioner Schulte, second by Vice Chair Pyle, to adopt the December 14, 2021 minutes with the suggested revision.

Roll Call Vote

Larry Blaufus	Yes
Steve Schulte	Yes
Hannah Burak	Abstain
Nena Cavel	Abstain
Zach Pyle	Yes
Marjorie Ledell	Yes

COMMUNICATIONS FROM CHAIR AND STAFF

Chair Ledell introduced the new Commissioners, Hannah Burak and Nena Cavel, and the existing Commissioners provided background on their work and contributions to the Commission.

Rebecca Kennedy, Deputy Director, reminded the Commission and the public about the annual Retreat on February 12, 2022.

WORKSHOPS

5:13 P.M. HOUSING CODE UPDATES

Bryan Snodgrass, Principal Planner; Becky Coutinho, Associate Planner

Rebecca Kennedy, Deputy Director, introduced the workshop. Bryan Snodgrass, Principal Planner, provided a summary of the goals of the project, and the proposed new single-family R-17 zoning district standards.

Commission Discussion

The Commission asked questions on the following topics, and staff provided the following responses:

- Alleyway safety concerns. Staff responded they hadn't heard safety concerns but would investigate it further and noted that it also came up in a community open house.
- The safety standards for houses that are built close together related to fire danger. Staff responded the fire marshal is involved during the sub-division and development review process and apply all building and fire code regulations for all development that occurs in the City. The building code covers fire rating requirements for all development approved in the City.
- The change in the minimum lot size, from 2,500 square feet to 2,000 square feet. Staff responded it was in response to the Commission, as feedback from development stakeholders.
- Any consideration of glazing requirements on the door or windows. Staff responded it hadn't come up yet but they would investigate it further.
- Requirements for street widths. Staff responded there are specific standards by street classification but haven't considered a special width requirement for this zone that doesn't already exist in the City code.
- Preservation of tree canopy and open space. Staff responded that small lot sizes will mean less room for trees but that developments will still need to meet overall standards. This new zone would be applied by the rezoning process and it's hard to foresee this zone being applied on a mass scale, so would not expect to see a noticeable difference in tree canopy overall.

Staff continued the presentation, covering the proposed new multi-family R-50 zoning district and cottage cluster housing.

Commission Discussion

The Commission asked questions on the following topics. Due to the time limit, staff responses will be provided in subsequent presentations.

- For the cottage cluster housing, is it possible to fit three stories in the maximum height of 30 feet, and consider limiting to two stories with a height limit of 30 feet? Staff responded it's likely possible to fit three stories in 30 feet.
- Hesitant to allow on street parking as credit in cottage cluster housing because it is inconsistent with other single family zones.
- For the R-50 zone, the parking requirements is lowered to 1 parking stall per unit. How often are more spots added, and how are visitors treated.

Staff continued presenting on apartments with shared kitchen and bathroom facilities, adjusting ADU standards, support for aging in place, setbacks for new apartments next to existing homes, density bonus for faith-based affordable housing providers, parking reductions near transit, feedback from a developer roundtable, the Vancouver Neighborhood Alliance, and a virtual open house, as well as next steps.

Commission Discussion

The Commission asked questions on the following topics. Due to the time limit, staff responses will be provided in subsequent presentations.

- Further explanation of the purpose of the program to encourage development for aging in place.
- For setbacks of new apartments next to existing homes, support for step backs of building heights.
- Regarding the density bonus for faith-based organization, consider other organizations like non-profits.

COMMUNITY FORUM

Glen Yung was present to provide comments on the housing code updates. He would like to see the site clearance issue on the west side of Vancouver addressed. He was in favor of allowing houses as small as 800 square feet. On the R-17 zone, he would like to see an easier process to rezone for average homeowners. He expressed concern with the lack of a definition for “affordable housing”. Lastly, he would like the City to take an official stance in lobbying the State to change the condo liability laws.

Peter Fels was present to provide comments on the housing code updates. He was in support of the changes to the housing code. His main concern was to do more to increase density and affordability and consider revising the existing residential zones. Increased density promotes the goals of the City – affordability, equity, and addressing climate change.

HEARING

6:39 P.M. ELECTION OF OFFICERS

Chair Ledell opened the floor for nominations for Chair. Nomination by Commissioner Schulte to re-elect Marjorie Ledell for Chair. Motion by Commissioner Blaufus, seconded by Commissioner Pyle to close the nomination for Chair.

Roll Call Vote

Larry Blaufus	Yes
Steve Schulte	Yes
Hannah Burak	Yes
Nena Cavel	Yes
Zach Pyle	Yes
Marjorie Ledell	Yes

Chair Ledell opened the floor for nominations for Vice Chair. Nomination by Commissioner Blaufus to re-elect Zachary Pyle for Vice Chair. Motion by Commissioner Schulte, seconded by Commissioner Cavel to close the nomination for Vice Chair.

Roll Call Vote

Larry Blaufus	Yes
Steve Schulte	Yes
Hannah Burak	Yes
Nena Cavel	Yes
Zach Pyle	Yes
Marjorie Ledell	Yes

Roll Call Vote for the nomination of Zach Pyle to Vice Chair.

Larry Blaufus	Yes
Steve Schulte	Yes
Hannah Burak	Yes
Nena Cavel	Yes
Zach Pyle	Abstain
Marjorie Ledell	Yes

Roll Call Vote for the nomination of Marjorie Ledell to Chair.

Larry Blaufus	Yes
Steve Schulte	Yes
Hannah Burak	Yes
Nena Cavel	Yes
Zach Pyle	Yes
Marjorie Ledell	Yes

6:45 P.M. WORKSHOP: GROWTH MANAGEMENT ACT (GMA), OPEN PUBLIC MEETINGS ACT (OPMA), AND APPEARANCE OF FAIRNESS TRAINING

Bryan Snodgrass, Principal Planner; Becky Rude, Assistant City Attorney

Rebecca Kennedy introduced the workshop on the Growth Management Act and key laws and provisions relevant to the Planning Commission. This training is in addition to required training on OPMA and the Short Course on Planning through the Department of Commerce. Bryan Snodgrass presented on the Washington State land use planning framework, the Growth Management Act goals and requirements, local guidance, relevant sections of the City Charter and Vancouver Municipal Code, and the role of the Planning Commission. Becky Rude presented on the Appearance of Fairness doctrine, the conflict of interest statute, the Open Public Meetings Act, the Public Records Act, the Takings Clause of the 5th Amendment to the Constitution, the Due Process Clause of the 14th Amendment to the Constitution, and freedom of speech in the 1st Amendment to the Constitution.

Commission Discussion

The Commission asked a question on the following topic, and staff provided the following response:

- How to address non-factual information from the public at a meeting. Staff responded that for public hearing testimony, it is limited to factual and relevant information to the hearing topic. The Commission could consider revising the Commission's rules around testimony that is not relevant or applicable to the Commission. There are guidelines for inflammatory or disruptive speech as well.

ADJOURNMENT 7:48 PM

Marjorie Ledell, Chair

To request other formats, contact Julie Nischik, Community and Economic Development Department | 360-487-7813.
WA Relay: 711 | julie.nischik@cityofvancouver.us

Housing Code Updates



February 22, 2022 Vancouver Planning Commission

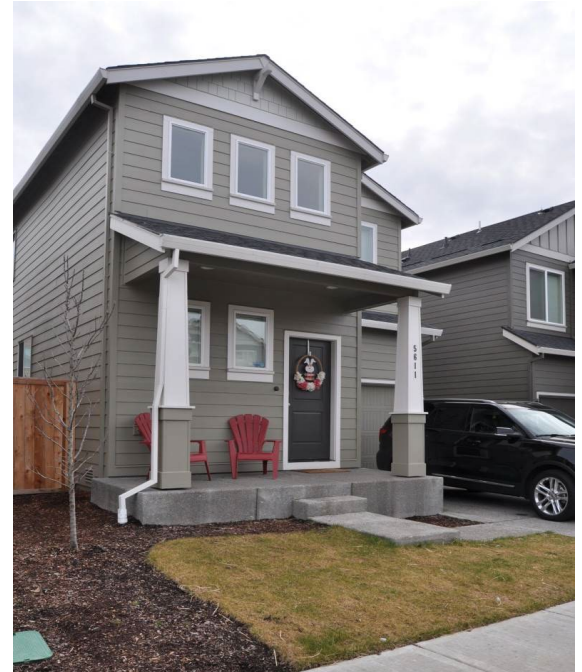
Bryan Snodgrass, Principal Planner

Becky Coutinho, Associate Planner

www.cityofvancouver.us/cdd/page/housing-code-updates

Project Components and Goals

- Eight zoning code text changes and one process change intended to expand housing choices and affordability
- Also intended to realize recommendations of the 2016 Affordable Housing Task Force, promote efficient development, maintain neighborhood livability with gradual rather than rapid change, and plan for the long term



Presentation Overview

Workshop intended to identify what additional information or code changes needed before hearings. Suggested order:

- R-17
- R-50 and mandated parking reductions
- Mandated AH density bonus
- Cottage cluster
- MFR to SFR setback
- Micro-housing,
- ADU
- Building permit review incentives for aging in place



Process thus far

- Nine Planning Commission and Council workshops
- Meetings with 8 individual neighborhoods associations and two neighborhood umbrella groups (Alliance and Leaders);
- Four developer meetings, one meeting with housing providers and advocates.
- On-line engagement through project website, neighborhood newsletter, Be Heard Vancouver



New Single-Family R-17 Zoning District Standards

- Requires rezone approval, and land division approval, with hearings.
- Limits garage widths to $\frac{1}{2}$ front façade or 10 feet, requires front door, limits housing repetition, and facilitates alleys, in the R-9 and R-6 districts in addition to R-17.
- Allows duplexes, triplexes and fourplexes as well as SFR
- New – requires compliance with existing city narrow lot standards, including provisions for utilities, parking, alley incentives
- New – alleys required unless unfeasible for lots below 3,000 square feet, encouraged otherwise
- New – Home fronts required to vary between adjacent two homes only, not those across a street



New R-17 – Compliance with Narrow Lots Standards

VMC 20.927, Narrow Lot Developments, requires

- On/off site improvement plans addressing utilities, driveways and street trees
- One guest parking space per 3 lots
- Solid waste/recycling access plan
- Alley standards
- Shared driveway standards



New Single-Family R-17

Pause for Commission questions, discussion, and identification of additional information needed to before hearings.

Proposed New Multi-Family R-50 Zoning District

- Requires rezone and public hearing to site
- Allow apartments of densities up to 50 units per net acre maximum
- Increase maximum lot coverage and building height to provide more flexibility
- Decrease minimum parking requirement from 1.5 to 1 spaces per unit to be consistent with Citywide SFR standard. Also apply to other MFR zones. Projects can provide more parking if desired.



State Mandated Parking Reductions Near Transit

Housing Type	Current City	State Mandate	Recommended New City
Market Rate MFR	1.5 spaces/unit	0.75 spaces/unit within ¼ mile of transit stop with 15-minute service	0.75 spaces/unit within ¼ mile of transit line with 35-minute service intervals, 1.0 spaces/unit elsewhere
Very affordable housing (50% AMI)	1.5 spaces/unit	0.75 spaces/unit within ¼ mile of transit stop with 30-minute service	0.75 spaces/unit for affordable (60% AMI) housing citywide.
Senior housing	1.0 spaces/unit	Zero spaces/unit within ¼ mile of transit stop with 15-minute service. Can require guest and staff parking	0.75 spaces/employee plus one visitor space per 10 residents citywide.
Disabled	1.5 spaces/unit	Zero spaces/unit if within ¼ mile of transit stop with 15-minute service. Can require guest and staff parking.	0.75 spaces/employee, plus one visitor space per 10 residents, citywide

R-50 and State Mandated Parking Requirements

Pause for Commission questions, discussion, and identification of additional information needed to before hearings.

Density Bonus for Affordable Housing

- GMA requires allowing density bonus for long term affordable housing (defined in this case at 80% AMI for 50 years) owned or controlled by faith-based organizations
- Proposal would expand eligibility to any party providing a guarantee of meeting the threshold, with density bonus of:
 - 25% in R-2, R-4, R-35, and R-50
 - 50% in R-6, R-9, and R-17
 - 100% in R-18, R-22 and R-30
- Bonus would not authorize structures or building heights not allowed by underlying zone



Density Bonus for Affordable Housing

Pause for Commission questions, discussion, and identification of additional information needed to before hearings.

Cottage Cluster Housing

- Allow clusters of small cottages around common courtyards in single-family zones
- Limit density to twice underlying zoning.
- Allow 4-12 cottages with sloped roofs and porches. Limit single units to 1,600 sf and duplexes to 3,000 sf both with 25' height limit, with allowances for 30' in project interior.



Cottage Cluster Housing (cont.)

- At least 75% of cottage units must be oriented to common courtyard that is generally square or round, and connected to it by pedestrian path
- Courtyard must be sized at 200 sf per cottage
- One parking space per cottage unit required. On-street parking credited.
- Requires public hearing if subdivision involved, site plan review with notice otherwise.



Cottage Cluster Developments

Pause for Commission questions, discussion, and identification of additional information needed to before hearings.

Setbacks for New Apartments Next to Existing Homes

- Current code requires new development in high density residential zones abutting lower density zones to be setback 5 feet from the property line, with 6-foot high shrub screen or fence.
- Proposal is to require additional one foot setback for every three feet of proposed building height over 35 feet, up to a maximum setback of 15 feet.



Setbacks for New Apartments next to Existing Homes

Pause for Commission questions, discussion, and identification of additional information needed to before hearings.

Micro-housing – MFR with shared Kitchen and Bathroom

- Allow apartments with shared kitchen or bathroom facilities in multi-family zones
- Currently allowed only in medical or recovery context with on-site staff. Proposed to allow for apartments without staff.
- No density bonus – only what's allowed by zoning



ADUs in Existing Garages within Setbacks

- Existing historic garages in setbacks can't be converted to ADUs.
- Proposal would allow replacement or conversion to ADUs provided building and planning standards met, and height within setback limited to 18 feet.



New Homes to allow Aging-in-Place

- Incentivize new home construction to supports aging in place through wide doorways, first floor bathrooms, and zero-step entries
- Proposal would expedite building permit review timelines, provide information for applicants, and designate a staff contact.



Micro-housing/ADU/Aging-in-Place

Pause for Commission questions, discussion, and identification of additional information needed to before hearings.

Next Steps – Housing Code Updates

- Continue to refine specific draft code language for public and stakeholder comment in winter 2022
- Continue meeting any neighborhood, developer or other groups requesting presentations. Shumway N.A. next.
- March 22 workshop to resume in evening after HQ hearing. Additional workshop if needed March 8. Hearings not yet scheduled.



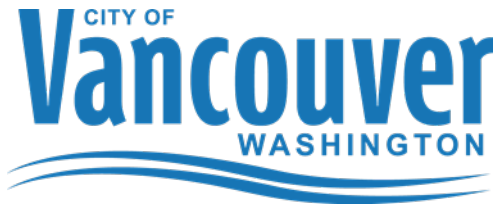
Questions and Discussion

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Becky Coutinho, Associate Planner, becky.coutinho@cityofvancouver.us,
360-487-7899

www.cityofvancouver.us/cdd/page/housing-code-updates





Memorandum

DATE: February 18, 2022

TO: Chair Ledell and Planning Commission members

FROM: Bryan Snodgrass and Becky Coutinho, Principal and Associate Planners, Community Development Department

RE: February 22, 2022 workshop review of Housing Code Updates

Background

The Housing Code Updates project consists of eight amendments to City zoning standards, and one permitting review change, intended to increase housing choices and attainability citywide, following recommendations from the 2016 [Vancouver Affordable Housing Task Force Report](#). The project was initiated with three workshops before the Planning Commission in fall 2018 and summer and fall 2019, before being largely suspended in 2020 with the onset of the pandemic. Work was revived in 2021, with discussions at City Council on June 6 and October 12, 2021, and the Planning Commission most recently on December 14, 2021, and January 25, 2022. The City Council has also had multiple workshops, and another is scheduled for March 21. Planning Commission or Council hearings have not yet been scheduled.

The proposed amendments are modest to moderate changes to city standards. Many would allow housing types currently allowed in other jurisdictions in Clark County as well as statewide. Others modify housing types already allowed in Vancouver. Some as noted would require at least one public hearing or administrative review with notice to be developed. Some are required by state law.

Proposal

The proposed components are summarized at a high level in the enclosed table. See proposed zoning code language attachments for details, included embedded explanatory comments. Note that some zoning code sections implement multiple project components, as indicated, and that no zoning code language is provided for the proposed building permit processing adjustments to incentivize aging-in-place features, since no changes to Title 20 are involved, and Planning Commission review on this item will consist of general advice.

Housing Code Updates – General Summary. Significant new changes to recommendations noted.

Proposal	Key features	General Feedback	Comment
1. New R-17 single-family zoning district standards allowing 2000 to 5000 square foot lots, subject to access and streetfront requirements	Requires rezone approval and hearings. Allows plexes as well as SFR. Limits garage widths, requires adjacent homefronts to vary, and facilitates alley loading, in R-9 and R-6 districts in addition to R-17. New – requires compliance with existing city narrow lot standards, including provisions for utilities, parking, alley incentives New – alleys required unless unfeasible for lots below 3,000 square feet, encouraged otherwise New – Home fronts required to vary between adjacent two homes only, not those across a street	General public acceptance of need for smaller homes, but concerns about parking and access, potential for nearby small lots or existing homes sites to be rezoned. Developer support, with concerns about garage width limitations and alley requirement	See page 6 herein for specific code language. City Narrow Lot Standards recommended to also apply to R-17 are here
2. New multi-family zoning district standards allowing up to 50 units per acre with 1 parking space per unit minimum	Requires rezoning to implement. Lowers minimum parking requirement from 1.5 to 1 space per unit for R-50 and other MFR zones, to rectify inconsistency with SFR standard, recognize MFR per unit traffic generation is less than SFR per unit, and to align with emerging legal mandates.	General public acceptance, concerns about parking and rezoning	See page 23 herein for specific code language
3. State mandated reductions in minimum parking requirements for various housing types near frequent transit	Requires site plan review to implement. Allows long term low income affordable housing projects or portions of projects to provide 0.75 spaces per unit citywide Allows senior and disabled persons housing to provide no parking citywide for residents, but requires staff and guest parking. New - Allows market rate apartments within ¼ mile of transit lines running every 35 minutes, or anywhere in CX zone, to provide 0.75 parking spaces per unit.	General public acceptance, with questions about determining transit frequency	See page 38 herein for code language State requirement listed under RCW 36.70A.620
4. State mandated density bonus for long term affordable housing	Allows density bonuses varying by zoning district (less in SFR zones, more in MFR zones) for long term low income affordable housing, defined in this case by statute as 80% AMI or below. Does not allow apartments in SFR homes	General acceptance. Developer request led to expansion of eligibility from state mandated religious organizations to any party	See pages 31-32 herein for code language State requirement listed under RCW RCW 36.70A.545 .
5. New cluster cottage standards	Requires subdivision hearing or Type II administrative review with notice to implement Allowed in SFR zones, with more but smaller and shorter homes than normally permitted, with cottage features, near common open space Can be divided into individual lots typically for ownership, or maintained as a single property with rental units	Generally supportive public comment with questions about affordability. Developer requests to allow larger units and garages, and generally more flexibility	See page 51 herein for code language. Clusters allowed in Clark County, Battleground and Ridgefield

6. Updated setback and buffering requirements for new apartments next to existing homes	New – Maintains currently required 5 foot setback for first 35 feet, with one foot additional setback for each additional 3 feet of proposed height, up to maximum 15 foot setback	General public concern about apartments and interest in larger setbacks	See page 54 herein for code language
7. Micro-housing - Updated apartment standards to allow shared bathroom and kitchens	Allows shared bathrooms and kitchens in non-medical multi-family housing without staff	Limited feedback	See page 72 for code language Limited market interest thus far
8. Updated ADU standards to allow garages with non-conforming setbacks to apply	Allows legally existing garages located within side and rear yard setbacks to apply for conversion or replacement to ADUs if building and planning standards met New – limits height within setback to 18 feet	General public support for ADUs although concern about short term rentals. Questions about height of ADUs in setbacks	See page 74 herein for code language
9. New building permit processing incentives for aging-in-place home features	Building Department envisions reduction in review from potentially 14 to 10 days, resource materials to assist applicants, and designated staff contact person	Limited feedback, general support	Ridgefield provides 10% permit fee rebate, but no takers in two years

Community and Stakeholder Outreach

Initial outreach prior to the pandemic consisted of Planning Commission and City Council workshops as noted, and research and consultation with comparable jurisdictions, local residential developers, a presentation at a joint meeting of the Hough and Carter Park Neighborhood Associations, and a presentation at an October 2019 quarterly meeting of citywide neighborhood leaders.

Project work was initially suspended with the onset of the pandemic, and outreach limited to virtual and on-line. Staff has been gathering community input through an online survey available on [Be Heard Vancouver](#). since April 2020. Approximately 90 community members have commented on the descriptions of the project and its components, with comments both in support and opposition. See February 22 public comments link at bottom right of the Be Heard Vancouver page.

Outreach efforts resumed in the summer of 2021, with Commission and Council workshops. In early 2022, the below targeted small group virtual meetings were held:

- January 6th, 2022: Single-family and multifamily developers roundtable
- January 12th, 2022: Vancouver Neighborhood Alliance meeting
- January 18th, 2022: General public open house
- February 1st, 2022: Fircrest neighborhood association meeting
- February 2nd, 2022: Harney Heights neighborhood association meeting
- February 3rd, 2022: Clark County Development Engineering and Advisory Board
- February 10th, 2022: Arnada neighborhood association meeting
- February 16th, 2022: Affordable housing agency and advocates roundtable

Some of the major themes and comments heard from these meetings:

- Suggestion to consult Ridgefield garage standards and Bend cottage cluster standards
- Concerns about shared water infiltration systems under R-17
- Concerns about site clearance of existing historic garages
- Concerns about length and difficulty of rezone process for R-17 and R-50
- Concerns about street front R-17 requirements adding to cost
- Concerns about R-17 standards preventing shared driveways and garages
- Desire to expand parking reduction near transit beyond highest frequency transit
- Concerns around parking, traffic, and ability for firetrucks to reach homes
- Desire to consider cluster or other lots without street access
- Desire for more flexibility for larger and taller cluster homes
- Desire to preserve neighborhoods character and community feel
- Desire to allow ADUs to locate on lots with small existing homes
- Concern that requiring architectural standards for R-17 could raise the cost
- Desire for more design standards for single family homes
- Questions around how the new zones would get mapped and whether this could represent illegal spot zoning
- Question on whether prohibitions against repetitive housing increase price
- Support for expanding density bonus from faith based affordable housing developers to any non-profit affordable housing developer
- Support for having parking reduction near transit stops to include arear near the transit line rather than just stops
- Support for aging in place incentives
- Concern front entry design requirements could increase building costs
- Concern alleys could create spaces that are not activated and therefore them unsafe
- Dislike of limiting garage width to less than 50% of front façade, comment that the market demand is for two car garages
- Comment to ban new developments having cul-de-sacs
- Concern cottage cluster design facing courtyard could create poor walkability conditions on the exterior of the cluster
- Question about historic neighborhoods and R-17
- Question about management of cluster common open space
- Question if parking reductions could be retroactively applied to existing properties that could rezone to R-50 or are near transit, allowing for removal of existing parking spaces
- Questions about compliance with parking reductions near transit over time as transit routes and frequencies change
- Concern rezoning properties to R-50 could remove some naturally occurring affordable housing
- Concern cottage cluster standards may not result in a more affordable housing choice
- Comment to allow off street parking lot in R-17 subdivision development
- Comment that alleys would create more impervious surface

- Question if it would be possible to create a new home and convert existing home on the lot to an ADU
- Comment to continue thinking of ways to ensure ADUs are affordable
- Concern allowing more ADUs could result in more short-term rental units
- Comment that staff should consider displacement and gentrification as a result from the proposed code changes
- Recommendation for staff to speak to property managers when determining parking requirements for senior housing near transit

E-mail comments received are Attachment B to this memorandum.

Outreach efforts will continue as the project moves into the final phases prior to adoption. Staff are scheduled to speak at the Shumway neighborhood association on March 3rd, 2022 and have a standing offer to speak at any neighborhood association or similar group.

Next Steps

City planning, development review, and transportation staff will attend the workshop to answer questions. Commission hearing dates and if needed further workshops have not yet been scheduled.

ATTACHMENT A: DRAFT ZONING CODE RECOMMENDATIONS

Chapter 20.410 LOWER DENSITY RESIDENTIAL DISTRICTS

{Recommended changes for R-17 standards underlined and in yellow. Changes for cottage cluster standards in teal}

Sections:

20.410.010	Purpose.
20.410.020	List of Zoning Districts.
20.410.025	Lower Density Residential Zone Function and Location Criteria.
20.410.030	Uses.
20.410.040	Minimum and Maximum Densities.
20.410.050	Development Standards.

20.410.010 Purpose.

Preserve and promote neighborhood livability and protect the consumer's choices in housing. The Low-Density Residential Districts are primarily designed to preserve and promote neighborhoods of detached single dwellings at low intensities. Flexibility in housing type is promoted by allowing manufactured homes, duplexes, and planned unit developments under special conditions. Compatible nonresidential development, such as elementary schools, churches, parks, and child care facilities are permitted at appropriate locations and at an appropriate scale. (Ord. M-3709 § 3, 2005; Ord. M-3643, 2004)

20.410.020 List of Zoning Districts.

A. R-2: Low-Density Residential District. The R-2 zoning district is designed to accommodate detached single dwellings with or without accessory residential units at a minimum lot size of 20,000 square feet and a density of 1.8 to 2.2 units/net acre. Some civic and institutional uses are permitted

as limited or conditional uses. The R-2 zoning district was referred to as R1-20 zone prior to March 11, 2004.

B. R-4: Low-Density Residential District. The R-4 zoning district is designed to accommodate detached single dwellings with or without accessory residential units at a minimum lot size of 10,000 square feet and a density of 2.3 to 4.4 units/net acre. Some civic and institutional uses are permitted as limited or conditional uses. The R-4 zoning district was referred to as R1-10 zone prior to March 11, 2004.

C. R-6: Low-Density Residential District. The R-6 zoning district is designed to accommodate detached single dwellings with or without accessory residential units at a minimum lot size of 7,500 square feet and a density of 4.5 to 5.8 units/net acre. Some civic and institutional uses are permitted as limited or conditional uses. The R-6 zoning district was referred to as R1-7.5 zone prior to March 11, 2004.

D. R-9: Low-Density Residential District. The R-9 zoning district is designed to accommodate detached single dwellings with or without accessory residential units at a minimum lot size of 5,000 square feet and a density of 5.9 to 8.7 units/net acre. Some civic and institutional uses are permitted as limited or conditional uses. The R-9 zoning district is a new zoning district that combines what was referred to as R1-6 and R1-5 zones prior to March 11, 2004. (Ord. M-3643, 2004)

E. R-17: Low-Density Residential District. The R-17 zoning district is designed to accommodate detached and attached single dwellings with or without accessory residential units at a minimum lot size of 2,000 square feet and a density of 8.8 to 21.8 units/net acre. Some civic and institutional uses are permitted as limited or conditional uses.

20.410.025 Lower Density Residential Zone Function and Location Criteria.

A. *General Criteria.* The Lower Density Residential designation is applied to areas that provide predominantly single-family structures (attached or detached) on individual lots. Application of individual zones to specific areas in the City should enhance and support the integrity of existing neighborhoods, provide for a range of choices in housing styles and cost, and encourage compatible infill development and redevelopment.

B. Lower Density Residential Zone (R-2, R-4, R-6, R-9, R-17) Location Criteria.

The Lower Density zone designations defined above can be appropriately applied and maintained in areas meeting one of the following criteria:

1. Blocks, intersection-to-intersection street segments, or areas with defined physical edges, which have at least eighty (80) percent of the existing structures in single-family residential use on lots whose average size falls within the minimum and maximum lot size standards of the zone to be applied. Half-blocks at the edges of single-family zones with more than fifty (50) percent single-family structures, or portions of blocks on an arterial with a majority of single-family structures, shall generally be included. This shall be decided on a case-by-case basis, but the policy is for inclusion.

2. Blocks, intersection-to-intersection street segments, or areas with defined physical edges, which have less than eighty (80) percent of the existing structures in single-family residential use but in which an increasing trend toward single-family residential use can be demonstrated; for example:
 - a. The construction of single-family structures in the last five (5) years has been increasing proportionately to the total number of constructions for new uses in the area, or
 - b. The area shows an increasing number of improvements and rehabilitation efforts to single-family structures, or
 - c. The number of existing single-family structures has been very stable or increasing in the last five (5) years, or
 - d. The area's location is topographically and geographically connected to, and compatible with, existing single-family residential development, with physical edges (such as major arterials, topography, waterways, open space, existing natural or landscape screening, etc) that separate and buffer the area from Higher Density Residential, Commercial, and Industrial.
3. Areas with sensitive physical, environmental or natural resource characteristics that make lower intensity development advisable and appropriate.
4. Areas that meet the above criteria for designation as Lower Density Residential shall not be rezoned for nonresidential uses, except NC (Neighborhood Commercial), unless the change has been adopted as part of a sub-area planning study.
5. No vacant or underutilized land areas (per Vacant Buildable Lands Model criteria) within the City shall be rezoned R-2 or R-4 for new residential development. Land use and zoning designations for residential lands being annexed into the City shall be converted to City designations in accordance with VMC Table 20.230.030. (Ord. M-3946 § 6, 2010; Ord. M-3730 § 9, 2005)

20.410.030 Uses.

A. *Types of uses.* For the purposes of this chapter, there are four kinds of use:

1. A permitted (P) use is one that is permitted outright, subject to all of the applicable provisions of this title.
2. A limited (L) use is permitted outright providing it is in compliance with special requirements, exceptions or restrictions.
3. A conditional use (C) is a discretionary use reviewed through the process set forth in Chapters [20.245](#) and [20.210](#) VMC, governing conditional uses and decision-making procedures, respectively.
4. A prohibited use (X) is one that is not permitted in a zoning district under any circumstances.

B. *Use table.* A list of permitted, limited, conditional, and prohibited uses in Low-Density Residential Districts is presented in Table 20.410.030-1.

Table 20.410.030-1. LOWER-DENSITY RESIDENTIAL DISTRICTS USE TABLE

USE	R-2	R-4	R-6	R-9	R-17
RESIDENTIAL					
Household Living	P ¹	P ¹	P ¹	P ¹	P ¹
Group Living	P/X ¹	P/X ¹	P/X ¹	P/X ¹	P/X ¹
Home Occupation	L ²	L ²	L ²	L ²	L ²
Medical Center Residential	L ²³	L ²³	L ²³	L ²³	L ²³
HOUSING TYPES					
Single Dwelling, Attached	L ¹⁸	L ¹⁸	L ¹⁸	L ¹⁸	L ¹⁸
Single Dwelling, Detached	P	P	P	P	P
Accessory Dwelling Units	L ⁴	L ⁴	L ⁴	L ⁴	L ⁴
Duplexes ²²	L ²¹	L ²¹	L ²¹	L ²¹	L ²⁴
Multi-Dwelling Units	X	X	X	X	L ²⁴
Existing Manufactured Home Developments	L ⁵	L ⁵	L ⁵	L ⁵	L ⁵
Designated Manufactured Homes	L/X ¹⁹	L/X ¹⁹	L/X ¹⁹	L/X ¹⁹	L/X ¹⁹
New Manufactured Homes	L ²⁰	L ²⁰	L ²⁰	L ²⁰	L ²⁰
Cottage Cluster Housing	p ²⁵	p ²⁵	p ²⁵	p ²⁵	X
CIVIC (Institutional)					
Basic Utilities	C	C	C	C	C
Colleges	C	C	C	C	C
Community Centers	X	X	X	X	X
Community Recreation	C ⁶	C ⁶	C ⁶	C ⁶	C ⁶
Cultural Institutions	P/C ⁷	P/C ⁷	P/C ⁷	P/C ⁷	P/C ⁷
Day Care					
- Family Day Care Home	P ⁸	P ⁸	P ⁸	P ⁸	P ⁸
- Child Care Center	L/C ¹¹	L/C ¹¹	L/C ¹¹	L/C ¹¹	L/C ¹¹

USE	R-2	R-4	R-6	R-9	R-17
- Adult Day Care	L/C/X ⁹	L/C/X ⁹	L/C/X ⁹	L/C/X ⁹	L/C/X ⁹
Emergency Services (except ambulance services)	L/C ¹¹	L/C ¹¹	L/C ¹¹	L/C ¹¹	L/C ¹¹
Ambulance Services	X	X	X	X	X
Medical Centers	X	X	X	X	X
Parks/Open Space					
- Neighborhood Parks	P	P	P	P	P
- Community Parks	L ¹⁰ /C	L ¹⁰ /C	L ¹⁰ /C	L ¹⁰ /C	L ¹⁰ /C
- Regional Parks	C	C	C	C	C
- Trails	L ¹⁰	L ¹⁰	L ¹⁰	L ¹⁰	L ¹⁰
Postal Service	C	C	C	C	C
Religious Institutions	L/C ¹¹	L/C ¹¹	L/C ¹¹	L/C ¹¹	L/C ¹¹
Schools	L/C ¹¹	L/C ¹¹	L/C ¹¹	L/C ¹¹	L/C ¹¹
Social/Fraternal Clubs	X	X	X	X	X
Transportation Facility	C ¹²	C ¹²	C ¹²	C ¹²	C ¹²
COMMERCIAL					
Commercial and Transient Lodging	L/C/X ¹³	L/C/X ¹³	L/C/X ¹³	L/C/X ¹³	L/C/X ¹³
Eating/Drinking Establishments	X	X	X	X	X
Entertainment-Oriented					
- Adult Entertainment	X	X	X	X	X
- Indoor Entertainment	X	X	X	X	X
- Major Event Entertainment	X	X	X	X	X
General Retail					
- Sales-Oriented	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴

USE	R-2	R-4	R-6	R-9	R-17
- Personal Services	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴
- Repair-Oriented	X	X	X	X	X
- Bulk Sales	X	X	X	X	X
- Outdoor Sales	X	X	X	X	X
Motor Vehicle Related					
- Motor Vehicle Sales/Rental	X	X	X	X	X
- Motor Vehicle Servicing/Repair	X	X	X	X	X
- Vehicle Fuel Sales	X	X	X	X	X
- EV Basic Charging Stations (accessory only)	P	P	P	P	P
- EV Rapid Charging Stations (accessory only)	P	P	P	P	P
- EV Battery Exchange Stations	X	X	X	X	X
Office					
- General	X	X	X	X	X
- Medical	X	X	X	X	X
- Extended	X	X	X	X	X
Non-Accessory Parking	X	X	X	X	X
Self-Service Storage	X	X	X	X	X
Marina	C	C	C	C	C
INDUSTRIAL					
Industrial Services	X	X	X	X	X
Manufacturing and Production	X	X	X	X	X
Railroad Yards	X	X	X	X	X

USE	R-2	R-4	R-6	R-9	R-17
Research and Development	X	X	X	X	X
Warehouse/Freight Movement	X	X	X	X	X
Wholesale Sales	X	X	X	X	X
Waste-Related	X	X	X	X	X
Major Utility Facilities	X	X	X	X	X
OTHER					
Agriculture/Horticulture	P	P	P	P	P
Airport/Airpark	X	X	X	X	X
Animal Kennels/Shelters	X	X	X	X	X
Cemeteries	C ¹⁵	C ¹⁵	C ¹⁵	C ¹⁵	C ¹⁵
Detention & Post Detention Facilities	X	X	X	X	X
Dog Day Care	X	X	X	X	X
Heliports	X	X	X	X	X
Recreational or Medical Marijuana Facilities	X	X	X	X	X
Medical Marijuana Cooperatives	X	X	X	X	X
Mining	X	X	X	X	X
Rail Lines/Utility Corridors	P	P	P	P	P
Temporary Uses	L ¹⁶	L ¹⁶	L ¹⁶	L ¹⁶	L ¹⁶
Wireless Communication Facilities	L/C/X ¹⁷	L/C/X ¹⁷	L/C/X ¹⁷	L/C/X ¹⁷	L/C/X ¹⁷

1 Residential Care Homes, state or federally approved, with six or fewer residents and any required on-site residential staff permitted by right; all larger group living uses prohibited.

2 Subject to the provisions of Chapter [20.860](#) VMC, Home Occupations.

- 4** Subject to the provisions of Chapter [20.810](#) VMC, Accessory Dwelling Units.
- 5** Subject to the provisions of Chapter [20.880](#) VMC, Manufactured Home Parks. Manufactured Home Developments established prior to July 1, 2005, are exempt from the standards of VMC [20.410.050\(F\)](#), Criteria for Placement of Manufactured Homes, and may continue to exist and expand within existing previously approved boundaries. An existing manufactured home in a development or subdivision may be replaced or may be relocated either to an approved manufactured home development or an approved manufactured home subdivision.
- 6** Subject to provisions in VMC [20.895.040](#), Community Recreation and Related Facilities.
- 7** Libraries only permitted outright; all other cultural institutions are conditional uses.
- 8** Family day care homes for no more than 12 children are permitted when licensed by the state.
- 9** Adult day care facilities for six or fewer adults allowed as limited uses subject to compliance with the development standards governing Home Occupations, per VMC [20.860.020\(B\)\(1\)](#) through [\(B\)\(7\)](#); facilities with seven to 12 adults allowed as conditional uses; and larger facilities are prohibited.
- 10** Community parks that meet all of the criteria contained in VMC [20.410.050\(E\)\(1\)](#) are permitted by limited uses; all others require conditional use approval. Trails are limited uses subject to the additional development standards contained in VMC [20.410.050\(E\)](#).
- 11** Schools, religious institutions, government buildings, fire stations, child care centers, and emergency services facilities that meet all of the criteria contained in VMC [20.410.050\(D\)](#) are permitted by right; all others require conditional use approval. Child care centers permitted by right shall be consistent with Chapter [20.840](#) VMC, Child Care Centers, and be subject to Type II review pursuant to VMC [20.210.050](#).
- 12** Except bus, trolley and streetcar stops, including bus shelters, which are allowed by right.
- 13** One- and two-bedroom Bed-and-Breakfast facilities are permitted outright and three- to six-bedroom Bed-and-Breakfast facilities are allowed as conditional uses, with all Bed-and-Breakfast facilities subject to provisions of Chapter [20.830](#) VMC, Bed-and-Breakfast Establishments. No more than six bedrooms are allowed under any circumstances. All other commercial lodging is prohibited.
- 14** Retail commercial uses limited to 1,500 gsf per use to a maximum of 5,000 square feet in planned developments of 150 units or more. See VMC [20.260.020\(B\)\(1\)\(b\)\(2\)](#).
- 15** Subject to provisions in VMC [20.895.030](#).
- 16** Subject to provisions in Chapter [20.885](#) VMC, except sales of fireworks which is prohibited in residential zones.
- 17** Building-mounted antennas are allowed by conditional use on nonresidential buildings in single-family residential zones subject to requirements contained in Chapter [20.890](#) VMC, Wireless Communication Facilities.
- 18** Subject to VMC [20.260.020\(B\)\(1\)\(a\)\(2\)](#), planned development, and subject to VMC [20.910.050](#), Zero Lot Line Developments.
- 19** A “designated manufactured home” is exempt from the development standards of VMC [20.410.050\(F\)](#) and may continue to exist and expand. An existing unit may be replaced or may be

relocated either to an approved manufactured home development or an approved manufactured home subdivision. After July 1, 2005, only “new manufactured homes” that also meet the “designated manufactured home” criteria will be permitted on individual lots not part of an existing approved manufacturing home development or manufactured home subdivision. Except that a new manufactured home placed on an individual lot after July 1, 2005, may be relocated as permitted by this title if within five years of the date of the original placement.

20 Subject to VMC [20.410.050\(F\)](#), Development Standards – Criteria for Placement of Manufactured Homes.

21 Subject to Chapter [20.920](#) VMC, Infill Development Standards.

22 Existing duplexes built on lots meeting the minimum infill lot size standards of Table 20.920.060-1 shall be considered conforming uses even if not part of an infill development.

23 Medical Center Residential uses, as defined in VMC [20.160.020](#), are permitted outright if approved through a public facilities master plan per VMC [20.680.040](#).

24 Two-family dwellings (Duplexes), three-family, or four-family dwellings are permitted subject to density and development standards of the R-17 district.

25. Pursuant to VMC 20.950, Cottage Cluster Standards

(Ord. M-4255 § 6, 2018; Ord. M-4254 § 3(BB), 2018; Ord. M-4187 § 5, 2016; Ord. M-4071 § 7, 2014; Ord. M-4066 § 5, 2013; Ord. M-4035 § 2, 2012; Ord. M-4034 § 10, 2012; Ord. M-4024 § 6, 2012; Ord. M-4002 § 5, 2011; Ord. M-3931 § 9, 2009; Ord. M-3922 § 19, 2009; Ord. M-3840 § 18, 2007; Ord. M-3709 § 4, 2005; Ord. M-3663 § 12, 2004; Ord. M-3643, 2004)

20.410.040 Minimum and Maximum Densities.

A. *Purpose.* The purpose of this section is to establish minimum and maximum densities in each residential zoning district. To ensure the quality and density of development envisioned, the maximum density establishes the ceiling for development in each zoning district based on minimum lot size. To ensure that property develops at or near the density envisioned for the zone, the minimum density for each zoning district is set at just above the maximum density of the next less intense zone.

B. *Maximum and minimum densities.* The maximum and minimum densities for the Low-Density Residential Districts are contained in Table 20.410.040-1.

Table 20.410.040-1 Minimum and Maximum Densities and Lot Sizes ¹				
Zone	Minimum Lot Size	Maximum Net Density	Maximum Average Size	Minimum Net Density
R-2	20,000 sf	2.2	30,000 sf	1.8

Table 20.410.040-1 Minimum and Maximum Densities and Lot Sizes ¹				
Zone	Minimum Lot Size	Maximum Net Density	Maximum Average Size	Minimum Net Density
R-4	10,000 sf	4.4	19,000 sf	2.3
R-6	7,500 sf	5.8	10,500 sf	4.5
R-9	5,000 sf	8.7	7,400 sf	5.9
R-17	2,000 sf	21.8	4,900 sf	8.8

1 The minimum and maximum density factors shall only be used for calculating densities of planned unit developments governed by VMC [20.260](#), infill development, density transfer, and situations where an existing house is allowed on a larger than maximum lot size per VMC [20.410.040.C.2.c](#) (Exceptions). Minimum densities shall be calculated based on the gross area of the site minus any public rights-of-way, street tracts, private road easements, lots for dwellings existing on December 11, 2004, or designated critical areas."

C. *Exceptions.* The following exceptions are permitted to the lot size and density provisions for the R-2- R-9 zoning districts contained in Table 20.410.040-1 above:

1. Minimum lot size/maximum density:

a. Lots developed or approved before March 11, 2004, are exempt from the requirements for minimum density. However, if a site is completely redeveloped, the new development must comply with the minimum density requirements contained in Table 20.410.010-1 above.

b. Non-residential uses are exempt from minimum lot sizes.

c. Within a development of two or more lots, the minimum lot size may be averaged as long as no lot is smaller than 80% of the minimum required lot size.

d. Legal lots of record (lots legally created) that do not meet the minimum lot size requirement may be developed with a single dwelling unit.

e. When the maximum density contains a fraction of a unit, the applicant must round to the nearest whole unit. For calculations of X.1 – X.4, this means rounding down; for calculations of X.5 – X.9, this means rounding up to the next whole unit.

2. Maximum lot size/minimum density:

a. Non-residential uses are exempt from maximum lot sizes.

- b. On large parcels containing an existing dwelling on March 11, 2004, a lot no greater than one acre may be created around the existing dwelling with the remainder platted to create the number of dwelling units required within the range of minimum and maximum density established for the zoning district in which the parcel is located.
 - c. When the minimum density contains a fraction of a unit, the applicant must round to the nearest whole unit. For calculations of X.1 – X.4, this means rounding down; for calculations of X.5 – X.9, this means rounding up to the next whole unit.
 - d. On sites that contain sensitive environmental conditions, all or a portion of the sensitive resources areas may be deducted from the gross lot area before the minimum and maximum densities are calculated unless the applicant chooses to transfer density per the requirements of Chapter [20.940](#) VMC, On-Site Density Transfers.
3. *Planned Developments*. See VMC Chapter [20.260.060](#) (Development Standards – Item 4) for additional exceptions to lot size requirements. (Ord. M-3931 § 10, 2009; Ord. M-3701 § 13, 2005; Ord. M-3643, 2004)

20.410.050 Development Standards.

A. *Compliance Required*. All developments must comply with:

- 1. All of the applicable development standards contained in the underlying zoning district, except where the applicant has obtained a variance(s) in accordance with Chapters [20.290](#) VMC.
- 2. All other applicable standards and requirements contained in this title.

B. *Development standards*. Development standards in low-density residential zoning districts are contained in Table 20.410.050-1. These apply to all primary dwellings and accessory buildings on the site. For additional regulations governing accessory buildings, see Chapter [20.902](#) VMC.

1. Additional standards within R-6, R-9, and R-17 Zoning Districts. The following standards are in addition to the requirements in Table 20.410.050-1.

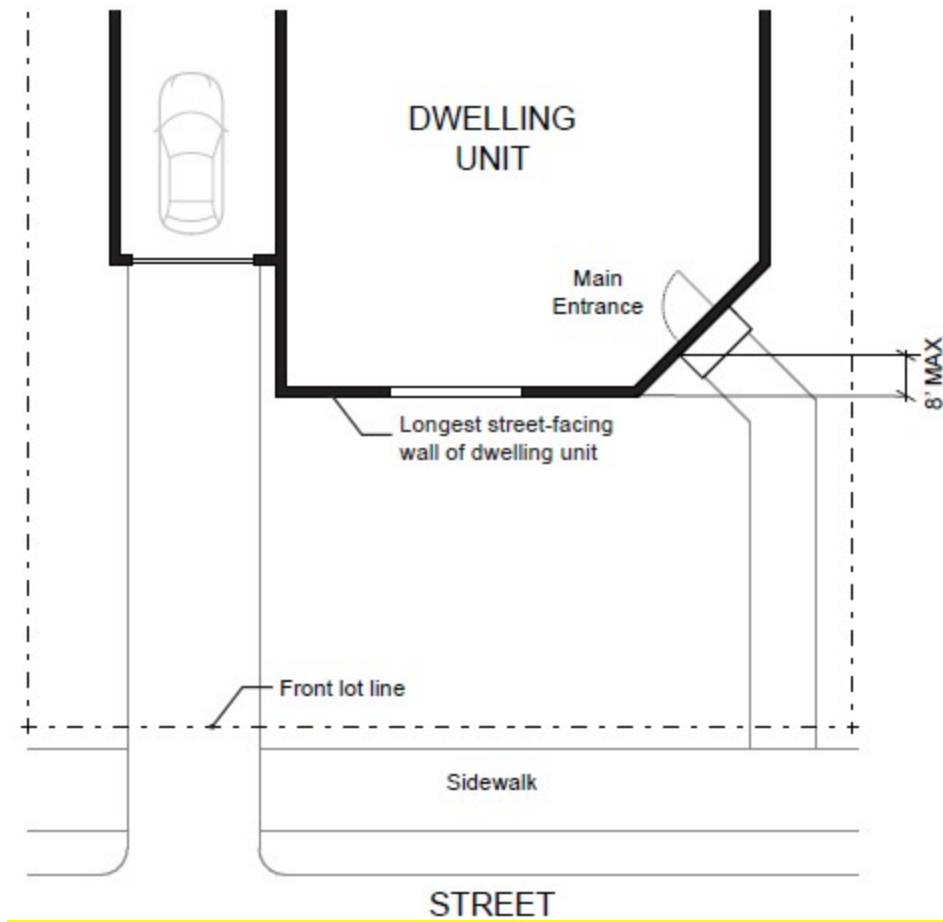
a. Garages. The width of the garage door facing the street may be up to 50 percent of the width of the street-facing building façade or 10' in length, whichever is greater. Garage limitations do not apply to residential development accessed through rear alleys, or where the garage is located in the rear of the lot.

b. Main Entrances. Main entrances shall be visible from the street and must:

1. Not be recessed more than 4 feet behind the longest street-facing wall.

2. Have an awning, a porch of at least 25 square feet in area, or other covered architectural feature, or

3. Face the street or be oriented at an angle of not more than 45 degrees from the street-facing façade. Corner lot homes may face either street.



c. Front Façade Variety. Duplicative front facades on abutting home sites along the same street are prohibited. Facades shall be substantially different if they contain at least three of the following design features:

1. Varied or staggered front setbacks, with variations of at least five feet.
2. Different building heights, with the two heights varying by at least five feet.
3. Varied rooflines such as hipped or pitched roofs.
4. Different window opening locations and designs, with the following potential variations:
 - a. Variation in the number of windows by at least one window on the front façade.
 - b. Variation in the size of two or more windows, with a variation of at least 15% in size.
 - c. Variation in the location of windows, with a variation in placement of at least three feet in any direction for two or more windows.
5. Different garage location, configuration, and design, or

6. Other architectural elements including but not limited to covered porches, dormers, eaves with a minimum six-inch projection, pillars or posts, bay windows, or balconies.

7. Mirrored facades.

d. Alleys. Where alleys are present, all garages and on-site parking shall be accessible from the alley. In R-17 zones, single-family residential developments shall utilize rear alley-loading as follows:

i. Alleys shall be required for developments on sites of four acres or larger where the proposed average new lot size is less than 3,000 square feet unless the application demonstrates and the Planning Official agrees that alleys are unfeasible due to significant site constraints such as significant variations in topography, irregular site shape, or presence of natural resource constraints

ii. Alleys are encouraged in all other cases

e. Compliance with Narrow Lot Development Standards. Developments within the R-17 zoning district shall be subject to [VMC 20.927, Narrow Lot Development Standards](#), with the exception of VMC 20.927.040.A.5.d garage width standards. }

{Comment: the above are the major changes from the previous draft. They are intended to respond to requests for more flexible alley standards, and a recent Commissioner suggestion to incent alley use for proposal with the smallest lots, when the need for alleys is greatest. Existing Narrow lot standards are invoked because they address many of the concerns presented by small lot R-17 development, and are not unique to skinny lots}

Location and configuration of driveways. Driveways shall be located to preserve space for on-street parking by meeting one of the following requirements.

i. For housing units or developments on corner lots, off-street parking areas shall be accessed on the back façade or located in the rear yard. No off-street parking shall be allowed in the front yard or side yard.

ii. Driveways providing access to the front façade must be consolidated for adjacent dwellings.

iii. Consolidated driveways shall be tapered (i.e., narrower where they connect to the street and wider at the back to the driveway) to minimize the width of curb cuts and to enhance pedestrian safety.

iv. Individual driveways must be separated by at least 20' as measured from the edge of the driveway apron.

Table 20.410.050-1 Development Standards in Lower-density Residential Zones					
STANDARD	R-2	R-4	R-6	R-9	<u>R-17</u>
Minimum Lot Size ⁵	20,000 sf	10,000 sf	7,500 sf	5,000 sf	<u>2,000 sf</u>
Maximum Lot Size	30,000 sf	19,000 sf	10,500 sf	7,400 sf	<u>5,000 sf</u>
Maximum Lot Coverage	50%	50%	50%	50%	<u>65%</u>
Minimum Lot Width ⁵	100'	80'	50'	45'	<u>25'</u>
Minimum Lot Depth ⁵	100'	90'	90'	65'	<u>65'</u>
Minimum Setbacks					
Front yard	10'	10'	10' ⁶	10' ⁶	<u>10' ⁶</u>
Rear and through yards ⁴	5'	5'	5'	5'	<u>5'</u>
Side yard	10'	7'	0' ¹ 5' ²	0' ¹ 5' ²	<u>0' ¹ 5' ²</u>
Street side yard	10'	10'	<u>10' ⁸</u>	<u>10' ⁸</u>	<u>8</u>
Garage/Carport from public/private street right-of-way or sidewalk easement	20'	20'	18'	18'	<u>18'</u>
Garage/Carport from alley ³	15'	10'	5'	5'	<u>5'</u>
Maximum Height	35'	35'	35'	35'	<u>35'</u>
Minimum Off-Street Parking Spaces	1	1	1	1	<u>1</u>
Minimum Landscaping Requirement (percentage of total net area)	10%	10%	10%	10%	<u>10%</u>

1 Subject to Chapter [20.910.050](#) VMC.

2 For each additional 10 feet of building height, or fraction thereof, over 25 feet, add 2 feet to the setback to a maximum of 10 feet on each side or rear yard.

3 There must be a minimum of 20' maneuvering space from entrance edge of the carport or garage to opposite edge of the alley.

4 A through lot will be treated as an interior rear yard, especially with respect to placement of principal and accessory structures, location of parking and height of fences only when there is no vehicular access to the abutting street. If access occurs then the through lot yard will be treated in all respects as a front yard.

5 Smaller lot sizes and dimensions may be allowed subject to VMC 20.920, Infill Development Standards.

6 Porches, eaves, bay windows, columns, or other structural extensions may extend up to 5-feet into the front setback or in accordance with 20.910.040.A.

C. *Institutional development standards.* Institutional uses such as colleges, schools, religious institutions, and emergency services facilities that locate within Low-Density Residential Districts shall comply with the following development standards:

1. For portions of an institutional campus abutting residentially-zoned property (not separated by a street):

a. Minimum setback: 35 feet.

b. Maximum height: 35 feet at the setback increasing one foot for every one foot of additional setback to a maximum of 75 feet.

c. Minimum landscaped buffering between the institutional use and residential development: 15 feet.

2. The development standards in subsection (1) above do not apply to existing buildings.

3. All other development standards on the institutional campus are the same as those in the underlying base zone except as follows:

a. Modified through a variance procedure per the requirements of Chapter [20.290](#) VMC alone or in conjunction with a Conditional Use procedure per the requirements of Chapter [20.245](#) VMC; or

b. Established as part of a Public Facilities Master Plan procedure per the requirements of Chapter [20.268](#) VMC.

D. *Criteria for institutions as limited uses.* As noted in Table 20.410.030-1 above, a school, religious institution, government building, fire station, child care center or emergency services facility is allowed as a limited use if it meets all of the criteria described below. An institution that does not comply with all of these criteria must be reviewed as a conditional use, except for school modular classrooms, which shall be permitted outright.

1. The site contains no more than 12 acres for an elementary school, not to exceed 75,000 gsf.
2. The site contains no more than two acres for a religious institution, not to exceed 30,000 gsf.
3. The site contains no more than one acre for a child care center, not to exceed 10,000 gsf.
4. The site takes its primary access from no less than a minor arterial.
5. If a religious institution also has a private elementary school, the total development shall not exceed 60,000 gsf and seven acres.

E. Criteria for Parks/Open Space as limited uses (Reserved for future use)

F. *Criteria for Placement of Manufactured Homes.*

1. General Provisions:

- a. Manufactured homes are permitted on individual lots in the R-2, R-4, R-6, and R-9 residential zones in accordance with the placement standards as set forth in this section and other provisions which apply to conventionally built dwellings.
- b. Nothing in these provisions shall be interpreted as superseding deed, covenants, or restrictions which are generally not enforced by the city.
- c. Existing manufactured home developments and manufactured home subdivisions are permitted and are not subject to the provisions of this chapter. An existing manufactured home in a development or subdivision may continue to lawfully exist and be replaced or can be relocated either to an approved manufactured home development or an approved manufactured home subdivision.
- d. A new manufactured home placed on an individual lot subsequent to the adoption of this ordinance, may be relocated as permitted by this title if within (5) five years of the date of the original placement.

2. Manufactured Home Placement Standards:

Except as allowed in subsections 1c and 1d above, all manufactured homes placed within the City of Vancouver shall comply with the following standards:

- a. Manufactured homes must meet the development standards of the base zone unless otherwise noted.
- b. The manufactured home must meet the definition of a “new manufactured home”, unless otherwise noted. A new manufactured home means any manufactured home required to be titled under Title [46](#) RCW, which was not titled to retail purchaser before July 1, 2005, and was not a “used mobile home” as defined in RCW [82.45.032\(9\)](#).
- c. The manufactured home must meet the requirements of a “designated manufactured home”. Provided that manufactured homes built to [42](#) USC Section 5401-5403 standards (as amended in 2000) must be regulated in the same manner as site built homes.

- d. The manufactured home must meet the following requirements
 - 1. Is comprised of at least two fully enclosed parallel sections each of not less than twelve feet wide by thirty-six feet long;
 - 2. Was originally constructed with and now has a composition or wood shake or shingle, coated metal, or similar roof of not less than 3:12 pitch;
 - 3. Has exterior siding similar in appearance to siding materials commonly used on conventional site – built building code single-family residences;
- e. The manufactured home must comply with all local design standards applicable to all other homes within the neighborhood in which the manufactured home is to be located
- f. The manufactured home be set on permanent foundation, as specified by the manufacturer, and that the space from the bottom of the home to the ground be enclosed by concrete or an approved concrete product which can be either load bearing or decorative.
- g. The manufactured home must be thermally equivalent to the state energy code.
- 3. Review and Inspection:
 - a. City will review building permit applications and will issue appropriate zoning and building permits and conduct the installation inspection.
 - b. The Department of Labor and Industries is responsible for inspections including replacement, addition, modification, or removal of any equipment or installation and issuing permits under RCW Chapter [43.22](#). (Ord. M-4066 § 5, 2013; Ord. M-3959 § 24, 2010; Ord. M-3931 § 11, 2009; Ord. M-3922 § 20, 2009; Ord. M-3840 § 19, 2007; Ord. M-3709 § 5, 2005; Ord. M-3701 § 14, 2005; Ord. M-3663 § 13, 2004; Ord. M-3643, 2004)

Chapter 20.420

HIGHER DENSITY RESIDENTIAL DISTRICTS

{Recommended changes for R-50 standards underlined and in yellow. Changes for the affordable housing density bonus in green}

Sections:

[20.420.010 Purpose.](#)

[20.420.020 Zoning Districts.](#)

[20.420.025 Higher Density Residential Zone Function and Location Criteria.](#)

[20.420.030 Uses.](#)

[20.420.040 Minimum and Maximum Densities.](#)

[20.420.050 Development Standards.](#)

[20.420.060 Commercial Development Restrictions.](#)

20.420.010 Purpose.

Promote a range of housing choices while preserving neighborhood livability and protecting the consumer's choices in housing. These districts are designed to promote medium- to high-density residential neighborhoods. Housing types include manufactured homes, duplexes, rowhouses, and multi-unit structures. A mix of nonresidential uses, such as professional office and limited commercial, civic, and institutional uses, is permitted outright or conditionally subject to provisions to minimize adverse impacts, if any, on the residential character. However, the encouragement of mixed uses should not result in a predominance of business or commercial uses in areas designated for residential development by the Comprehensive Plan. (Ord. M-3709 § 6, 2005)

20.420.020 Zoning Districts.

A. R-18: Higher-Density Residential District. The R-18 zoning district is designed to accommodate attached homes such as duplexes and rowhouses, and garden-type apartments at a minimum lot size of 1,800 square feet per unit. Professional office uses are permitted under certain circumstances. Some retail, civic and institutional uses are allowed conditionally. This zone consolidates the R-18 and OR-18 zones as of March 11, 2004.

B. R-22: Higher-Density Residential District. The R-22 zoning district is designed to accommodate rowhouses, garden-type apartments, and lower-density multi-dwelling structures at a minimum lot size of 1,500 square feet per unit. Professional office uses are permitted under certain circumstances. Some retail, civic and institutional uses are allowed conditionally. This zone consolidates the R-22 and OR-22 zones as of March 11, 2004.

C. R-30: Higher-Density Residential District. The R-30 zoning district is designed to accommodate multi-dwelling structures at a minimum lot size of 1,500 square feet per unit. Professional office uses are permitted under certain circumstances. Some retail, civic and institutional uses are allowed conditionally. This zone consolidates the R-30 and OR-30 zones as of March 11, 2004.

D. R-35: Higher-Density Residential District. The R-35 zoning district is designed to accommodate multi-dwelling structures at a minimum lot size of 1,200 square feet per unit. Professional office uses are permitted under certain provisions. Some retail, civic and institutional uses are allowed conditionally. (Ord. M-4034 § 11, 2012; Ord. M-3922 § 21, 2009; Ord. M-3730 § 11, 2005; Ord. M-3663 § 14, 2004; Ord. M-3643, 2004)

E. R-50: Higher-Density Residential District. The R-50 zoning district is designed to accommodate multi-dwelling structures at a minimum lot size of 800 square feet per unit. Professional office uses are permitted under certain provisions. Some retail, civic and institutional uses are allowed conditionally.

20.420.025 Higher Density Residential Zone Function and Location Criteria.

A. *R-18 (Higher Density Residential) Zone Location Criteria.* The R-18 designation is most appropriate in areas with the following characteristics and relationships to the surrounding area:

1. Areas occupied by a substantial amount of multifamily development, but where factors such as narrow streets, on-street parking congestion, local traffic congestion, lack of alleys and irregular street patterns restrict local access and circulation and make a lower intensity of development desirable.
2. Areas where properties are well-suited to multifamily development, but where adjacent single-family developments or public open space make a transitional scale of development (height and bulk) desirable. There should be a well-defined edge such as an arterial, open space, change in block pattern, topographic change or other significant feature that provides physical separation from the single-family area. (This is not a necessary condition where existing moderate scale multifamily structures have already established the scale relationship with abutting single-family areas).
3. Properties must have access from collector or arterial streets, such that vehicular travel to and from the site is not required to use local access streets through lower density residential zones.

B. *R-22 (Higher Density Residential) Zone Location Criteria.* The R-22 designation is most appropriate in areas with the following characteristics and relationships to the surrounding area:

1. Areas already developed predominantly to the permitted R-22 density and where R-22 scale is well established.
2. Areas with close proximity and pedestrian connections to neighborhood services, public open spaces, schools and other residential amenities.
3. Properties that are adjacent to existing business and commercial areas with comparable height and bulk, or where a transition in scale between areas of larger multifamily and/or commercial structures and smaller multifamily development is desirable.
4. Areas well served by public transit and having direct access to arterials, such that vehicular traffic is not required to that pass through lower density residential zones; street widths must be sufficient to allow for two (2) way traffic and on-street parking in accordance with City street standards.
5. Areas with significant topographic breaks, major arterials or open space that provide a separation and transition to Lower Density Residential areas.

C. *R-30 (Higher Density Residential) Zone Location Criteria.* The R-30 designation is most appropriate in areas with the following characteristics and relationships to the surrounding area:

1. Areas that are already developed predominantly to the permitted R-30 density, or areas that are within an urban center, or identified in an adopted sub-area plan as appropriate for higher density multifamily housing.
2. Properties in close proximity to major employment centers, open space and recreational facilities.
3. Areas with well-defined edges such as an arterial, open space, change in block pattern, topographic change or other significant feature providing sufficient separation from adjacent areas of small scale residential development, or areas should be separated by other zones providing a transition in the height, scale and density of development.
4. Areas that are served by major arterials, where transit service is good to excellent, and where street capacity could absorb the traffic generated by higher density development.
5. Principal streets in the area shall be sufficient to allow for two (2) way traffic and parking on both sides of the street. Vehicular access to the area shall not require use of streets passing through lower density residential zones.
6. Areas of sufficient size to promote a high quality, higher density residential environment with close proximity (and good pedestrian connections) to public open spaces, neighborhood oriented commercial services, and other residential amenities.

D. *R-35 (Higher Density Residential) Zone Location Criteria.* The R-35 designation is most appropriate in areas generally characterized by the following development characteristics of the area and relationship to the surrounding area:

1. Areas that are developed predominantly to the intensity permitted by the R-35 zone, or areas located within an urban center, or defined in a subarea plan adopted by the City as appropriate for higher density multi-family housing.
2. Areas of sufficient size to promote a high quality, higher density residential environment with close proximity (and good pedestrian connections) to public open spaces, neighborhood oriented commercial services, other residential amenities, major employment centers, open space and recreational facilities.
3. Properties adjacent to business and commercial areas with comparable height and bulk.
4. Properties in areas along arterials where topographic changes either provide an edge or permit a transition in scale with surroundings.
5. Areas that are served by major arterials and where transit service is good to excellent and street capacity could absorb the traffic generated by high density development. (Ord. M-3730 § 12, 2005)

E. *R-50 (Higher Density Residential) Zone Location Criteria.* The R-50 designation is most appropriate in areas generally characterized by the following development characteristics of the area and relationship to the surrounding area:

1. Areas that are located within an urban center, defined in a subarea plan, or other location generally appropriate for higher density multi-family housing.
2. Areas of sufficient size to promote a high quality, higher density residential environment with close proximity (and good pedestrian connections) to public open spaces, neighborhood oriented commercial services, other residential amenities, major employment centers, open space and recreational facilities.
3. Properties near business and commercial areas that are or can be developed with compatible height and bulk.
4. Properties in areas along arterials where topographic changes either provide an edge or permit a transition in scale with surroundings.
5. Areas that are served by major arterials and where transit service is good to excellent and street capacity could accommodate the traffic generated by high density development.

20.420.030 Uses.

A. *Types of uses.* For the purposes of this chapter, there are four kinds of use:

1. A permitted (P) use is one that is permitted outright, subject to all of the applicable provisions of this title.
 2. A limited (L) use is permitted outright providing it is in compliance with special requirements, exceptions or restrictions.
 3. A conditional use (C) is a discretionary use reviewed through the process set forth in Chapters [20.245](#) and [20.210](#) VMC, governing conditional uses and decision-making procedures, respectively.
 4. A prohibited use (X) is one that is not permitted in a zoning district under any circumstances.
- B. *Use table.* A list of permitted, limited, conditional, and prohibited uses in Higher Density residential zones is presented in Table 20.420.030-1.

Table 20.420.030-1 Higher Density Districts Use Table					
USE	R-18	R-22	R-30	R-35	R-50
RESIDENTIAL					
Household Living	P	P	P	P	P
Group Living	P	P	P	P	P
Home Occupation	L ³	L ³	L ³	L ³	L³
HOUSING TYPES					
Single Dwelling Units, Attached	p ⁴ , 25	p ⁴ , 25	p ⁴ , 25	X	X
Single Dwelling Units, Detached	p ⁴ , 25	p ⁴ , 25	p ⁴ , 25	X ⁵	X⁵
Accessory Dwelling Units	p ¹	p ¹	p ¹	p ¹	p¹, 24
Duplexes	p ⁴	p ⁴	p ⁴	p ⁴	p⁴
Multi-Dwelling Units	p ⁴	p ⁴	p ⁴	p ⁴	p⁴
Manufactured Home Developments	L ⁷	L ⁷ /X	L ⁷ /X	L ⁷ /X	L⁷/X
Designated Manufactured Home	L/X ²³	X	X	X	X
New Manufactured Home	L ²³	X	X	X	X
CIVIC (Institutional)					
Basic Utilities	C	C	C	C	C
Colleges	C	C	C	C	C
Community Centers	C	C	C	C	C
Community Recreation	C ⁸	C ⁸	C ⁸	C ⁸	C⁸
Cultural Institutions	P/C ⁹	P/C ⁹	P/C ⁹	P	P
Day Care					

1 Subject to the provisions of Chapter [20.810](#) VMC, Accessory Dwelling Units.

- 2** The language for this footnote has been deleted.
- 3** Subject to the provisions of Chapter [20.860](#) VMC, Home Occupations.
- 4** Provided the minimum required residential density is met, on an overall project basis.
- 5** Single-family dwelling units legally established prior to March 11, 2004, shall be considered permitted uses.
- 6** Subject to the provisions of VMC [20.895.040](#), Community Recreation and Related Facilities.
- 7** Subject to the provisions of Chapter [20.880](#) VMC, Manufactured Home Parks. Manufactured Home Developments established prior to July 1, 2005 are exempt from the standards of VMC [20.420.050\(G\)](#), Criteria for Placement of Manufactured Homes, and may continue to exist and expand within existing previously-approved boundaries. An existing manufactured home in a development or subdivision may be replaced or may be relocated either to an approved manufactured home development or an approved manufactured home subdivision. Manufactured Home Developments in the R-22, R-30, R-35 zones are allowed as a Limited Use (L) only as part of a Chapter [20.260](#) VMC Planned Development that meets overall minimum density standards for the applicable zone.
- 8** Subject to the additional provisions in VMC [20.895.040](#).
- 9** Libraries permitted only; all other cultural institutions are conditional uses.
- 10** Family day care homes for no more than 12 children are permitted when licensed by the state. Child care centers are permitted as conditional uses, subject to the provisions of Chapter [20.840](#) VMC, Child Care Centers, unless part of a Planned Development, in which case they are approved subject to Chapter [20.260](#) VMC. All child care facilities must be licensed by the state.
- 11** Adult day care facilities with 12 or fewer clients are permitted outright; larger facilities are permitted as conditional uses.
- 12** The language for this footnote has been deleted.
- 13** Community, regional parks and trails that meet all of the development standards in VMC [20.420.050\(E\)](#)(1),(2) and (3), respectively, are permitted by as limited uses; all others require a Conditional Use approval.
- 14** Schools, child care centers, and religious institutions that meet all of the locational criteria contained in VMC [20.420.050\(F\)](#) are permitted by right; all others require conditional use approval. Child care centers permitted by right shall be consistent with Chapter [20.840](#) VMC, Child Care Homes and Centers, and be subject to Type II review pursuant to VMC [20.210.050](#).
- 15** Except bus, trolley and street car stops, including bus shelters, which are allowed by right.
- 16** Bed-and-breakfast establishments as limited uses subject to provisions of Chapter [20.830](#) VMC, Bed and Breakfast Establishments; all other commercial and transient lodging prohibited.

17 New commercial uses allowed as limited uses subject to special development restrictions in VMC [20.420.060](#). Existing commercial uses permitted if legally established prior to code effective date. However, alterations and expansions shall be subject to Chapter [20.245](#) VMC (Conditional Use Permits).

18 Subject to the provisions in VMC [20.895.030](#).

19 Subject to the provisions of Chapter [20.850](#) VMC, Dog Day Care.

20 Except as an accessory to a medical center.

21 Subject to provisions of Chapter [20.885](#) VMC, except sale of fireworks prohibited in residential zones.

22 Subject to the provisions of Chapter [20.890](#) VMC, Wireless Communication Facilities.

23 A “designated manufactured home” is exempt from the development standards of VMC [20.420.050\(G\)](#) and may continue to exist and expand. An existing unit may be replaced or may be relocated either to an approved manufactured home development or an approved manufactured home subdivision. After July 1, 2005, only “new manufactured homes” that also meet the “designated manufactured home” criteria will be permitted on individual lots not part of an existing approved manufacturing home development or manufactured home subdivision. Except that a new manufactured home placed on an individual lot after July 1, 2005, may be relocated as permitted by this title if within five years of the date of the original placement.

24 Permitted only as existing non-conforming uses.

25. Subject to provisions in VMC 20.410 applying to the R-17 zoning district

(Ord. M-4255 § 7, 2018; Ord. M-4254 § 3(CC), 2018; Ord. M-4223 § 4, 2017; Ord. M-4187 § 6, 2016; Ord. M-4105 § 3, 2014; Ord. M-4071 § 8, 2014; Ord. M-4066 § 5, 2013; Ord. M-4035 § 3, 2012; Ord. M-4024 § 7, 2012; Ord. M-4002 § 6, 2011; Ord. M-3959 § 25, 2010; Ord. M-3931 § 12, 2009; Ord. M-3840 § 20, 2007; Ord. M-3730 § 13, 2005; Ord. M-3709 § 7, 2005; Ord. M-3701 § 15, 2005; Ord. M-3663 § 15, 2004; Ord. M-3643, 2004)

20.420.040 Minimum and Maximum Densities.

A. *Purpose.* The purpose of this section is to establish minimum and maximum densities in each residential zoning district. To ensure the quality and density of development envisioned, the maximum density establishes the ceiling for development in each zoning district based on a units per acre standard. To ensure that property develops at or near the density envisioned for the zone, the minimum density for each zoning district is set as just above the maximum density of the next less intense zone.

B. *Minimum and maximum densities.* The minimum and maximum densities for the Higher Density Residential Districts are contained in Table 20.420.040-1.

Table 20.420.040-1. Minimum and Maximum Densities

Zoning District	Minimum and Maximum Net Density
R-18	12 – 18 units per acre
R-22	18.1 – 22 units per acre
R-30	22.1 – 30 units per acre
R-35	30.1 – 35 units per acre
<u>R-50</u>	<u>35.1 – 50 units per acre</u>

C. *Exceptions.* The following exceptions are permitted to the density provisions for the higher density residential zoning districts contained in Table 20.420.040-1 above:

1. Minimum lot size/ and maximum density calculations:

a. Lots developed before March 11, 2004, are exempt from the requirements for minimum density. However, if a site is completely redeveloped, the new development must comply with the minimum density requirements contained in Table 20.420.040-1 above.

b. When the maximum density contains a fraction of a unit, the applicant must round to the nearest whole unit. For calculations of X.1 – X.4, this means rounding down to the next whole unit; for calculations of X.5 – X.9, this means rounding up to the next whole unit.

2. Minimum density:

a. When the minimum density contains a fraction of a unit, the applicant must round to the nearest whole unit. For calculations of X.1 – X.4, this means rounding down to the next whole unit; for calculations of X.5 – X.9, this means rounding up to the next whole unit.

b. On sites that contain critical or sensitive areas, all or a portion of those areas may be deducted from the net building area before the minimum and maximum densities are calculated at the discretion of the development applicant.

3. *Planned Developments.* See VMC Chapter [20.260.060](#) (Development Standards – Item 4) for additional exceptions to lot size requirements. (Ord. M-3931 § 13, 2009; Ord. M-3840 § 21, 2007; Ord. M-3730 § 14, 2005; Ord. M-3701 § 15, 2005; Ord. M-3643, 2004)

4. Affordable Housing on Property Owned or Controlled by a Religious Organization or Provided by Other Qualifying Property Owners.

a. Housing project devoted entirely to housing affordable to households earning 80% of less of Area Median Income (AMI) and providing guarantee acceptable to the Planning Official that such units will remain affordable at this level for 50 years may increase the maximum net density requirement of the underlying zone by the following amounts.

i. Up to 25% in the R-2, R-4, R-35, and R-50 zones.

ii. Up to 50% in the R-6, R-9, and R-17, zones.

iii. Up to 100% in the R-18, R-22, and R-30 zones.

b. These density increases may not be used to exceed underlying zoning district requirements for permitted structure or use types, building heights, or other development regulations,

20.420.050 Development Standards.

A. *Compliance Required.* All developments must comply with:

1. All of the applicable development standards contained in the underlying zoning district, except where the applicant has obtained variances in accordance with Chapter [20.270](#) VMC Site Plan Review.

2. All other applicable standards and requirements contained in this title.

B. *Development standards.* Development standards in residential zoning districts are contained in Table 20.420.050-1. These apply to all primary dwellings and accessory buildings on the site. For additional regulations governing accessory buildings, see Chapter [20.902](#) VMC.

Table 20.420.050-1 Development Standards					
Standard	R-18	R-22	R-30	R-35	R-50
Minimum Lot Size	1,800 sf ¹	1,500 sf ¹	1,500 sf ¹	1,200 sf ¹	800 sf ¹
Maximum Lot Coverage	50%	50%	50 55%	50 60%	70%
Minimum Lot Width	20'	20'	20'	20'	20'
Minimum Lot Depth	50'	50'	60'	60'	60'
Minimum Setbacks					
Front yard	10'	10'	10'	10'	10'
Rear and Through lot yard	0' ² /5'	0' ² /5'	0' ² /5'	0' ² /5'	0' ² /5'
Side yard	0' ² /5'	0' ² /5'	0' ² /5'	0' ² /5'	0' ² /5'
Street side yard	10'	10'	10'	10'	5'
Garage/carport from public/private street right-of-way or sidewalk easement	18'	18'	18'	18'	18'
Garage/carport from alley	5' ⁴	5' ⁴	5' ⁴	5' ⁴	5' ⁴
Maximum Height	50'	50'	50'	60'	70'
Minimum Landscaping Requirement (percentage of total net area)	10%	10%	10%	10%	10%

1

Provided the required residential density is met on an overall project basis.

2 See requirements for zero lot line developments pursuant to Section [20.910.050](#) VMC.

3 This footnote has been deleted.

4 There must be a minimum of 20' maneuvering space from entrance edge of garage/carport to approved edge of alley

C. *Institutional development standards.* Institutional uses such as colleges, schools and religious institutions that locate within higher density residential districts shall comply with the following development standards:

1. For portions of an institutional campus abutting residentially-zoned property (not separated by a street):
 - a. Minimum setback: 35 feet.
 - b. Maximum height: 35 feet at the setback increasing one foot for every one foot of additional setback to a maximum of 90 feet.
 - c. Minimum landscaped buffering between the institutional use and residential development: 15 feet.
2. The development standards in Subsection (1) above do not apply to existing buildings.
3. All other development standards on the institutional campus are the same as those in the underlying base zone except as;
 - a. Modified through a Variance procedure per the requirements of Chapter [20.290](#) VMC; or
 - b. Established as part of a Public Facilities Master Plan procedure per the requirements of Chapter [20.268](#) VMC.

D. *Pedestrian development standards.* The following additional development standards apply for multi-family projects with more than two buildings on a site.

1. Each building in the complex shall have at least one direct pedestrian connection to the street even when separated from the street by an off-street parking lot. This pedestrian access shall be the most direct route between the building's main entrance and the street. Whenever possible, the main pedestrian connection shall not cross a parking lot or driveway.
2. There shall be pedestrian connections among residential buildings and from each residential building to indoor and outdoor communal facilities, e.g., recreation room, swimming pool, and parking lots, carports or garages.
3. The following design standards shall apply to this pedestrian circulation system:
 - a. The circulation system must be hard-surfaced and at least 5' wide.
 - b. Where the system crosses driveways, parking areas or loading areas, the system must be clearly identifiable through the use of striping, elevation changes, speed bumps, different paving material or other similar method.
 - c. Where the pedestrian connection is parallel and adjacent to a parking lot or driveway, the system must be a raised path or be separated from the auto travel lane by a curb, bollards, landscaping or other physical barrier. If the connection also provides access to a parking lot, at

least one access ramp from the connection to the parking lot must be provided that meets ADA standards for accessibility for the disabled.

d. The on-site circulation system must be lighted to a level sufficient for use by residents and their visitors after dark. Such lighting shall be directed in such a manner to prevent glare into nearby residential units.

E. Criteria for Parks/Open Space as limited uses.(Reserved for future use)

F. *Criteria for institutions as limited uses.* As noted in Table 20.420.030-1 above, schools, child care centers, and religious institutions are allowed as limited uses in Higher Density residential districts if they meet all of the criteria described below. An institution that does not comply with all of these criteria must be reviewed as a Conditional Use, except for school modular classrooms, which shall be permitted outright.

1. The site contains no more than 12 acres for an elementary school, not to exceed 75,000 gsf.
2. The site contains no more than two acres for a religious institution, not to exceed 30,000 gsf.
3. The site contains no more than one acre for a child care center, not to exceed 10,000 gsf.
4. The site takes its primary access from a street with no less than a minor arterial designation.
5. If a religious institution also has a private elementary school, the total development shall not exceed 60,000 gsf and seven acres.

G. *Criteria for Placement of Manufactured Homes.*

1. General Provisions:

- a. Manufactured homes are permitted on individual lots in the R-18 residential zones in accordance with the placement standards as set forth in this section and other provisions which apply to conventionally built dwellings.
- b. Nothing in these provisions shall be interpreted as superseding deed, covenants, or restrictions which are generally not enforced by the city.
- c. Existing manufactured home developments and manufactured home subdivisions are permitted and are not subject to the provisions of this chapter. An existing manufactured home in a manufactured home development or subdivision may continue to lawfully exist and be replaced or can be relocated either to an approved manufactured home development or an approved manufactured home subdivision.
- d. Except that a manufactured home placed on an individual lot subsequent to the adoption of this ordinance, may be relocated as permitted by this title if within (5) five years of the date of the original placement.

2. Manufactured Home Placement Standards:

All manufactured homes placed within the City of Vancouver shall comply with the following standards:

- a. Manufactured homes must meet the development standards of the base zone unless otherwise noted.
 - b. The manufactured home must meet the definition of a “new manufactured home” unless otherwise noted. A new manufactured home means any manufactured home required to be titled under Title [46](#) RCW, which was not titled to retail purchaser before July 1, 2005, and was not a “used mobile home” as defined in RCW [82.45.032](#).
 - c. The manufactured home must meet the requirements of a “designated manufactured home”. Provided that manufactured homes built to [42](#) USC Section 5401-5403 standards (as amended in 2000) must be regulated in the same manner as site built homes.
 - d. The manufactured home must meet the following requirements.
 - 1. Is comprised of at least two fully enclosed parallel sections each of not less than twelve feet wide by thirty-six feet long;
 - 2. Was originally constructed with and now has a composition of wood shake or shingle, coated metal, or similar roof of not less than 3:12 pitch;
 - 3. Has exterior siding similar in appearance to siding materials commonly used on conventional site –built building code single-family residences;
 - e. The manufactured home must comply with all local design standards applicable to all other homes within the neighborhood in which the manufactured home is to be located.
 - f. The manufactured home be set on permanent foundation, as specified by the manufacturer, and that the space from the bottom of the home to the ground be enclosed by concrete or an approved concrete product which can be either load bearing or decorative.
 - g. The manufactured home must be thermally equivalent to the state energy code.
3. Review and Inspection:
- a. City will review building permit applications and will issue appropriate zoning and building permits and conduct the installation inspection.
 - b. The Department of Labor and Industries responsible for inspections including replacement, addition, modification, or removal of any equipment or installation and issuing permits under RCW Chapter [43.22](#). (Ord. M-4066 § 5, 2013; Ord. M-3931 § 14, 2009; Ord. M-3730 § 15, 2005; Ord. M-3709 § 8, 2005; Ord. M-3701 § 16, 2005; Ord. M-3663 § 16, 2004; Ord. M-3643, 2004)

20.420.060 Commercial Development Restrictions.

Commercial uses. General office, medical office, personal and sales-oriented retail services, eating and drinking establishments, and other nonresidential uses may be allowed in the Higher Density residential districts as part of a mixed use building or site pursuant to VMC [20.430.060](#). (Ord. M-4034 § 12, 2012; Ord. M-3730 § 16, 2005; Ord. M-3698 § 3, 2005; Ord. M-3643, 2004)

Chapter 20.945

PARKING AND LOADING

{changes for state mandated parking reductions underlined and highlighted in yellow. Changes for R-50 standards in green}

{Staff Comment:

The state mandated parking reductions for different types of housing are particularly complicated given the differing mandates with varied definitions covering varied geographies for the different housing types. See below table for comparison:

Mandated Parking Reductions

Type of housing identified by statute	Current City Parking Requirement	New State Mandate	Recommended New City Standard
Market Rate Multi-family housing	1.5 spaces per unit	0.75 spaces per unit, or one space per bedroom, if located within ¼ mile of transit stop with 15 minute service intervals	0.75 spaces per unit if located within ¼ mile of transit line with 35 minute service intervals, 1.0 spaces per unit elsewhere
Very affordable housing (50% AMI)	1.5 spaces per unit	0.75 spaces per unit, or one space per bedroom, if located within ¼ mile of transit stop with 30 minute service intervals	0.75 spaces per unit for affordable (60% AMI) housing citywide.
Senior housing (undefined)	1.0 spaces per resident, no staff or visitor parking required	Zero spaces per residence, if located within ¼ mile of transit stop with 15 minute service intervals, although staff or visitor parking can be required	0.75 space per employee plus one visitor space per 10 residents citywide.
Disabled persons housing (undefined)	1.5 spaces per unit, no staff or visitor parking required	Zero spaces per residence, if located within ¼ mile of transit stop with 15 minute service intervals, although staff or visitor parking can be required	0.75 space per employee, plus one visitor space per 10 residents, citywide

The staff rationale for the recommended new city standards is as follows:

- The affordable, senior and disabled persons housing reductions are recommended to be applied citywide rather than only near transit in recognition that there are limited number of such facilities, their parking needs will be less than that of conventional housing, supporting and facilitating these facilities strongly aligns with housing choice goals, and that applying

the reductions citywide limits administrative burdens and interpretive questions raised by the different distances to transit, and the different frequencies of transit service

- *Broadening the application of the affordable housing parking reduction to projects affordable at 60% of AMI and below rather than the state mandated 50% AMI threshold is intended to align with other city and Title 20 standards using the 60% threshold.*
- *For the market rate parking reduction, lowering minimum requirements from the current 1.5 spaces per unit to 0.75 spaces per unit may be too large a change on a citywide basis, so the reduction to 0.75 was limited to areas near transit. Service intervals of 35 minutes rather than 15 minutes are recommended in order to match other Title 20 standards using the 35 minute threshold. C-Tran's website indicates that the Vine, 25, 30, 32, 37, 60, 65, 71, 80 and 92 bus lines provide daily service at 35 minute or better frequencies, while only the Vine and 37 provide 15-minute frequencies. Attached is link to the [system map](#).*
- *Staff is researching whether independent senior facilities warrant a different parking reduction than other types of senior housing because many residents drive and will have parking needs. Since The statute does not appear to allow requiring resident parking for any type of senior facility, it may be appropriate to only apply the independent senior living parking reduction to a narrower area near transit.}*

0.945.070 Minimum Off-Street Parking Requirements.

A. Parking requirements for unlisted uses.

1. The planning official may rule that a use not specifically listed in Table 20.945.070-2 below is a use similar to a listed use and that the same parking standards shall apply. If the applicant requests that the planning official's decision be rendered in writing, it shall constitute an interpretation, as governed by Chapter [20.255](#) VMC; and
2. The planning official shall maintain a list of approved unlisted use parking requirements that have the same effect as an amendment to this chapter.

B. Choice of parking requirements. When a building or use is planned or constructed in such a manner that a choice of parking requirements could be made, the use which requires the greater number of parking spaces shall govern.

C. Measurements. The following measurements shall be used in calculating the total minimum number of vehicle parking spaces required in this chapter:

1. *Fractions.* Fractional space requirements of up to 0.5 shall be rounded down to the next whole number and 0.5 or greater rounded up to the next whole number.
2. *Employees.* Where employees are specified for the purpose of determining the minimum vehicle parking spaces required, the employees counted are those who work on the premises during the largest shift at the peak season.
3. *Students.* When students are specified for the purpose of determining the minimum vehicle parking spaces required, the students counted are those who are on the campus during the peak period of the day during a typical school term.

4. *Space.* Unless otherwise noted, where gross square feet (gsf) are specified, the area measured shall be gross floor area under the roof measured from the faces of the structure, excluding only space devoted to covered off-street parking or loading.

D. *Exclusions to minimum vehicle parking requirements.* The following shall not be counted towards the computation of the minimum parking spaces as required in Table 20.945.070-2 below:

1. *On-street parking.* Parking spaces in the public street or alley shall not be eligible as fulfilling any part of the parking requirement except as provided elsewhere in this title;

2. *Fleet parking.* Required vehicle parking spaces may not be used for storage of fleet vehicles, except when a use can show that employee and fleet parking spaces are used interchangeably, (e.g., the employee drives the fleet vehicle from home, or the spaces are used for fleet storage only at night and are available for employee use during the day). For the purposes of this title, space exclusively devoted to the storage of fleet vehicles will be considered as outdoor storage.

E. *Reductions in minimum required vehicle parking.*

1. The planning official may reduce the minimum off-street vehicle parking spaces required in Table 20.945.070-2 by up to 10 percent in new nonresidential developments by means of a Type I procedure, when an applicant for a development permit can demonstrate in a parking study prepared by a traffic consultant or in parking data from comparable sites that:

a. The requested reduction in parking will not have an adverse impact on uses in the immediate vicinity.

b. Use of transit, demand management programs, and/or special characteristics of the customer, client, employee or resident population will reduce expected vehicle use and parking space demand for this development, as compared with Institute of Transportation Engineers (ITE) vehicle trip generation rates and minimum city parking requirements.

c. The city shall not be responsible for providing parking for a development should a reduction in required parking under this section result in a deficit in parking that is not desirable to the owner of the property or use.

2. The planning official may reduce the minimum off-street vehicle parking spaces required in Table 20.945.070-2 up to 20 percent if the required conditions detailed in VMC [20.945.070\(E\)\(1\)](#) and [\(2\)](#) are met. Reductions in parking minimums shall be cumulative and inclusive of reductions allowed under any provision of VMC Title [20](#).

a. For every five bicycle parking spaces provided which meet bicycle parking design standards or for each bicycle locker (two-bicycle capacity), the minimum motor vehicle parking requirement may be reduced by one space up to seven percent of total required vehicle parking spaces. Mixed-use developments using this provision shall provide bicycle parking indoors.

b. Sites where at least 20 parking spaces are required and where at least one street lot line abuts a designated arterial roadway, transit supportive plazas may be substituted for up to five percent of required vehicle parking.

1. The plaza must be adjacent to the arterial street. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop.
2. The plaza must be at least 300 square feet in area and be shaped so that a 10-foot-by-10-foot square will fit entirely within the plaza.
3. The plaza must be open to the public, contain a bench or other sitting area, contain a shelter or other weather protection covering at least 20 square feet, and shall have at least 10 percent and no more than 25 percent landscaping.

c. *Building Orientation/Site Design Incentive.* Developments which incorporate all of the following building orientation/site design characteristics into the site plan shall be eligible for a five percent reduction in required on-site parking.

1. *Build to the Sidewalk.* Buildings located as close as possible to the public street and sidewalk, preferably at the minimum required setback. Primary entrance shall be oriented toward the street.
2. *Provide public spaces.* Commercial development should provide spaces for civic interaction. To make these more accessible and accommodating to the public, pedestrian plazas, street furniture and landscaped open spaces should be incorporated as site amenities.
3. *Build to the corner.* Buildings on corner lots should be located on the street corner with building frontage on both streets with primary entrances oriented toward the intersection. If no buildings are located at street corners, pedestrian plazas and amenities should provide a focus for the area. Intersection vision clearance standards shall apply.
4. *Pad Development.* Pad development should be located at the corners of a development or at the intersection created by the site driveway with the public street. The location and site design of pad development should integrate seamlessly with the on-site pedestrian circulation plan and all off-site pedestrian, bicycle and transit facilities.

d. Reductions allowed under this section may not be applied to the following uses:

1. Market-rate multi-family housing.
2. Housing for very low and extremely low income households (earning under 50% median area income per VMC ____).
3. Housing for seniors.
4. Housing for people with disabilities.

{comment: the above is intended to not allow parking reduction options already in this chapter to apply in addition to the new state mandates, which are capture in the tables}

3. A request to reduce the required minimum parking more than 20 percent is subject to a Type II Variance procedure.

F. *Parking in City Center (CX) Zone.* The following minimum requirements shall apply, in accordance with VMC [20.630.050](#) (Parking Control), in all areas zoned City Center District (CX):

Table 20.945.070-1 CX District Parking Space Requirements	
Land Use	Parking Requirements
<u>Multi-Family Housing, market rate and low-income</u>	<u>0.75 space/dwelling unit</u>
<u>Senior Housing</u>	<u>0 spaces for residential units</u> <u>0.75 space per employee¹ plus one visitor space per 10 residents</u>
<u>All Other</u> Residential Uses	1 space/dwelling unit
Transient lodging	1 space/living unit
Congregate care facilities <u>for non-senior residents</u>	1 space/two (2) living units
All other uses	1 space/1,000 sq. ft. of floor area

1. The number of employees based on maximum number of employees present at any given time (i.e., during the largest shift of employees)

G. *Parking in Transit Overlay District.* Developments located within the Transit Overlay District may be subject to special parking standards contained in Chapter [20.550](#) VMC.

H. *Application of Parking Requirements.*

1. Notwithstanding any other requirement of this chapter, no parking shall be required for any commercial use located in an existing structure which abuts Main Street between Fifth Street and McLoughlin Boulevard, up to and including the first two floors above street level, and any basement levels. The requirements for uses in all floors of

three stories or above shall be the same as that in all other areas in the City Center District (CX).

2. In addition, notwithstanding any other requirements of this chapter, requirements for off-street parking shall not apply within the Community Commercial District (CC) extending from McLoughlin Boulevard to Fourth Plain Boulevard in the event of a change in commercial occupancy of a building or of a remodeling of a commercial structure if the original floor area is not exceeded by 25 percent. This provision does not apply to conversion of residential occupancy to commercial occupancy. The requirements for off-street parking for the Community (CC) Commercial District within this area shall be based on the City Center (CX) District Parking Requirements of Table 20.945.070-1 and shall only be for the total area of additions in excess of 25 percent of the floor area in existence on July 19, 2010.

3. Commercial uses in the CN, Neighborhood Commercial District may count available on-street parking spaces which are immediately adjacent to the development toward the minimum on-site parking requirement.

4. Parking stalls used for Electric Vehicle Basic Charging Stations and Rapid Charging Stations shall be counted toward the minimum number of required parking stalls in a development.

I. *Use of Public Parking.* The requirements for off-street parking can be satisfied by execution of a long-term lease for a segment of equivalent parking in an existing public or private parking facility. Lease fees in public facilities would be at market rates as established and adjusted by the Vancouver city council after considering the advice of the parking advisory committee. Continued leasing of such space shall be required, and failure to provide the required parking shall be cause for revocation of the occupancy permit for the structure involved.

J. *Specific requirements for minimum parking.* Parking shall be provided for uses as per Table 20.945.070-2 below.

Use	Minimum
Table 20.945.070-2. Minimum Off-Street Vehicle Parking Requirements	
RESIDENTIAL	

Use	Minimum
Table 20.945.070-2. Minimum Off-Street Vehicle Parking Requirements	
Household Living	See Housing Types below
Group Living	1 space/7 residents served under age 12 1 space per resident served ages 12 – 17 1 space per resident served age 18 or older
Transitional Housing	1:3 beds
Home Occupation	None
HOUSING TYPES	
Single Dwelling, Attached	1.0/DU ¹
Single Dwelling, Detached	1.0/DU
Accessory Dwelling Units	None
Duplexes	1.0/DU
Market rate Multi-Dwelling Units located more than ¼ mile from frequent transit service line. ⁶	4.5 0.75/DU if located within 1.4 mile of frequent transit line, ⁶ 1.0/DU otherwise
Housing for low income households (earning under 60% median area income) located within ¼ mile of frequent transit service line ⁶ .	0.75/DU
Manufactured Home Subdivisions	1.0/DU
Manufactured Home Parks	1.0/DU
Senior housing facilities and housing for people with disabilities	0 spaces for residential units 0.75 space per employee ⁷ plus one visitor space per 10 residents

Use	Minimum
Household Living	See Housing Types below
Group Living	1 space/7 residents served under age 12 1 space per resident served ages 12 – 17 1 space per resident served age 18 or older
Transitional Housing	1:3 beds
Home Occupation	None
HOUSING TYPES	
Single Dwelling, Attached	1.0/DU ¹
Single Dwelling, Detached	1.0/DU
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Duplexes	1.0/DU
Market rate Multi-Dwelling Units located more than ¼ mile from frequent transit service line. ⁶	4.5 0.75/DU if located within 1.4 mile of frequent transit line, ⁶ 1.0/DU otherwise
Housing for low income households (earning under 60% median area income) located within ¼ mile of frequent transit service line ⁶ .	0.75/DU
Manufactured Home Subdivisions	1.0/DU
Manufactured Home Parks	1.0/DU
Senior housing facilities and housing for people with disabilities	0 spaces for residential units 0.75 space per employee ⁷ plus one visitor space per 10 residents

Use	Minimum
Table 20.945.070-2. Minimum Off-Street Vehicle Parking Requirements	
CIVIC (Institutional)	
Basic Utilities	None
Community Centers	Per Approved Parking Study
Community Recreation	Per Approved Parking Study
Cultural Institutions	1:400 sq. ft.
Day Care	
- Child Care	Family Day Care Home: none Institutional: 1.0/employee + 1.0/12 children served
- Adult Day Care	Family Day Care Home: none Institutional: 1.0/employee + 1.0/12 clients served
- Dog Day Care	1.0/employee + 1.0/12 animals served
Emergency Services	1:300
Medical Centers	1.0/4 beds (hospital, residential care center); 1.0/2 beds for patients or residents (convalescent hospital, nursing home, congregate care facility)
Parks/Open Space	
- Neighborhood Parks	Parks Department to Determine
- Community Parks	
- Regional Parks	

Use	Minimum
Table 20.945.070-2. Minimum Off-Street Vehicle Parking Requirements	
CIVIC (Institutional)	
Basic Utilities	None
Community Centers	Per Approved Parking Study
Community Recreation	Per Approved Parking Study
Cultural Institutions	1:400 sq. ft.
Day Care	
- Child Care	Family Day Care Home: none Institutional: 1.0/employee + 1.0/12 children served
- Adult Day Care	Family Day Care Home: none Institutional: 1.0/employee + 1.0/12 clients served
- Dog Day Care	1.0/employee + 1.0/12 animals served
Emergency Services	1:300
Medical Centers	1.0/4 beds (hospital, residential care center); 1.0/2 beds for patients or residents (convalescent hospital, nursing home, congregate care facility)
Parks/Open Space	
- Neighborhood Parks	Parks Department to Determine
- Community Parks	
- Regional Parks	

Use	Minimum
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Table 20.945.070-2. Minimum Off-Street Vehicle Parking Requirements

- Trails	
Postal Service	1:300
Religious Institutions	1.0/6 seats or 12' of bench in main assembly area
Social/Fraternal Clubs	1/100
Transportation Facility	None
Schools	
- Preschool	2/ classroom
- Elementary and Middle	1 space/4 seats or 8 feet of bench length in auditorium or assembly room, whichever is greater
- High School	1 space/employee, plus 1 space/each 6 students, or 1 space/4seats or 8 feet of bench length in auditorium, whichever is greater.
- College	1 space/3 seats in classrooms
*Classrooms = 30 students. Lecture halls require additional parking of 12 spaces per 30 seats. Additional parking may be required as determined by planning official.	
COMMERCIAL	
Commercial and Transient Lodging	1.0/lodging unit
Eating/Drinking Establishments	1/250

Use	Minimum
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Table 20.945.070-2. Minimum Off-Street Vehicle Parking Requirements

Entertainment-Oriented	
- Adult Entertainment	Refer to specific use, i.e., theater, book or video store
Indoor Entertainment	
- Movie/Live Performance Theaters	1.0/6 seats or 12' of bench
- Skating Rinks/Arcades	1.0/150
- Bowling Alleys	5 spaces per lane
- Shooting Ranges	1 space per lane
- Major Event Entertainment	1.0/6 seats or 12' bench
General Retail	
- Sales-Oriented	1/300
- Personal Services	1/400
- Repair-Oriented	1/400
- Bulk Sales	(a) Properties with less than 10,000 square feet of open sales or rental area shall provide 1 space for each 1,000 square feet of gross floor area, plus one space for each 2,500 sq. ft. of open sales or rental area. (b) Properties with 10,000 square feet or more of open sales or rental area shall provide 1 space for each 1,000 square feet of gross floor area, plus 4 spaces, plus one 1 space for each 10,000 square

Use	Minimum
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Table 20.945.070-2. Minimum Off-Street Vehicle Parking Requirements

	feet of open sales or rental area in excess of 10,000 sq. ft.
- Outdoor Sales	Same as Bulk Sales
Animal Kennel/Shelters	1/600 plus 1 per employee
Motor Vehicle Related	
- Motor Vehicle Sales/Rental	(a) Properties with less than 10,000 square feet of open sales or rental area shall provide 1 space for each 1,000 square feet of gross floor area, plus one space for each 2,500 sq. ft of open sales or rental area. (b) Properties with 10,000 square feet or more of open sales or rental area shall provide 1 space for each 1,000 square feet of gross floor area, plus 4 spaces, plus one 1 space for each 10,000 square feet of open sales or rental area in excess of 10,000 sq. ft.
- Motor Vehicle Servicing/Repair	1/500
- Vehicle Fuel Sales ³	No less than 2
- Elec. Vehicle Recharging Station	None
Office	
- General	1/400
- Medical	1/200
- Extended	1/300

Use	Minimum
Table 20.945.070-2. Minimum Off-Street Vehicle Parking Requirements	
Non-Accessory Parking	NA
Self-Service Storage	Based on area of office
Marina	
INDUSTRIAL	
Industrial Services	1/600
Manufacturing and Production	1/800
Railroad Yards	None
Research and Development	1/600
Warehouse/Freight Movement	1/2000
Wholesale Sales	1/1250
Waste-Related	1 space per 200 sq ft. of office space, plus 1 space per employee
OTHER	
Agriculture/Horticulture	None
Airport/Airpark	None
Cemeteries	1.0/6 seats or 12' of bench in chapels
Detention Facilities	1.0/3 beds
Heliports	None
Mining	1 per employee maximum shift
Rail Lines/Utility Corridors	None

Use	Minimum
Table 20.945.070-2. Minimum Off-Street Vehicle Parking Requirements	
Temporary Uses	None
Wireless Communication Facilities	One

1 DU=Dwelling Unit

2 Does not include outpatient clinics or medical offices; see Medical/Dental Offices.

3 Gasoline stations offering other retail goods for sale, in enclosed spaces accessible by the customer, shall also comply with the parking requirements for convenience stores. Gasoline stations providing vehicle repair or maintenance services shall also comply with the parking requirements for vehicle repair or service facilities.

4 Senior multi-family housing projects shall provide on-site parking at a minimum rate of one space per dwelling unit.

6 Frequent transit service means a bus rapid transit or other high capacity transit corridor, or transit corridors with existing weekday peak service frequencies of 35 minutes or less, as indicated in the C-Tran 2018-2033 Transit Development Plan.

7. The number of employees based on maximum number of employees present at any given time (i.e., during the largest shift of employees).

New Chapter 20.955

Cottage Cluster Housing

20.950.010 Purpose.

These standards are intended to allow groups of small-scale cottages around common areas in single or multi-family zoning districts in a manner promoting accessible housing and community interaction. The individual homes are smaller and shorter than what is allowed in the underlying zoning district, but they may be built at a higher density.

20.920 Applicability.

- A. Permitted zones and required minimum project size. Cottage Cluster housing developments shall be allowed on properties 20,000 square feet or larger in size, in the R-17, R-9, R-6, R-4 and R-2 zoning districts.
- B. Permitted Uses. Cottage Cluster development uses shall be limited to attached and detached single family homes and associated outbuildings, public or private open space, and parking areas. Duplexes or attached single family homes may constitute no more than 20% of the total number of units. Home Occupations pursuant to [VMC 20.860](#) shall be permitted only if there are no employees residing off-site. Accessory dwelling units pursuant to [VMC 20.810](#) shall be permitted only if located entirely within the single family homes.
- C. The narrow lot development standards in [VMC 20.927](#) and R-17 zoning district standards of [VMC 20.410](#) shall not apply to cottage housing developments.

20.930 Site Development and Design Standards

- A. General Standards.
 - 1. Cottage housing developments may be allowed at up to two hundred percent (200%) of the maximum density of the underlying zone, including any accessory dwelling units.
 - 2. Cottage housing developments shall contain a minimum of four (4) and a maximum of twelve (12) units in a cluster; provided, that a cottage development may contain up to two (2) clusters.
 - 3. Each single- family cottage shall not exceed 1,600 square feet in total floor area, and each duplex cottage 3,000 square feet. Floor areas of attached or detached garages and outbuildings shall count towards these size limits, with the exception of the first 200 hundred square feet of garage or outbuilding per single family cottage, or 400 square feet per duplex.
 - 4. Building heights may not exceed 25 feet within 50 feet of the project site perimeter, and 30 feet elsewhere in the site. Roofs higher than 18 feet shall be pitched at a ratio of at least 6:12.
 - 5. Covered porches shall be at least 60 s.f., with no dimension less than 5 feet

6. Buildings shall be set back at least 10 feet from the nearest public or private road, and at least five feet from other buildings. Building setbacks to exterior property lines shall be that of the underlying zoning district.
- B. Cottage Orientation. Cottages must be clustered around a common courtyard and must meet the following standards.
 1. At least 75% of the cottage units shall be located within 25 feet of a common courtyard, and shall have covered porches and main entries which face the common courtyard.
 2. The Planning Official may grant exceptions for as needed to allow cottages abutting a public street at the site perimeter to face the street.
- C. Common Courtyard Design Standards. Each cottage cluster must share a common courtyard in order to provide a sense of openness and community of residents. Common courtyards must meet the following standards.
 1. The common courtyard must contain a minimum of 200 square feet of usable open or congregating space per cottage units within the associated cluster.
 2. The common courtyard must be generally square or round, and no narrower than 15 feet wide at its narrowest dimension.
 3. The common courtyard shall be developed with a mix of landscaping, lawn area, pedestrian paths, and/or paved courtyard area, and may also include recreational amenities. Impervious elements of the common courtyard shall not exceed 50 percent of the total common courtyard area.
 4. Pedestrian paths must be included in a common courtyard. Parking areas, required setbacks, and driveways do not qualify as part of a common courtyard.
- D. Required Parking and Parking Design
 1. Required spaces. Each dwelling unit shall include at least one parking space within the project area. On street parking spaces abutting the project area may be counted towards this requirement.
 2. Common Parking Areas. Parking may be located adjacent to an individual unit or in a common parking area. Common parking areas are subject to the following standards.
 - a. Cottage cluster projects with fewer than 12 cottages are permitted parking clusters of not more than 5 contiguous spaces.
 - b. Cottage cluster projects with 12 cottages or more are permitted parking clusters of not more than 8 contiguous spaces.
 - c. Parking clusters must be separated from other spaces by at least 4 feet of landscaping.
 - d. Clustered parking areas may be covered.
 3. Parking location, access and screening.
 - a. Off-street parking areas with 5 or more spaces shall not be located within 20 feet from any property line that abuts a street other than an alley;
 - b. No off-street parking space or vehicle maneuvering area is permitted between a property line that abuts a street (other than an alley) and the front façade of cottages located closest to that property line.
 - c. No off-street parking space is permitted within 10 feet of any other property line external to the cottage cluster, except property lines abutting an alley. Driveways and drive aisles are permitted within 10 feet of other external property lines.

- d. Sight-obscuring landscaping, fencing, or walls at least three feet tall shall separate clustered parking areas and parking structures from common courtyards and property lines external to the cottage cluster.
- E. Pedestrian Access.
 - 1. A pedestrian path must be provided that connects the main entrance of each cottage to the following:
 - a. The common courtyard;
 - b. Shared parking areas;
 - c. Community buildings; and
 - d. Sidewalks in public rights-of-way abutting the site or rights-of-way if there are no sidewalks.
 - 2. The pedestrian path must be hard-surfaced and a minimum of 3 feet wide.
- F. Community Buildings. Cottage cluster projects may include community buildings for the shared use of residents that provide space for accessory uses such as community meeting rooms, guest housing, exercise rooms, day care, community eating areas, community gardens, or picnic shelters. Community buildings must meet the following standards.
 - 1. Each cottage cluster is permitted one community building.
 - 2. The community building shall have a maximum floor area of 1,200 sf.
- G. Maintenance of Common Areas. The development application shall include a plan for ongoing maintenance of shared or common areas, including a mechanism for ensuring that the maintenance plan will be implemented.

20.940 Approval Process.

Cottage Cluster housing projects shall be reviewed under [VMC 20.320](#), subdivision, where individual lots are proposed to be owned separately, or as a Type II review subject to [VMC 20.270](#), Site Plan Review, where common ownership of lots is proposed.

{Comment. The following definitions should be added to VMC Code Section 20.150:

A. Dwelling, Cottage Cluster. A grouping of detached or attached dwelling units that includes a common courtyard. Cottage clusters are not multiple-unit dwellings.

B. Cottage Cluster Development. A site with one or more cottage clusters. Each cottage cluster as part of a cottage cluster project must have its own common courtyard. Cottages may be on the same lot or parcel or each cottage may be on its own lot or parcel.

C. Common Courtyard. A common area for use by residents of a cottage cluster or other type of residential development. A common courtyard may function as a community yard. Hard and soft landscape features may be included in a common courtyard, such as but not limited to pedestrian paths, lawn, groundcover, trees, shrubs, patios, benches, recreational amenities, community gardens, gazebos or other usable features.

D. Community Building. A building intended for the shared use of residents in a development (such as a cottage cluster) that provides space for accessory uses such as community meeting rooms, guest housing, exercise rooms, day care, community eating areas, community gardens, swimming pools, or picnic shelters.

Chapter 20.925

LANDSCAPING

{Recommendations for setback standards for new apartments abutting existing single family homes are underlined and highlighted in yellow}

Sections:

- 20.925.010 Purpose.
- 20.925.020 Applicability.
- 20.925.030 General Provisions.
- 20.925.040 Protection of Existing Vegetation.
- 20.925.050 Installation Requirements.
- 20.925.060 Street Trees.
- 20.925.070 Buffering, Screening and Open Storage.
- 20.925.080 Interior Parking Areas.
- 20.925.090 Re-vegetation.
- 20.925.100 Water Conservation Standards.
- 20.925.110 Landscape Plan Requirements.
- 20.925.115 Certificate of Landscaping Installation.

20.925.010 Purpose.

A. *Purpose.* The intent of this Chapter is to ensure that all new or substantially remodeled buildings, accessory uses and parking lots are provided with landscaping to ameliorate air and noise pollution; to afford protection from wind and inclement weather protection; and to regulate open storage to protect and enhance property values and make the City a more aesthetically pleasing place to live and work.

B. The City recognizes the aesthetic, ecological and economic values of landscaping to:

Establish and protect vegetation in urban areas for aesthetic, health (e.g. improved air quality, reduction in atmospheric carbon dioxide, etc.) and urban wildlife reasons;

Reduce stormwater runoff pollution, temperature, and rate and volume of flow;

Promote compatibility between land uses by reducing the visual, noise and lighting impacts of specific development on users of the site and abutting uses;

Aid in energy conservation by providing shade from the sun and shelter from the wind; and

Restore natural communities through reestablishment of native plants. (Ord. M-3643, 01/26/2004)

20.925.020 Applicability.

Applicability. The provisions of this Chapter shall apply to all development including the construction of new structures, the remodeling of existing structures where the landscaping is nonconforming, as outlined in Chapter [20.930](#) VMC, Nonconforming Situations, and to any changes of use which result in the need for increased on-site parking or loading requirements or otherwise change the access requirements.

Landscape plan. A landscape plan prepared in accordance with Section [20.925.110](#) VMC and [20.770](#) VMC shall be submitted to the Planning Official for review and approval. The plan shall be drawn to scale and shall be approved prior to land use approval.

Review procedures. Landscape plans shall be reviewed in conjunction with the associated land use application. In the event that the landscape plan is proposed as a separate action, the Planning Official shall approve, approve with conditions, or deny a plan submitted under the provisions of this Chapter by means of a Type I procedure, per Chapter [20.210](#) VMC, Decision-Making Procedures. (Ord. M-4179 § 89, 10/17/2016; Ord. M-3643, 01/26/2004)

20.925.030 General Provisions.

A. *Landscaping requirements.* Landscaping shall be provided and maintained per Table 20.925.030-1 and 20.925.030-2 of this section.

Table 20.925.030-1. Minimum Landscaping and Buffer Setback Standards

Zoning of Proposed Development (Buffer width is the setback for the commercial and industrial zoning districts)													
Required street trees and parking area landscaping do not count towards these requirements except as allowed by the street tree and parking code sections.		Lower Density Residential ³		Higher Density Residential ³		Commercial and Mixed Use ¹		Industrial ¹					
		R-2, R-4, R-6, R-9		R-18, R-22, R-30, R-35		CN, CC, CG, HX and MX only		OCI		IL A		IH	
Zoning Of Land Abutting Development Site		Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street
Lower Density Residential	R-2, R-4, R-6, R-9	None	None	L2 10-ft	L3 5-ft ⁶	L2 10-ft	L4 10-ft	L2 10-ft	L4 10-ft	L3 20-ft	L4 in 40-ft ⁵ L5 in 50-ft ⁵	L3 20-ft	L4 in 40-ft ⁵ L5 in 50-ft ⁵
Higher Density Residential	R-18, R-22, R-30, R-35	None	L3 5-ft ⁶	L1 10-ft	L1 5-ft	L2 10-ft	L4 10-ft	L2 5-ft	L2 5-ft	L3 20-ft	L4 in 40-ft ⁵ L5 in 50-ft ⁵	L3 20-ft	L4 in 40-ft ⁵ L5 in 50-ft ⁵
Commercial and	CN, CC, CG, MX	L1 10-ft	L3 5-ft ⁶	L2 10-ft	L3 5-ft	L2 10-ft	L1 ² 0-5 ft	L2 5-ft	L1 ² 0-5 ft	L2 10-ft	L3 5-ft	L2 10-ft	L3 10-ft

Zoning of Proposed Development (Buffer width is the setback for the commercial and industrial zoning districts)													
Required street trees and parking area landscaping do not count towards these requirements except as allowed by the street tree and parking code sections.		Lower Density Residential ³		Higher Density Residential ³		Commercial and Mixed Use ¹		Industrial ¹					
		R-2, R-4, R-6, R-9		R-18, R-22, R-30, R-35		CN, CC, CG, HX and MX only		OCI		IL A		IH	
Zoning Of Land Abutting Development Site		Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street
Mixed Use													
Industrial	OCI	L1 10-ft	L3 5-ft	L1 10-ft	L3 5-ft	L2 10-ft	L1 ² 0-5 ft	L2 5-ft	L1 ² 0-5 ft	L2 10-ft	L3 5-ft	L2 10-ft	L3 10-ft
	IL, A,	L1 10-ft	L3 5-ft	L2 10-ft	L3 5-ft	L2 10-ft	L2 5-ft	L2 5-ft	L1 ² 0-5 ft	L2 10-ft	L1 5-ft	L2 10-ft	L3 10-ft
	IH	L1 10-ft	L3 5-ft	L2 10-ft	L3 5-ft	L2 5-ft	L3 5-ft	L2 5-ft	L3 5-ft	L2 10-ft	L3 10-ft	L2 10-ft	L1 ² 0-5 ft
Resource (County)	FR-80, FR-40, AG-20, AG-	L1 10-ft	L3 50-ft	L2 10-ft	L3 50-ft	L2 10-ft	L2 5 ft	L2 5-ft	L3 10-ft	L2 10-ft	L1 5-ft	L2 10-ft	L3 10-ft

Zoning of Proposed Development (Buffer width is the setback for the commercial and industrial zoning districts)													
Required street trees and parking area landscaping do not count towards these requirements except as allowed by the street tree and parking code sections.		Lower Density Residential ³		Higher Density Residential ³		Commercial and Mixed Use ¹		Industrial ¹					
		R-2, R-4, R-6, R-9		R-18, R-22, R-30, R-35		CN, CC, CG, HX and MX only		OCI		IL A		IH	
Zoning Of Land Abutting Development Site		Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street
	WL, Park /WL												

1 Zero lot line developments shall comply with the standards and requirements of VMC [20.910.050](#).

2 If building is to be built on the property line there is no required buffer for that portion of the site.

3 Applies to multi-family site plan applications and the perimeter of land divisions not to individual single-family lot developments.

4 In case of conflict with yard, setback, landscape, screening, or buffer standards specified in other sections of Title [20](#), the stricter standard shall apply, except for plan districts where the district standards shall always apply even if less strict than the standards of this table.

5 Buffer widths abutting parking areas that are landscaped in accordance with the requirements of VMC [20.945.040\(l\)](#) can be reduced to 25 feet.

6 Where a directly abutting site not separated by a street is currently developed with a single-story residential structure, the minimum setback is 5-ft plus one (1) additional foot for each three (3) feet of proposed building height above 35 feet, up to a maximum setback of 15 feet

Table 20.925.030-2. Landscaping and Screening Design Standards¹

Type	Name	Description	Minimum Shrubs Based on Buffer Depth	Minimum Trees	Wall or Berm or Fence Required – Standards
L1	General (for open areas)	Used where distance is primary means of separating uses or development, and landscaping enhances area between them	a. 10 ft or less = None b. Over 10 ft = 2 high or 3 low shrubs per 400 sq. ft. landscaped area	a. One tree per 30 lineal ft b. One tree per 800 sq. ft.	None
L2	Low Screen	Distance and low-level screening intended to separate uses or development. Applied where low level screening sufficiently reduces the impact of a use or development, or where visibility between areas is more important than a greater visual screen.	Continuous screen 3 ft high, 95% opaque year-round. 3+ gallon containers or equivalent with spread 18+ inches.	One tree per 30 lineal ft of landscaped area or as needed to provide a tree canopy over the landscaped area	3 ft high masonry wall or F2 fence or a berm may substitute for shrubs
L3	High Screen	Physical and visual separation between uses or development principally using screening. Used where full separation is warranted by	Enough shrubs to form a 6-ft high buffer screen 95% opaque year-round; 5+ gallon containers or equivalent with		6 ft F1 or F2 high wall or fence with or without berm may substitute for shrubs

Type	Name	Description	Minimum Shrubs Based on Buffer Depth	Minimum Trees	Wall or Berm or Fence Required – Standards
		impacts of proposed development, notwithstanding loss of direct views.	spread of 30+ inches		
L4	High Wall	Used where extensive screening of visual and noise impacts is needed to protect abutting sensitive uses and/or there is little space for separation between uses.	Four high shrubs required per 30 lineal ft of wall		6 ft F2 high wall required
L5	High Berm	Used instead of L4 where extensive screening is warranted and more space is available for separation between uses.	L2 low shrubs on top of berm so total screen height = 6 ft		4 – 6 ft high berm required. If under 6 ft high, plant L2 low shrubs on top of berm so overall screen height is 6 ft.
F1	Partially Sight-Obscuring Fence	Partial visual separation applied where a proposed use or development has little impact, or where visibility between areas is more important than a total visual screen.			6 ft high – at least 50% sight-obscuring – wood, metal, chain link with slats, bricks, masonry or other permanent materials.
F2	Fully Sight-Obscuring Fence	Full visual separation where complete screening is needed to			6 ft. high – 100% sight-obscuring – made of wood, metal, bricks, masonry or other

Type	Name	Description	Minimum Shrubs Based on Buffer Depth	Minimum Trees	Wall or Berm or Fence Required – Standards
		protect abutting uses, and landscaping alone cannot provide that separation.			permanent materials – no chain link fences with slats or similar construction.

1 Additional Requirements:

L1, L2, L3, L4, L5 – Groundcover plants, grass lawn or approved flowers must fully cover the landscaped area not in shrubs or trees.

L2, L3 – When applied along street lot lines, the screen or wall is to be placed along the interior side of the landscaped area.

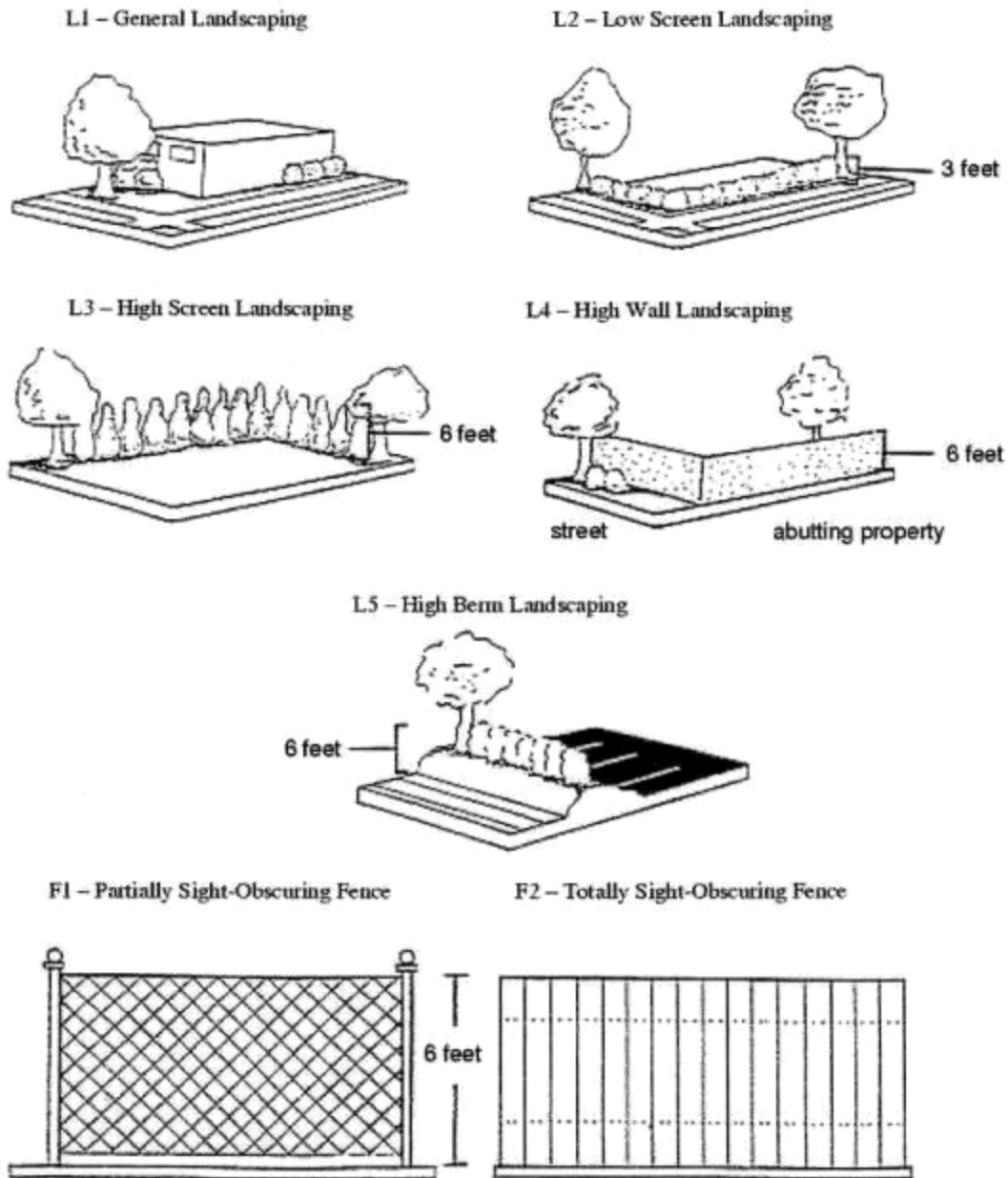
L4 – When abutting another property, the wall shall abut the property line. When abutting a street or road right-of-way, the wall shall be on the interior side of the landscaped area.

L1 – Within the commercial districts where a building is to be placed at the buffer line for a front setback, concrete or brick pavers may be used in place of the required groundcover for the length of the building for the front setback only; provided, the required trees are still supplied, the paved area is connected to the public sidewalk, and pedestrian amenities are provided such as benches or pedestrian plazas. Building need not be placed at the required buffer line to utilize this section if the area between the buffer line and the building is devoted entirely to pedestrian only areas.

L1, L2, L3, L4, L5 – Groundcover plants to be placed not more than thirty (30) inches on center and thirty (30) inches between rows. Rows of plants shall be staggered for a more effective covering. Groundcover shall be supplied in a minimum four (4) inch size container or a two and one-quarter (2 1/4) inch container or equivalent if planted eighteen (18) inches on center.

Figure 20.925.030-1.

Figure 20.925.030-1



B. *Obligation to maintain.* Unless otherwise provided by the lease agreement, the owner, tenant and his agent, if any, shall be jointly and severally responsible for the maintenance of all landscaping and screening, which shall be maintained in good condition so as to present a healthy, neat and orderly appearance, shall be replaced or repaired as necessary, and shall be kept free from refuse and debris.

C. *Pruning required.* All plant growth in landscaped areas of developments shall be controlled by pruning, trimming or otherwise so that:

1. It will not interfere with the maintenance or repair of any public utility;
2. It will not restrict pedestrian or vehicular access;
3. It will not constitute a traffic hazard because of reduced visibility; and
4. Trees shall be pruned to provide at least 8' of clearance above sidewalks and 13' above a local street, 15' above a collector street, and 18' above an arterial street roadway surfaces.

D. *Installation requirements.* The installation of all landscaping shall be as follows:

1. All landscaping shall be installed according to accepted planting procedures;
2. The plant materials shall be of high grade, and shall meet the quality and size standards of the American Standards for Nursery Stock (ANSI Z60, 1-1986, as updated); and
3. Landscaping shall be installed in accordance with Section [20.925.050](#) VMC.
4. All landscaped areas shall be provided with an irrigation system or a readily available water supply with at least one outlet located within 50' of all plant material.
5. All landscaped areas shall be provided with a 6 inch curb which could include curb cuts, wheel stops or other protective measure to allow for stormwater flow as part of LID.
6. Landscaped areas shall have a minimum length or width dimension of 5 feet in order to count toward the minimum required landscaped area..

E. *Certificate of Occupancy.* Certificates of occupancy shall not be issued unless the landscaping requirements have been met or other arrangements have been made and approved by the city such as described in Section [20.909.020\(B\)](#) VMC.

F. *Care of landscaping along public rights-of-way.* Appropriate methods for the care and maintenance of street trees and landscaping materials shall be provided by the owner of the property abutting the rights-of-way, unless otherwise required for emergency conditions and the safety of the general public.

G. *Conditions of approval of existing vegetation.* The review procedures and standards for required landscaping and screening shall be specified in the conditions of approval during development review and in no instance shall be less than that required for site development.

H. *Height restrictions abutting public rights-of-way.* No trees, shrubs or plantings more than 18" in height shall be planted in the public right-of-way abutting roadways having no established curb and gutter.

I. *Sight visibility.* Sight visibility requirements of Chapter [20.985](#) VMC Vision Clearance shall be met. (Ord. M-4341 § 3 (Exh. B), 2021; Ord. M-4179 § 90, 2016; Ord. M-3931 § 30, 2009; Ord. M-3840 § 43, 2007; Ord. M-3701 § 31, 2005; Ord. M-3643, 2004)

20.925.040 Protection of Existing Vegetation.

Protection of existing vegetation. Existing vegetation on a site shall be protected as much as possible, and the protection of existing vegetation during development activities shall whenever possible, include open field or nontreed areas. Chapter [20.770](#) Tree, Vegetation, and Soil Conservation Ordinance contains additional standards for protection and retention of trees, vegetation, and soil.

Methods of protection. The developer shall provide methods for the protection of existing vegetation to be retained, such as protective fencing to remain during the construction process.

Remaining plants and undisturbed areas. Plants to be saved and areas not to be disturbed shall be noted on the landscape plans. The plan shall locate fencing used to protect vegetation and soils from damage during construction. (Ord. M-4179 § 91, 10/17/2016; Ord. M-3643, 01/26/2004)

20.925.050 Installation Requirements.

A. Minimum plant specifications.

1. All required trees shall be at least 2" in caliper and shrubs at least 1 gallon.
2. Trees shall optimize tree diversity; include native species and at last 60% conifers; utilize insect and disease resistant trees unless determined by the Planning Official as not appropriate for the site conditions.
3. Trees, shrubs, perennials, perennial grasses, and groundcovers shall be located and spaced to accommodate their mature size on the site.

B. Soils, soil conditioning and mulching.

1. A minimum of 12" depth of non-mechanically compacted soil shall be available for water absorption and root growth in planted areas.
2. A minimum of a 4" layer of porous mulch shall be applied to all exposed soil surfaces of nonturf areas within the landscape area. Plant types that are intolerant of mulch shall be exempt from this requirement. Non-porous material, such as plastic sheeting, shall not be placed under the mulch. However, porous landscape fabric is permitted.
3. Areas that have been cleared, graded, or compacted and that have not been covered by impervious surface, incorporated into a drainage facility or engineered as structural fill or slope shall be amended with organic matter. (Ord. M-4179 § 92, 10/17/2016- Effective 12/31/2016; Ord. M-3643, 01/26/2004)

20.925.060 Street Trees.

A. *Street trees required.* All development projects fronting on a public street or a private street approved after the adoption of this Title shall be required to plant street trees in accordance with the standards in VMC [20.925.060\(C\)](#).

B. *Street tree planting list.* Approval of any planting list shall be subject to review by the Planning Official, since certain tree species can damage utilities, streets and sidewalks.

C. *Size, and spacing and placement of street trees.* The specific spacing of street trees by size of tree shall be as follows:

1. One 2" caliper deciduous tree shall be provided for every 30' of frontage on a public or private street., provided that the Planning Official may adjust the spacing to accommodate access points or other obstructions;
2. The species selection and spacing of trees to be planted shall be such that it provides for the eventual mature size of the trees. Soil type, soil conditions and other site constraints shall be considered when selection species for planting;
3. No new utility pole location shall be established closer than 5' to any existing street tree;
4. Tree pits shall be located so as not to include utilities (e.g., water and gas meters) in the tree well;
5. On-premises utilities (e.g., water and gas meters) shall not be installed within existing tree well areas;
6. Street trees shall not be planted closer than 20' to light standards;
7. New light standards shall not be positioned closer than 20' to existing street trees except when public safety dictates, then they may be positioned no closer than 10';
8. Where there are overhead power lines, the street tree species selected shall be of a type which, at full maturity, will not interfere with the lines;
9. Trees shall not be planted closer than 2' from the face of the curb; and
10. Trees shall not be planted closer than 2' from any permanent hard surface paving or walkway:
 - a. Space between the tree and the hard surface may be covered by a nonpermanent hard surface such as bricks on sand, paved blocks and cobblestones; and
 - b. Sidewalk cuts in concrete for tree planting shall be at least 4' x 6' or 6' x 9', or larger depending on the space constraints and the mature size of the tree, to allow for air and water into the root area.

D. *Cut and fill around existing trees.* Existing trees may be used as street trees if no cutting or filling takes place within the drip-line of the tree unless an adjustment is approved by the Planning Official by means of a Type I procedure, per Chapter [20.210](#) VMC Decision-Making Procedures.

E. *Replacement of street trees.* Existing street trees removed by development projects or other construction shall be replaced by the developer with those types of trees approved by the Planning Official. The replacement trees shall be of a size and species similar to the trees that are being removed unless lesser sized alternatives are approved by the Planning Official.

F. *Granting of adjustments.* Adjustments to the street tree requirements may be granted by the Planning Official by means of a Type I procedure, as regulated in Chapter [20.210](#) VMC Decision-Making Procedures. (Ord. M-3847 § 14, 11/19/2007; Ord. M-3663 § 25, 08/02/2004; Ord. M-3643, 01/26/2004)

20.925.070 Buffering, Screening and Open Storage.

Buffering and screening of parking, solid waste containers, and open storage shall be required as follows:

A. *Parking lots.* All parking, loading and maneuvering areas including driveways and drive-through lanes shall be screened from view per the standards of [20.945.040](#)(I)(2) VMC.

B. *Screening of service facilities.* Except for one-family and two-family dwellings, any solid waste container or recycling or disposal area and ground-level service facilities such as gas meters and air conditioners which would be visible from a public street, parking area, or any residentially-zoned property shall be screened from view per the standards of [20.970](#) VMC by placement of a solid wood fence, evergreen hedge or masonry wall. All refuse materials shall be contained within the screened area.

C. *Open Storage.* Open storage, or storage not wholly within an enclosed building shall be required to meet the following requirements of Table 20.945.070-1

Table 20.925.070-1 Open Storage Standards	
District	Open Storage Requirement
R-2, R-4, R-6, R-9	Not allowed
R-18, R-22, R-30, R-35	Storage no higher than 5', screened by site-obscuring fence or evergreen hedge 6' in height
City Center District (CX)	Storage no higher than 5', screened on all sides by a site-obscuring fence or evergreen hedge 6' in height
OCI	Not allowed

Table 20.925.070-1 Open Storage Standards	
District	Open Storage Requirement
All other Commercial Districts	Same as for R-18, R-22, R-30, R-35
IL, IH	Open storage facing a street shall be screened
Open Space Districts	Not allowed except for agricultural implements

(Ord. M-3643, 01/26/2004)

20.925.080 Interior Parking Areas.

New developments and redevelopments shall provide interior parking lot landscaping per the standards of [20.945.040](#)(I)(3). (Ord. M-3643, 01/26/2004)

20.925.090 Re-vegetation.

When revegetation is required. Where natural vegetation has been removed through grading in areas not affected by the landscaping requirements and that are not to be occupied by structures, such areas are to be replanted as set forth in this Section to prevent erosion after construction activities are completed.

Preparation for re-vegetation. Topsoil removed from the surface in preparation for grading and construction is to be stored on or near the sites and protected from erosion while grading operations are underway.

1. Such storage may not be located where it would cause suffocation of root systems of trees intended to be preserved; and
2. After completion of such grading, the topsoil is to be restored to exposed cut and fill embankments or building pads and amended with compost to provide a suitable base for seeding and planting.

Methods of revegetation

1. Acceptable methods of re-vegetation include replanting with native trees, shrubs, and groundcover and hydro-mulching or the planting of rye grass, barley, or other seed with equivalent germination rates;

- a. The use of native trees, shrubs and groundcovers plant materials is encourages to reduce irrigation and maintenance demands;
- b. The use of lawn and turf should be minimal. Where lawn or turf grass is to be established, lawn grass seed or other appropriate landscape cover is to be sown at not less than 4 pounds to each 1,000 sq. ft. of land area;
- c. Other revegetation methods offering equivalent protection may be approved by the approval authority;
- d. Plant materials are to be watered at intervals sufficient to ensure survival and growth; and
- e. Employ other erosion control techniques as required in Chapter [14.24](#) VMC Erosion Control. (Ord. M-4179 § 93, 10/17/2016; Ord. M-3643, 01/26/2004)

20.925.100 Water Conservation Standards.

A. Water conservation standards.

1. *Applicability.* In order to ensure efficient water use in landscaped areas, the following standards shall be applied to all landscaping associated with office, commercial, industrial, institutional, parks and greenways, multiple family residential projects, and commonly-owned and/or maintained areas of single family residential projects.
2. *Exemptions.* These standards do not apply to landscaping in private areas of single-family projects. Parks, playgrounds, sports fields, golf courses, schools, and cemeteries are exempt from specified turf area limitations where a functional need for turf is established. All other requirements are applicable.
3. Plant selection and use limitation.
 - a. Minimize the amount of irrigated turf.
 - b. Turf, high-water-use plantings (e.g. annuals, container plants) and water features (e.g. fountains, pools) shall be considered high-water-uses and shall be limited to not more than 40% of the projects landscaped area if nondrought resistant grass is used, and no more than 50% of the landscaped area if drought resistant grass is used.
 - c. Plants selected in all areas not identified for turf or high-water-use plantings shall include native vegetation or be well suited to the climate, soils, and topographic conditions of the site, and shall be low water use plants once established.
 - d. Plants having similar water use shall be grouped together in distinct hydrozones and shall be irrigated with separate irrigation circuits.
 - e. No turf or high-water-use plants shall be allowed on slopes. Slopes shall be revegetated with native trees, shrubs, and groundcover.

f. No turf or high-water-use plants shall be allowed in areas 8' wide or less except public right-of-way planter strips.

g. No turf shall be installed with Tree, Vegetation, and Soil Protection Areas VMC [20.770](#).

B. *Water efficient landscape (xeriscape) standards.*

1. As an alternative to traditional landscaping, the City encourages the use of xeriscape practices, which minimize the need for watering or irrigation. Xeriscape principles can be summarized as follows:

- a. Using plants with low moisture requirements;
- b. Selecting plants for specific site microclimates that vary according to slope, aspect, soil, and exposure to sun and moisture;
- c. Using native, noninvasive, adapted plant species;
- d. Minimizing the amount of irrigated turf;
- e. Planting and designing slopes to minimize storm water runoff;
- f. Use of separate irrigation zones adjusted to plant water requirements and use of drip or trickle irrigation systems.
- g. Using mulch in planted areas to control weeds, cool the soil and reduce evaporation; and
- h. Emphasizing soil improvement, such as deep tilling, adding organic matter and other amendments based on soil tests.

2. *Appropriate plant species.* Trees and plants used in xeriscape plantings pursuant to this Section shall:

- a. Appropriate for the ecological setting in which they are to be planted;
- b. Have noninvasive growth habits;
- c. Encourage low maintenance and sustainable landscape design
- d. Be commercially available;
- e. Shall not be plant material that was collected in the wild; and
- f. Be consistent with the purpose and intent of this Section.

3. *Native vegetation.* Within xeriscape areas, a minimum of 50% native plants shall be used.

4. *Prohibited species.* The City shall maintain a list of prohibited species, which are invasive or noxious. Where such species already exist, their removal shall be a condition of development approval.

5. Additional planting standards

a. For xeriscape areas, soil samples shall be analyzed to determine what soil conditioning or soil amendments should be used at the time of planting. Soil conditioning measures shall be adequate for the plant species selected.

b. Trees, shrubs, perennials, perennial grasses and groundcovers shall be located and spaced to accommodate their mature size on the site.

6. *Plant replacement.* The developer shall maintain xeriscape plantings for a two-year period from the date of planting. Within the two-year period, the developer shall replace or otherwise guarantee any failed plantings:

a. Dead or dying trees or shrubs shall be replaced; and

b. Plantings of perennials, perennial grasses or groundcovers shall be replanted to maintain a maximum 20% mortality rate from the date of planting.

C. *Stormwater.* Applicants are encouraged to incorporate landscaping into the on-site stormwater treatment system to the greatest extent practicable. (Ord. M-4179 § 94, 10/17/2016; Ord. M-3643, 01/26/2004)

20.925.110 Landscape Plan Requirements.

A. *General.* Any development, except individual lots for single family or duplex structures, requiring landscape installation shall require the submission of a landscape development plan. The landscape development plan shall become part of the Site Plan required elsewhere in this Title for the purposes of review, approval, and compliance for any land use development permit, building permit and / or certificate of occupancy.

B. *Information Required.* Landscape plans shall contain the following information:

1. North arrow, scale, date, title, and name of owner;

2. Accurate site plan (at a scale of 1" = 20' or larger, or as appropriate for the scale of development) showing the location of property lines and their dimensions;

3. Existing and proposed water courses, drainage features, streets, sidewalks, utility lines and easements, and other public or semi-public improvements within or adjacent to the site;

4. Delineation of existing residential structures, if any, on adjacent properties;

5. All existing plant material to be removed or retained and delineation and specification of protection methods for plant materials to be retained;

6. Existing and proposed elevations at sufficient locations of the site to show drainage patterns;

7. Contour lines when the slope exceeds 6%;

8. Existing and proposed buildings and other structures, paved areas, curbs, walks, light standards, signs, fences and screen walls, and other permanent features to be added and/or retained on the site;
9. Calculation of total site area, setback areas, required buffer areas, paved vehicular use areas, required proportional landscape areas, and required plant quantities and types;
10. Location, type, and quantity of any soil amendments;
11. The location, approximate mature size, and type of all plant materials graphically depicted on the plan;
12. Complete description of plant materials shown on the plan, including common and botanical names, quantities, spacing, container or caliper size at installation, and mature height and spread;
13. Irrigation plans showing location and type of all outlets (spray, bubbler, drip, etc.); location and size of water meter or other connection; location, type, and installation details of backflow prevention device; and delineation of each watering zone or circuit; and
14. Landscape areas where xeriscape principles are to be applied shall be clearly delineated in the plan submittal; and native and nonnative species plants should be clearly distinguished.
(Ord. M-3643, 01/26/2004)

20.925.115 Certificate of Landscaping Installation.

A certificate from a licensed landscape architect shall be provided verifying that landscaping indicated on the final landscape plan has been installed. (Ord. M-4187, Added, 12/05/2016, Sec 4)

New Chapter 9.55

Micro Housing Units

20.955.010 Purpose

These standards are intended to allow smaller unit size multifamily rental properties in multifamily zoning districts. These are small footprint units, typically between 120 square feet and 400 square feet.

20.955.020 Applicability

- A. Use Classification. Micro housing units are included under the residential use type of Household Living.
- B. Zoning. Micro housing units are allowed by right in R-18, R-22, R-30, R-35, or as part of a mixed use development in the CC, CG and CH zones

20.955.030 Required Provisions

- A. Kitchen Facilities. One or more of the following options shall be provided to ensure residents have access to facilities for cooking, refrigeration, and washing utensils:
 - 1. A community kitchen facility on each floor available for shared use by the residents of that floor; or
 - 2. Individual kitchens for the private use of the residents of the unit; or a combination of private and community kitchen facilities.
- B. Installation of cooking facilities. Cooking units shall be installed so as to provide a minimum clear workspace in front and above of the cooking appliance, to reduce and prevent hazards of health, sanitation or fire.
- C. Maximum Number of Bedrooms. Each living unit may have up to one bedroom that is separate from the remainder of living facilities within the unit.
- D. Maximum Unit Size. Units shall be not exceed 400 square feet in size.
- E. Bathroom. A unit is not required to but may contain partial or full bathroom facilities. A partial bathroom facility means includes a toilet and sink; a full facility includes a toilet, sink, and bathtub or shower, or bathtub/shower combination. If a full bathroom facility is not provided in each room, common bathroom facilities must be provided that meet the standards of the Building Code for congregate residences with at least one full bathroom per floor.
- F. Parking. Micro housing units require 1 parking space per 2 dwelling units.
- G. Bathroom and Kitchen Facilities. Bathroom and kitchen facilities shall be provided in accordance with subsections (1) and (2) below.
 - 1. Bathroom. A unit is not required to but may contain partial or full bathroom facilities. A partial bathroom facility must have at least a toilet and sink; a full facility must have a toilet, sink, and bathtub or shower, or bathtub/shower combination. If a full bathroom facility is not provided, common bathroom facilities must be provided that meet the standards of the Building Code for congregate residences with at least one full bathroom per floor.

2. Kitchen Facilities. One or more of the following options shall be provided to ensure residents have access to facilities for cooking, refrigeration, and washing utensils:
 - i. A community kitchen facility on each floor available for shared use by the residents of that floor; or
 - ii. Individual kitchens for the private use of the residents of the unit. Cooking units shall be installed so as to provide a minimum clear workspace in front and above of the cooking appliance, to reduce and prevent hazards of health, sanitation or fire.
 - iii. A combination of private and community kitchen facilities.

{ Comment. The following definitions should be added to VMC Code Section 20.150 Use Definitions:

Micro housing: single room living units with a minimum floor area of 120 square feet offered on a monthly basis or longer where residents either can share bathroom and/or kitchen facilities or may have such facilities in their own unit. "Micro housing" does not include dwelling units, assisted living facility, bed and breakfast house, convalescent center, nursing home, facility housing individuals who are incarcerated as the result of a conviction or other court order, or secure community transition facility. }

Chapter 20.810

ACCESSORY DWELLING UNITS

{Recommended changes to ADU allowances for conversion or replacement of existing garages located within rear or sideyard setbacks are underline and highlighted in yellow}

Sections:

- 20.810.010 Purpose.**
- 20.810.020 Definition.**
- 20.810.030 Applicability.**
- 20.810.040 Development Standards.**
- 20.810.050 Submission Requirements.**
- 20.810.060 Conversion of Existing Accessory Structures.**

20.810.010 Purpose.

Purpose. The purpose of these code provisions for accessory dwelling units (ADUs) is to: (1) provide homeowners with flexibility in establishing separate living quarters within or adjacent to their homes for the purpose of caring for seniors, providing housing for their children or obtaining rental income; (2) increase the range of housing choices and the supply of accessible and affordable housing units within the community; and (3) ensure that the development of accessory dwelling units does not cause unanticipated impacts on the character or stability of single-family neighborhoods. (Ord. M-4209 § 2, 08/07/2017; Ord. M-3643, 01/26/2004)

20.810.020 Definition.

Accessory Dwelling Unit (ADU). One or more rooms with private bath and kitchen facilities comprising an independent, self-contained dwelling unit within or attached to a single-family dwelling or in a detached building on the same lot as the primary dwelling unit. An ADU is distinguishable from a duplex in that, unlike a duplex, it is clearly subordinate to the primary dwelling unit, both in use and appearance. (Ord. M-4209 § 2, 08/07/2017- Effective 09/06/2017; Ord. M-3931 § 25, 11/02/2009; Ord. M-3643, 01/26/2004).

20.810.030 Applicability.

A. *Accessory dwelling unit applicability.* ADUs shall be allowed as limited uses in all residential zoning districts (R-2, R-4, R-6, R-9, **R-17**, R-18, R-22, R-30, and R-35) if in compliance with all of the

development standards contained in Section 20.810.030 VMC below. ADUs shall not be allowed within nonresidential zoning districts or in the following circumstances:

1. On properties not containing a detached single family dwelling
2. On properties containing activities requiring a home occupation permit pursuant to VMC 20.860.

B. *Approval process.* A proposed ADU shall be reviewed by means of a Type I procedure, pursuant to Section 20.210.040 VMC, subject to the development standards contained in Section 20.810.040 VMC below. An ADU use is not subject to Site Plan Review. (Ord. M-4209, Added, 08/07/2017, Sec 2)

20.810.040 Development Standards.

Development standards for accessory dwelling units. An ADU shall comply with the following standards:

A. *Configuration.* An ADU may be located either within, attached to, or detached from the primary structure.

B. *Density.* Only one ADU may be created in conjunction with each single-family residence.

C. *Minimum lot size.* An ADU may be established on any legally established parcel meeting applicable standards of this chapter.

D. *Maximum unit size.* The gross floor area, calculated from finished wall to finished wall. ADU shall not exceed 800 square feet or 50 % of the primary single-family structure, not including garage and/or detached accessory buildings (whichever is less). ADUs created entirely within existing basements may exceed 800 square feet provided they are not larger than the size of the remainder of the overall home.

E. *Minimum unit size.* The gross floor area of an ADU shall not be less than the requirements of the Washington State Building Code.

F. *Setbacks and lot coverage.* Additions to existing structures, or the construction of new detached structures, associated with the establishment of an ADU shall not exceed the allowable lot coverage or encroach into required setbacks as prescribed in the underlying zone. The applicable setbacks shall be the same as those prescribed for the primary structure, not those prescribed for detached accessory structures.

G. *Scale and visual subordination.* New detached ADUs, or ADUs extending from existing structures shall not comprise more than 50% of total visible façade area of the primary structure and other outbuildings not including the ADU, as seen from the front of the lot. ADUs shall be subject to a maximum height of 25 feet.

H. *Parking.* No additional on-site parking is required in conjunction with the establishment of an ADU.

I. *Design and appearance.* ADUs that are separate or extending from existing structures shall be architecturally compatible with the principal dwelling.

J. *Construction standards.* The design and construction of the ADU shall conform to all applicable standards in the building, plumbing, electrical, mechanical, fire, health and any other applicable codes. (Ord. M-4209 § 2, 08/07/2017; Ord. M-3959 § 38, 07/19/2010; Ord. M-3701 § 24, 05/02/2005; Ord. M-3643, 01/26/2004)

20.810.050 Submission Requirements.

The following information shall be submitted as part of an application for review:

A. *Application.* Completed and signed application provided by the Planning Official.

B. *Fee.* Fee pursuant to VMC 20.180.

C. *Site plan.* To-scale site plan showing the exact location of the primary residence and any accessory structures, parking, landscaping and setbacks.

D. *Floor plan.* Floor plan, drawn to scale, of entire house and accessory unit within the primary residence or within free-standing accessory structure.

E. *Elevations.* Elevations drawn to scale, of the accessory unit within the primary residence or within free-standing accessory structure. (Ord. M-4209 § 2, 08/07/2017; Ord. M-3643, 01/26/2004)

20.810.060 Conversion of Existing Accessory Structures.

A. *Conversion of an existing structure.* An existing garage structure or other outbuilding may be converted to an ADU provided that the structure complies with established setback standards for a primary structure, not accessory structure, as prescribed in the underlying zone, and complies with applicable building codes, and all other standards of this section. Conversion of such garage shall not result in the elimination of the requirement of one legal on-site parking space to serve the single family residence.

B. *Conversion of existing garages located in non-conforming setbacks.* Garages constructed before January 1, 2021 that are legally nonconforming as to side or rear yard setback may be eligible to be converted or replaced at their current location, provided that:

1. All applicable ADU, building, and other standards are met

2. Conversion or replacement structure or portion of the structure located within the setback does not exceed 18 feet in height. Conversions or replacements of garages shall not result in the elimination of the requirement of one legal on-site parking space to serve the single family residence.

B. *Off-street parking requirements.* The off-street parking requirements for the primary residence shall be provided for elsewhere on the site in conformance with the setback, paving and other development standards described in VMC 20.945 Parking and Loading. (Ord. M-4209 § 2, 08/07/2017; Ord. M-3701 § 25, 05/02/2005; Ord. M-3663 § 20, 08/02/2004; Ord. M-3643, 01/26/2004)

ATTACHMENT B: EMAIL COMMENTS RECEIVED

From: [Michael Beanland](#)
To: [Snodgrass, Bryan](#)
Cc: [Coutinho, Becky](#)
Subject: Housing Code Updates
Date: Wednesday, February 2, 2022 7:47:54 AM

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Bryan,

I just completed your survey on the proposed code changes. The survey requires the responded to be articulate and a facile typist. If you really want broad input, add multiple choice questions. Also, the photos used are all of aesthetically pleasing examples of the code changes, these unfairly bias respondents. Provide a fair sample of good and bad examples or provide no photos at all to avoid biasing responses. Survey design to get unbiased and broad results takes special design skills and methods, make some improvements to get broader and better responses. As it is now, the survey is heavily biased and will give biased results.

Not listed in your housing code update considerations is the problem of new high-density tall development adjacent to existing low-density single-family homes. The code changes all seem to be pushing toward higher density, more development, more profit for developers and builders, and damn the impact on the existing properties. If you lived in a single-family one-story home, which is much of the existing housing stock, would you like a 50-foot tall apartment being built 10-feet from your property line? Even though code allows it? And, since the code allows it, developers will do it. And since code allows it, you have no recourse.

The impacts on adjacent properties needs to be considered in every development and the codes need to reflect that need for consideration. Higher density development can be compatible with lower density neighborhoods if they are not too tall and are set back from property lines. But, the impacts of new development from the adjacent existing homes perspective needs to shape the new development.

Further, "good fences make good neighbors". The code now requires only a 6-foot tall fence between a high density development and the low density housing around it. That code needs to be reconsidered. The fence or wall between developments needs to consider the impacts of the new development on the adjacent properties. I live in a neighborhood where apartment dwellers regularly jump the fences to walk through our neighborhood since they see it as a short cut. Would you like your yard to be a short cut for a 200-unit apartment complex? The fence codes need to be revised to allow the City to require and for the developer to build fences that are taller than 6-feet and more robust than wooden slat fences? Robust walls at least 8-feet tall need to be the rule not the exception.

When developing housing code updates, do not forget to consider some of the building code issues that shape the impacts of the changes the housing codes have on neighborhoods.

Michael Beanland, P.E.

From: S Murphy <smurphy@cyberacoustics.com>
Sent: Sunday, January 30, 2022 4:52 PM
To: Snodgrass, Bryan <Bryan.Snodgrass@cityofvancouver.us>
Cc: Coutinho, Becky <Becky.Coutinho@cityofvancouver.us>
Subject: Parking Issues

Hey Brian,

Sorry for the delay. I spent some time driving to 8 locations where there is a high density of housing. Parking is an issue at 7 out of the 8 locations. Here are some interesting findings:

- 1) Many streets were full of parked cars.



- 2) There appears to be a lot of residents who don't park their cars in the garage. A lot of driveways were full.



3) No Parking and No Parking Fire Zone signs did nothing to deter parking in those zones.



4) Narrow Streets should not have parking on both sides.



- 5) What did work in one location, if the curb was painted red and marked as a Fire Zone, drivers did not park in those locations.



I know these are not easy times and change is always going to be challenging. Unfortunately, parking issues are not a priority for enforcement, but for those that deal with it, day after day, it creates dissention between neighbors. You would agree, that is not the goal with these new code modifications. We do need to add something in the code to curb the parking problem. The only thing that appears to be working is designating one side of the street as a fire zone with painted curbs. I hope you can incorporate this, as a must have, in future developments. No parking signs just don't work.

Thank you for your time,

Stephen Murphy



103 E 29th St.
Vancouver, WA 98663

Tel: 360-694-0933
Fax: 360-694-1606

www.biaofclarkcounty.org

January 24th, 2022

Vancouver Planning Commission
415 W 6th St.
Vancouver, WA 98660

COV Housing Code Updates

Dear Chair Ledell and fellow Commissioners,

I am writing to you on behalf of the Building Industry Association of Clark County to provide input on the proposed housing code updates for the City of Vancouver. Building more affordable and middle housing is crucial to solving the housing crisis we face in this state. The majority of the code updates would aid in that effort, however some of the design standard requirements proposed would increase costs, and severely limit the type of housing and amenities that our member's clients demand. As an industry, we want to work collaboratively with the city to provide livable, attractive neighborhoods while providing the necessary flexibility so our members can maximize space, which creates greater value for those seeking housing. Our specific concerns are outlined below.

1. Small-Lot Subdivisions: R-17

The creation of this new zoning type is vital. Land supply is constrained throughout the city and small lot subdivisions create the option for more density, affordable housing, and a neighborhood feel. However, the requirement of onerous design standards would slow down the development of this product type. Specifically, the garage frontage restrictions and rear alley requirement (where feasible) are two standards that would severely limit our members in the type of product they can produce for the public. The rear alley requirement would increase the cost of housing while creating more impervious surface. The elimination of the rear alley requirement wouldn't take any on-street parking away. Moreover, many potential home buyers don't want a backyard surrounded by a sea of asphalt and the noise pollution associated with neighbors' car/garage use. The backyard is a sanctuary, and we should keep it that way. The industry would like to see more flexibility on the rear alley requirement and an explanation on the purpose of rear alleys because they seem to function exclusively for vehicle use. Who will be responsible for the unregulated intersections, sightlines, and maintenance needs that will come from the creation of these rear alleys? Will the front façade garage standard apply to rear alley access frontage?

In addition, the front façade restrictions on garages would severely limit the type of product our members can build. In the R-17 zone, we are talking about lots less than 50ft in width. To provide a bare minimum two car garage, the garage needs to be a little over 20ft in width. A 50% cap on garage frontage would unduly restrict the size of garages on top of current requirements like setback standards. How will allowing more than 50% of the front façade to be garage discourage neighborhood pedestrian activity? At the builder/developer open house presented by staff there was also mention of requiring 9ft of front facing lot width dedicated to the front entry. We support the front entry requirement but implementing a 9ft requirement would limit what homeowners can buy and what our members can build. Both the front façade garage restriction and the 9ft front entry dedication requirement would restrict garage width. This could create massive, unintended consequences. The market wants garage space, and grand theft auto has increased 179% since 2019 within the City of Vancouver. These new street front requirements should not be extended to R-9 and R-6 zoning.

The concerns of homogenous neighborhoods are valid. Our members recognize this and want to work with the city and staff to devise solutions. One solution that the City of Ridgefield has used is instituting both structural and decorative elements to break-up the garage and enhance curb appeal. Structural elements could include a covered porch area with a minimum of 15sqft, dormers, gables, bay windows, 12-inch offset from one exterior wall to another, and balconies. Decorative elements could include garage doors, pillars/posts, eave or barge boards with two material variations, shingles or varied siding in gables, siding shingles, shake, batten board, wainscoting, or similar, brick, stone or cedar accents covering at least ten percent of the front facade wall surface area, variable siding (e.g. shed roof above windows), belly band cladding, etc. The City could require the use of a set number of the previously mentioned design elements that would visually break-up the garage frontage.

The commission should also consider recommending an increase in allowable height in this zone. The 25ft height cap should be increased to 35ft so our members can provide additional value for both homeowners and renters. That 10ft could allow for a work from home space, fitness space, and additional bedrooms to accommodate more individuals living under one roof. This additional space would also benefit renters, allowing for more roommates in one dwelling, thereby lowering the cost of housing.

2. Cottage Housing

Cottage housing provides a unique opportunity for our members to build more affordable homes with the benefit of a doubling density in the underlying zone. We applaud the efforts of City Staff and the planning commission in modifying the cottage cluster standards. Specifically, allowing 200% density in the underlying zone and the allowance of cottage duplexes would increase housing capacity in the City of Vancouver. However, the industry believes there are additional ways to modify the code, push boundaries, and provide essential housing for the citizens of Vancouver.

First and foremost, the market wants an attached garage. Our members can achieve greater density using attached garages compared to a communal parking arrangement. The citizens of Vancouver are fearful for the safety of their vehicles, and attached garages are one of the solutions and what the market demands. Staff has acknowledged this and provided a 200sqft exemption to the 1,600sqft maximum for an attached garage. While we commend this provision, it clearly doesn't satisfy the intent. A one car garage **bare minimum** is 250sqft. The Planning Commission should recommend an exemption over 250sqft so that garage space is usable. If cottage duplexes are to be allowed, both units should be entitled to the same garage space exemption as a single cottage.

Also, like the R-17 zone, we would like to see the height cap increase from 25ft to 35ft, which would provide the necessary flexibility our members need to create the type of product the public wants. Quite frankly, we are in a housing crisis, and we need more flexibility in our design standards to match the need. Further flexibility on courtyard orientation and open space requirements would be a step in the right direction. Recently, the City of Bend, OR made those changes to their cottage cluster code. It may also suit the commission to contemplate an increase in the number of cottages allowed per cluster as well.

3. Supporting Strategies

Despite our concerns, we appreciate the important work the commission is taking on. We are in full agreement with the changes to ADUs as it relates to garages and setbacks, shared kitchen and bath for apartments, state mandated parking reductions, incentives for visitability, the creation of a denser multifamily zone, and many others. Our association and its members want to build livable, attractive communities so the citizens of Vancouver can achieve the American dream and build generational wealth. Communication with our local jurisdictions is vital and our industry appreciates the opportunity to provide input.

Sincerely,

A handwritten signature in dark ink, appearing to read "Justin Wood", written in a cursive, flowing style.

Justin Wood
Government Affairs Manager

From: Peter L. Fels <plfels@gmail.com>
Sent: Tuesday, December 14, 2021 10:20 AM
To: Planning Commission <PlanningCommission@cityofvancouver.us>; Snodgrass, Bryan <Bryan.Snodgrass@cityofvancouver.us>
Subject: Housing Code revisions

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Commissioners and Bryan Snodgrass:

Please consider these two comments regarding proposed Housing Code changes in lieu of my oral testimony today:

1) at VMC 20.410.030(24), (regarding duplexes, triplexes and quads) replace the word "family" with the word "household". The word "family" has sometimes been interpreted unnecessarily restrictively, e.g., to prohibit unrelated persons from living together, as in group homes, unmarried couples, etc. My suggested change in wording may avoid future legal challenges.

2) I appreciate that changes to single family residential zones will be taken up in the coming year. I have encouraged their elimination in order to advance the City's climate and equity goals. Current SFR neighborhoods tend to be unavailable to lower income households and are vestiges of historic privilege and housing discrimination. When people tell you that allowing duplexes, triplexes, quads and smaller lot sizes will destroy the "historic character" of a neighborhood or lower property values, they are also saying they want to protect their privileged status. Going forward on this issue, please keep in mind the importance of density to reduce climate change and the value of increasing neighborhood diversity.

Thank you,

Peter Fels

From: Peter L. Fels <plfels@gmail.com>
Sent: Monday, September 20, 2021 10:28 AM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>; Snodgrass, Bryan <Bryan.Snodgrass@cityofvancouver.us>
Subject: Housing Code Updates, Climate change and Homelessness

Peter Fels
5121 NW Franklin Street
Vancouver WA 98663
telephone: (360) 737-3154 • plfels@gmail.com

Via email to: cmo@cityofvancouver.us; Bryan.Snodgrass@cityofvancouver.us

To: Mayor McEnerny-Ogle and Vancouver City Councilors, Bryan Snodgrass

RE: Public Forum Testimony concerning Housing Code Updates

Dear Mayor and Councilors:

I appreciate the efforts of the planning staff to increase housing options as presented at the workshop today. However, I am surprised that staff is so reluctant to pursue one of the recommendations of the Affordable Housing Task Force made over 5 years ago.

As noted in Mr. Snodgrass' memo, the Task Force recommended changes to the SFR zone to allow increased density in the form of duplexes and triplexes. Single family zoning has been outlawed statewide in both Oregon and California in recognition of the affordable housing shortage and climate change.

Homelessness and global warming are both urgent issues and need immediate attention.

Increased density helps increase affordability and reduce greenhouse gas emissions. It also improves equity by reducing the exclusivity of SFR neighborhoods. All three of these issues, climate, homelessness and equity, are top priorities of the City according to your strategic plan.

Mr. Snodgrass' memo states that discussion of changes to the SFR zones will begin in 2022 and will require more extensive community feedback. I have no doubt that some residents of current SFR zones will object to any proposed changes that increase density for fear of increased crime and reduction of their property values. However, there already are duplexes and triplexes in many SFR neighborhoods and there is no evidence of increased crime related to those units, while property values throughout Vancouver have soared in recent years. Furthermore, while some increased density may change the character of neighborhoods, in my opinion increased diversity will change their character for the better.

One of the things you can do as part of your climate planning is to move forward quickly on this issue. While history shows that infill and small MFR units are built up slowly, allowing them sooner rather than later is an important step and will move us closer to a more equitable and affordable city.

I also encourage you and the planning staff to look at revising current codes to allow long term parking and habitation of RV units and campers on private property at least during the current housing crisis, treating them as similar to ADUs. This can be a short term solution to the housing crisis while also allowing family members to stay together and allowing some residents to stay in their homes by sharing expenses with extended family or multiple generations.

Please urge the planning staff to move more quickly to recommend changes to increase density in SFR zones.

Thank you.
/Peter Fels



HQ Master Plan

Fishers Quarry at Riverview Gateway Subarea



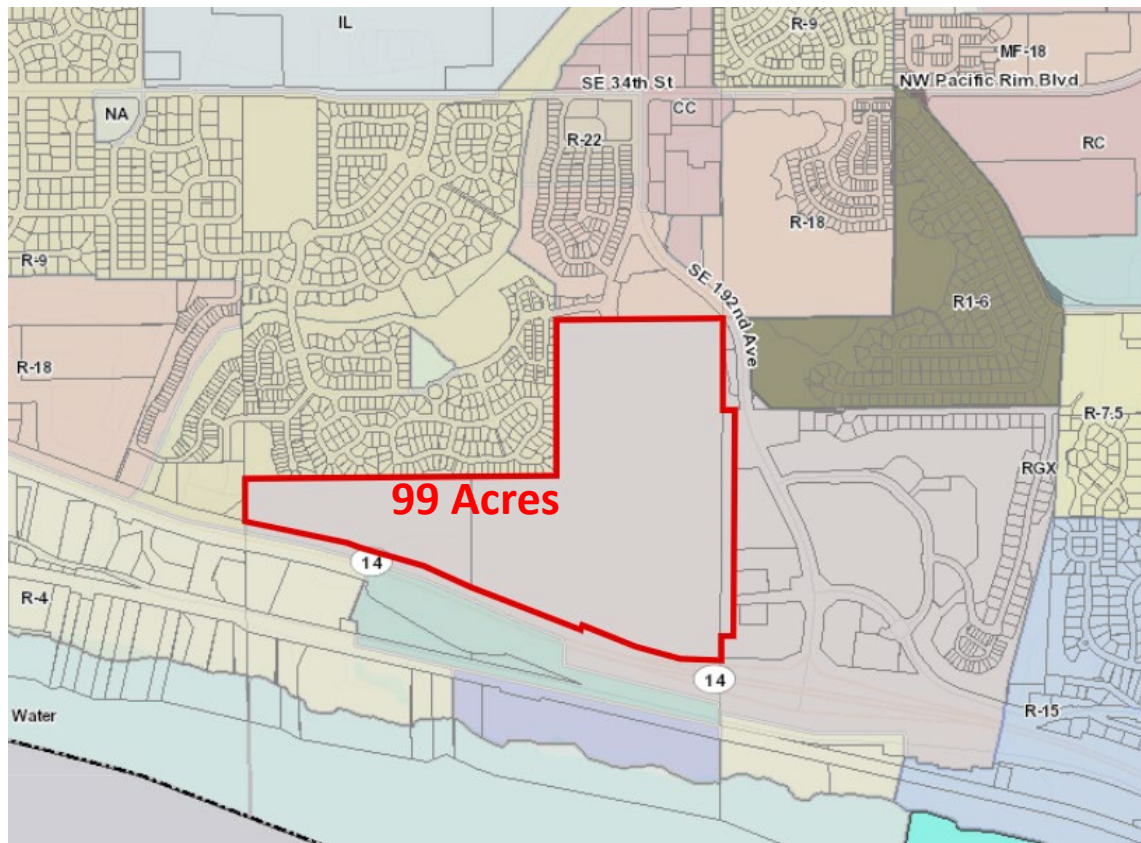
February 22, 2022
Planning Commissioner Public Hearing
Keith Jones, Senior Planner
Community Development Department

2/14/2022 8:30 AM

Presentation Overview

- Provide overview of Riverview Gateway Subarea Plan and Plan District requirements
- Provide overview of HQ Master Plan proposal
- Provide overview of approval process
- Summary of findings and recommendation

Site Location



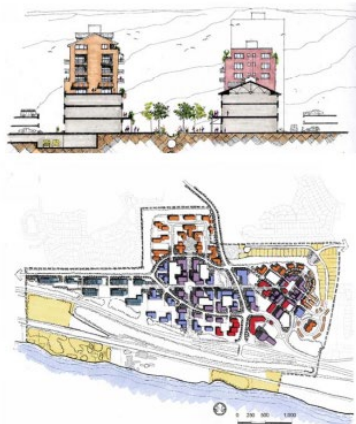
Riverview Gateway Subarea Plan



Riverview Gateway Subarea Plan

CITY OF VANCOUVER

Riverview Gateway Subarea Plan



February 2, 2009

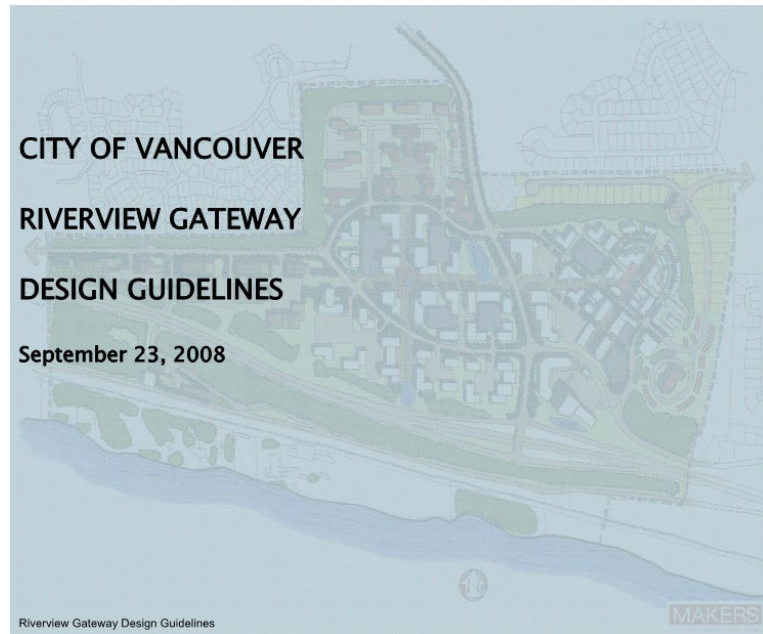


CITY OF VANCOUVER

RIVERVIEW GATEWAY

DESIGN GUIDELINES

September 23, 2008

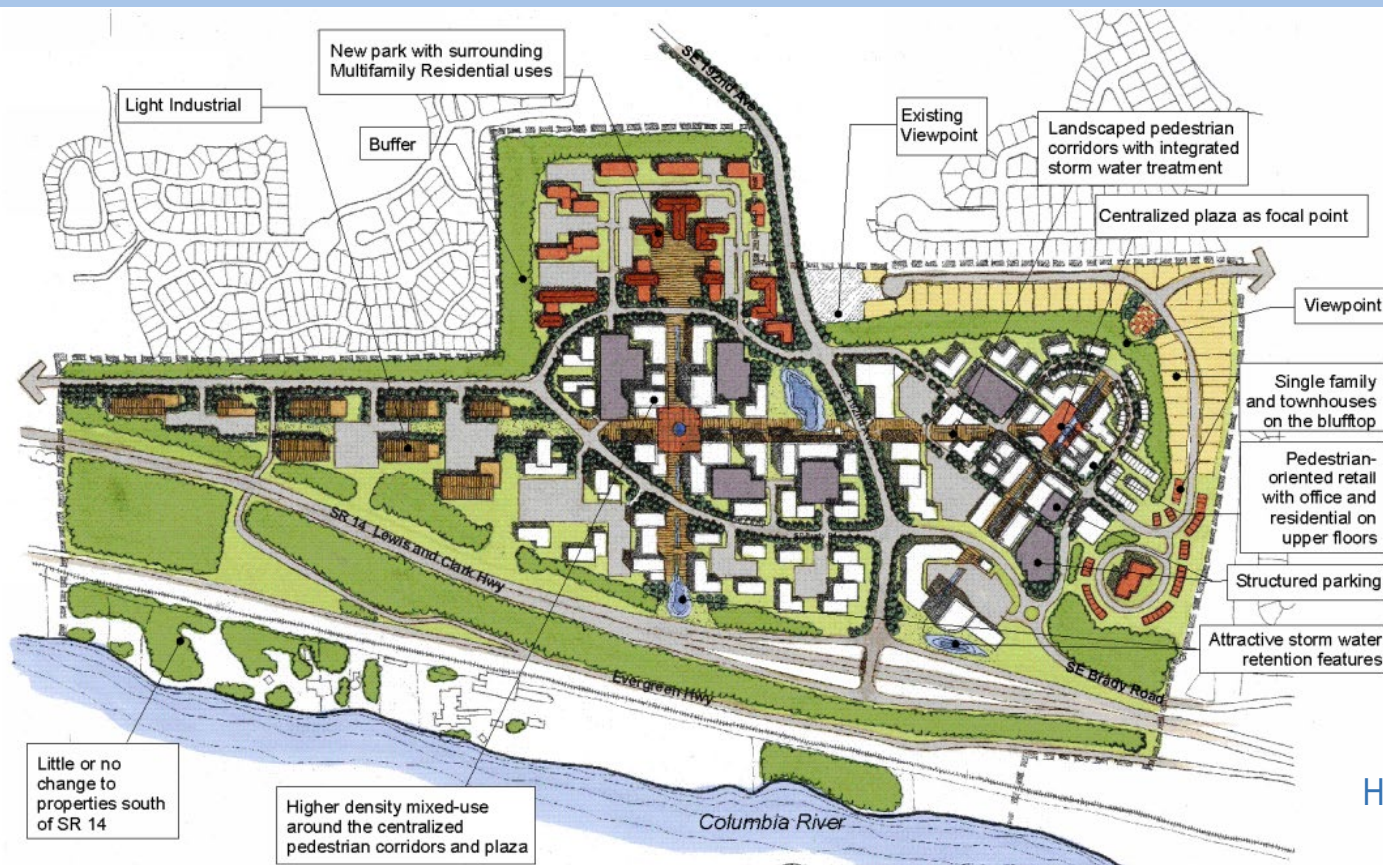


Riverview Gateway Subarea Plan

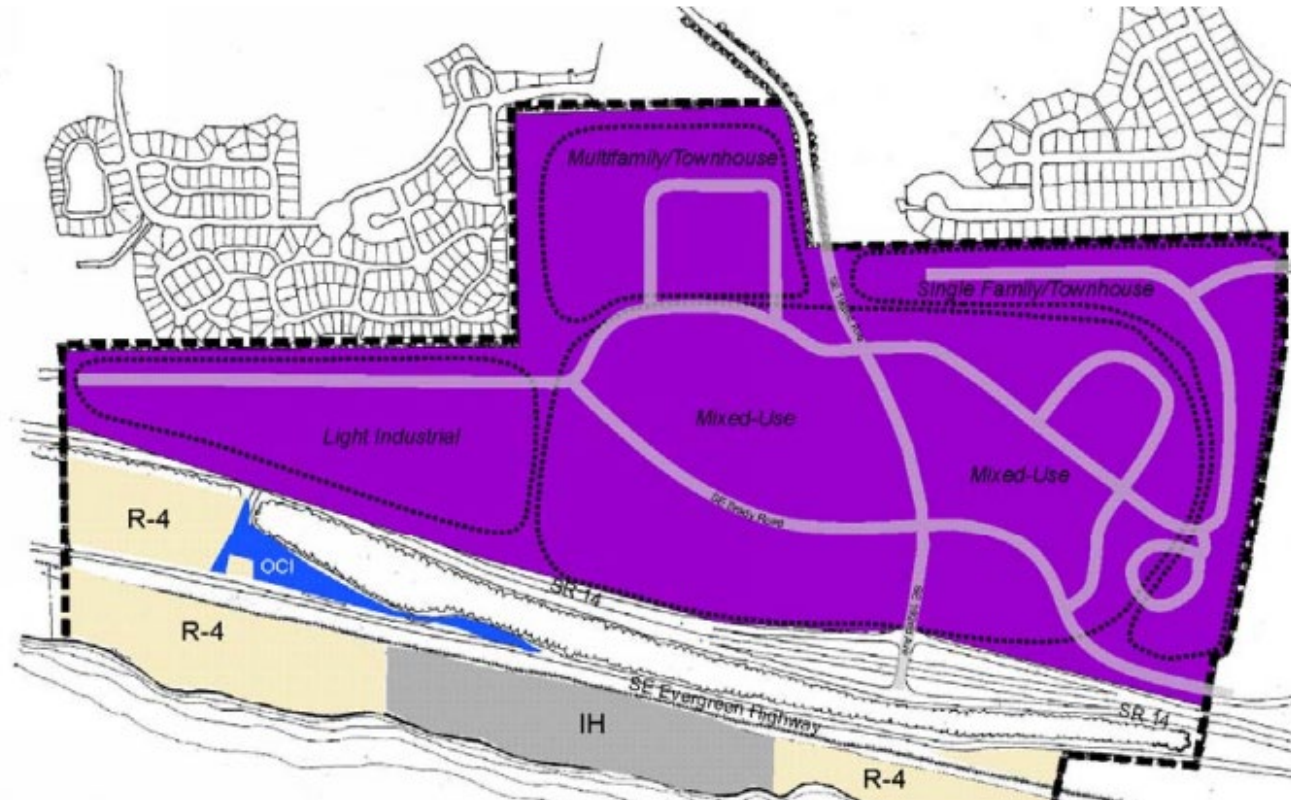
Plan Concepts

- A dynamic mix of urban uses
- Build on river views and quarry topography as a unique site amenity
- Connected network of attractive parks, open spaces, and trails
- Efficient multi-modal circulation system
- Encourage Low Impact Development Techniques (LID)
- Protect the Columbia River Shoreline

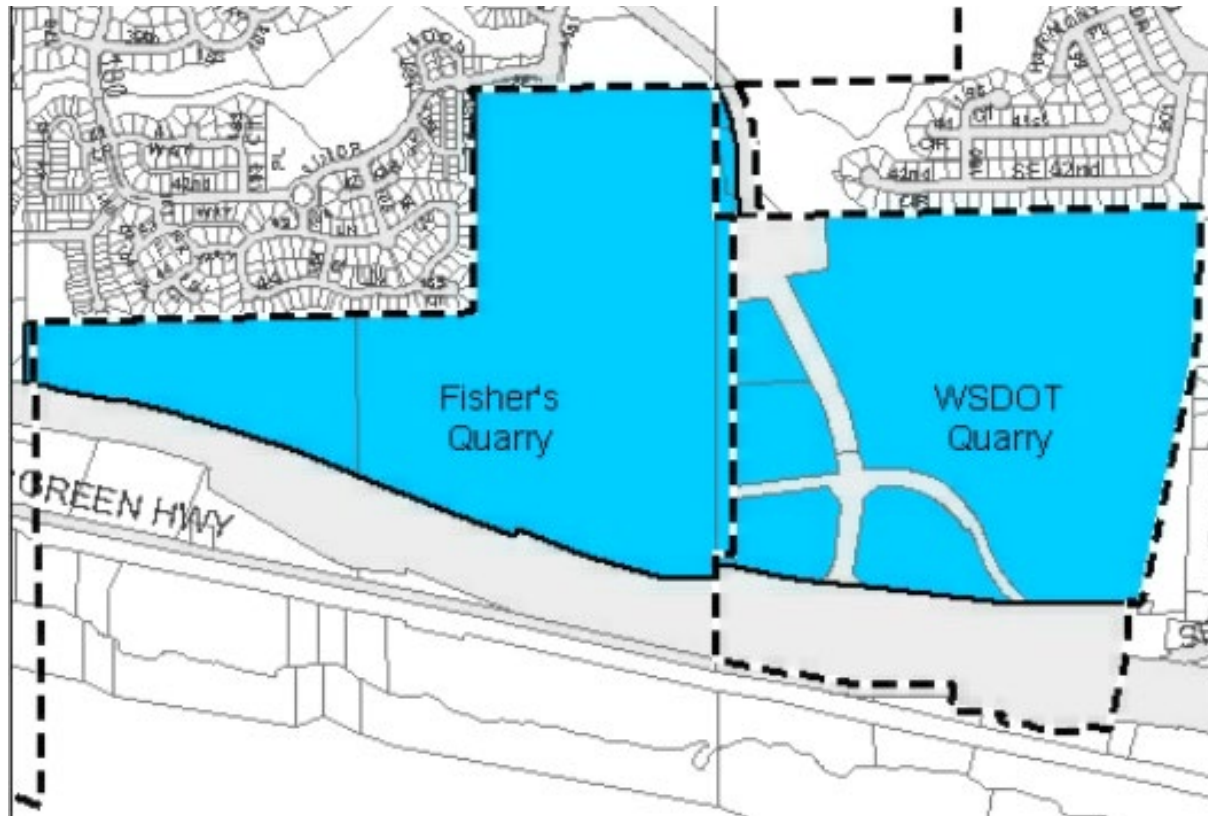
Riverview Gateway Subarea Plan



Riverview Gateway Subarea Plan



Riverview Gateway Plan District (VMC 20.680)



Riverview Gateway Plan District (VMC 20.680)

Land Use Allocation

- a. **Multi-family residential uses** shall account for a **maximum of 40%** of the total developable land area in the quarry as defined herein. There shall be no single-family uses.
- b. **Non-office Commercial uses** shall account for a **maximum of 35%** of the total developable land area in the quarry.
- c. **Office and/or light industrial** areas shall together account for **minimum of 30%** of the total developable land area in the quarry.
- d. **Parks and usable open space corridors** shall account for a **minimum of 7%** of the total developable land area in the quarry, to be located generally as indicated in the Riverview Gateway Subarea Plan.

Riverview Gateway Plan District (VMC 20.680)

Building Requirements

1. *Vertical Mixing*. 10% of all buildings in the Fisher Quarry shall contain a mix of two or more use types.
2. *Floor Area Ratios*. All buildings minimum Floor Area Ratios (FAR) of 0.5 FAR.

Maximum building height of 75 feet.

Riverview Gateway Plan District (VMC 20.680)

Master Plan

1. Master Plan Approval Required (Type IV process)
2. Master Plan Review Criteria
 - Consistent with subarea plan
 - Achieves master plan objectives

Riverview Gateway Plan District (VMC 20.680)

Master Plan Objectives (20.680.040.C)

- Capitalizes on the unique topography and view potential
- Urban rather than suburban
- Quality development that creates a sense of place
- Sustainable building and low impact development
- Off-site impacts including (noise, glare, and traffic) minimized
- Meet the standards of the Vancouver Comprehensive Parks, Recreation and Natural Areas Plan
- 10% of residential units are affordable to moderate income households

HQ Master Plan- Development Overview

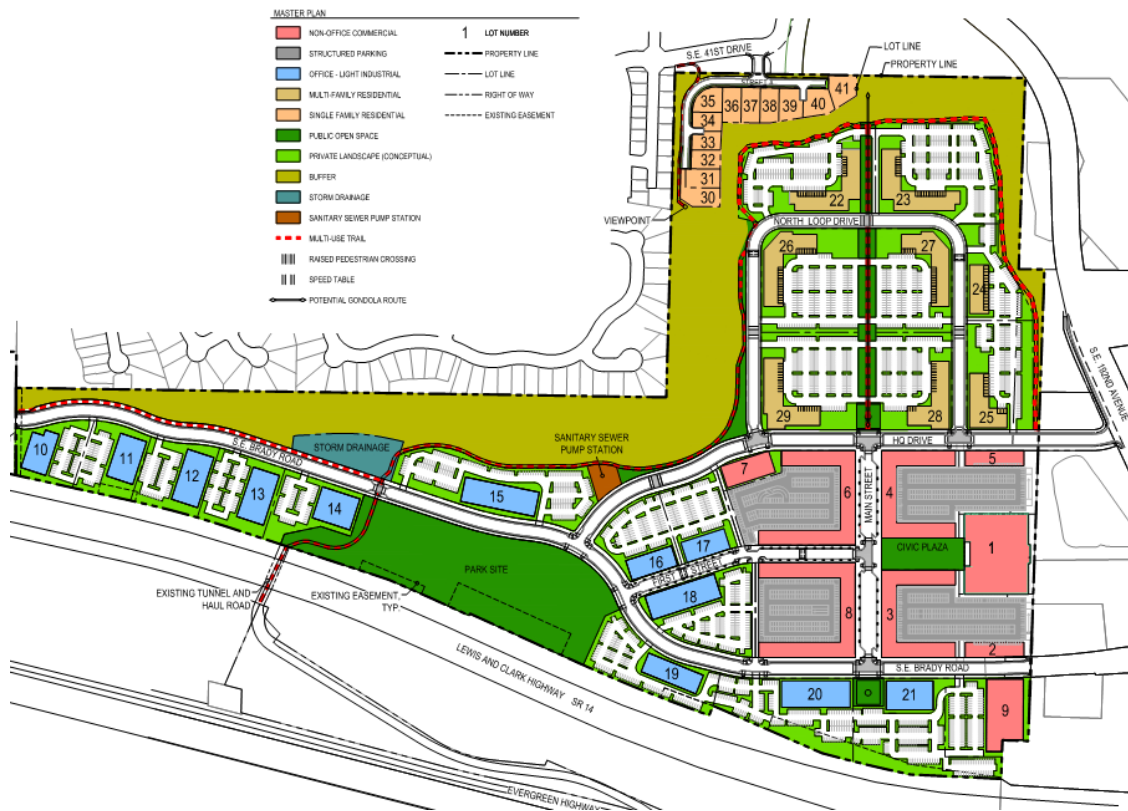
Overview of proposed development:

- 99-acre site (65 acres developable)
- 331,934 Square Feet of Office/Light Industrial
- 350,765 Square Feet of Non-Office Commercial (includes 120-room Hotel)
- 1,950 Multifamily Dwelling Units
- 12-Lot Single-Family Residential Subdivision
- 6.5 Acre Park

HQ Master Plan

MASTER PLAN

- NON-OFFICE COMMERCIAL
- STRUCTURED PARKING
- OFFICE - LIGHT INDUSTRIAL
- MULTI-FAMILY RESIDENTIAL
- SINGLE FAMILY RESIDENTIAL
- PUBLIC OPEN SPACE
- PRIVATE LANDSCAPE (CONCEPTUAL)
- BUFFER
- STORM DRAINAGE
- SANITARY SEWER PUMP STATION
- MULTI-USE TRAIL
- RAISED PEDESTRIAN CROSSING
- SPEED TABLE
- POTENTIAL GONDOLA ROUTE



HQ Master Plan

BUILDING NUMBER OF FLOORS LEGEND

-  1 FLOOR (BLDG 9-14)
-  2 FLOORS (BLDG 1, 7, 15-16, 18-20, 30-41)
-  3 FLOORS (BLDG 17, 21)
-  5 FLOORS (BLDG 2, 5, 22-29)
-  6 FLOORS (BLDG 3, 4, 6, 8)

1 LOT NUMBER

--- PROPERTY LINE

--- LOT LINE

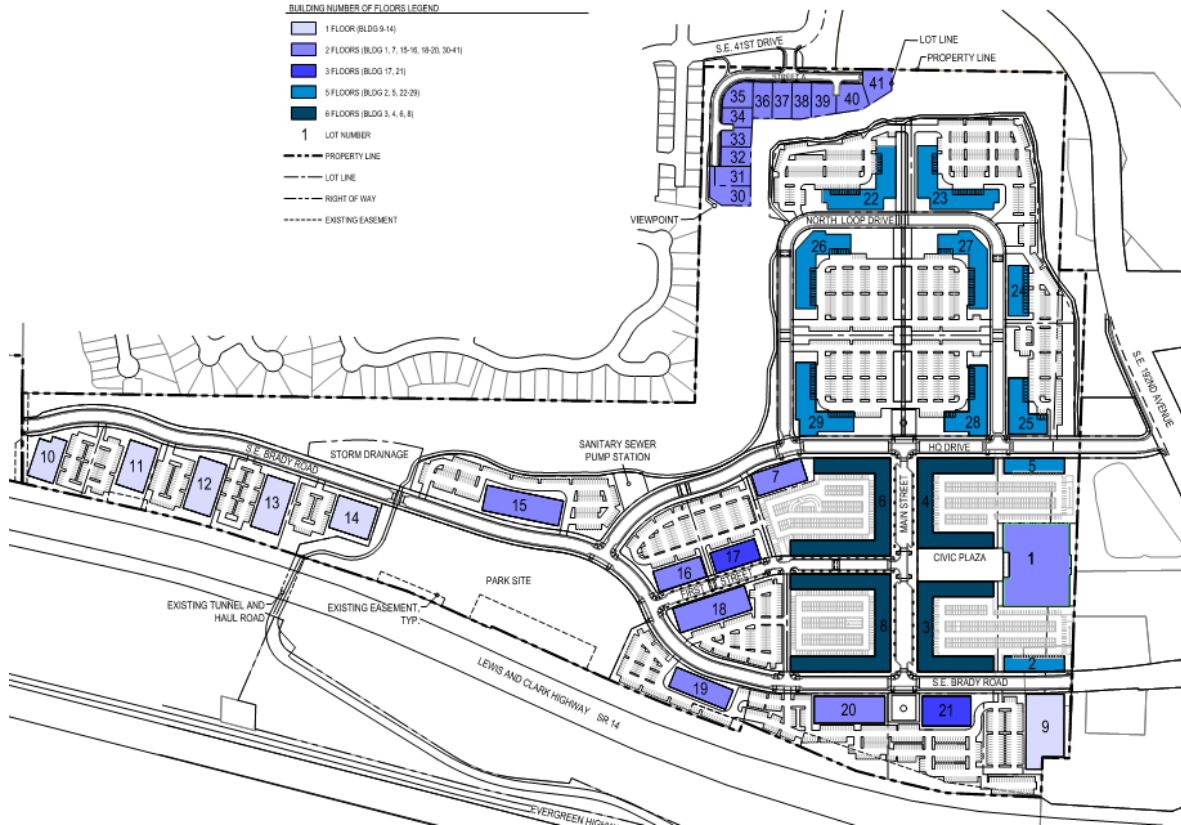
--- RIGHT OF WAY

--- EXISTING EASEMENT

BUILDING NUMBER OF FLOORS LEGEND

-  1 FLOOR (BLDG 9-14)
-  2 FLOORS (BLDG 1, 7, 15-16, 18-20, 30-41)
-  3 FLOORS (BLDG 17, 21)
-  5 FLOORS (BLDG 2, 5, 22-29)
-  6 FLOORS (BLDG 3, 4, 6, 8)

- 1 LOT NUMBER
- PROPERTY LINE
- LOT LINE
- RIGHT OF WAY
- EXISTING EASEMENT



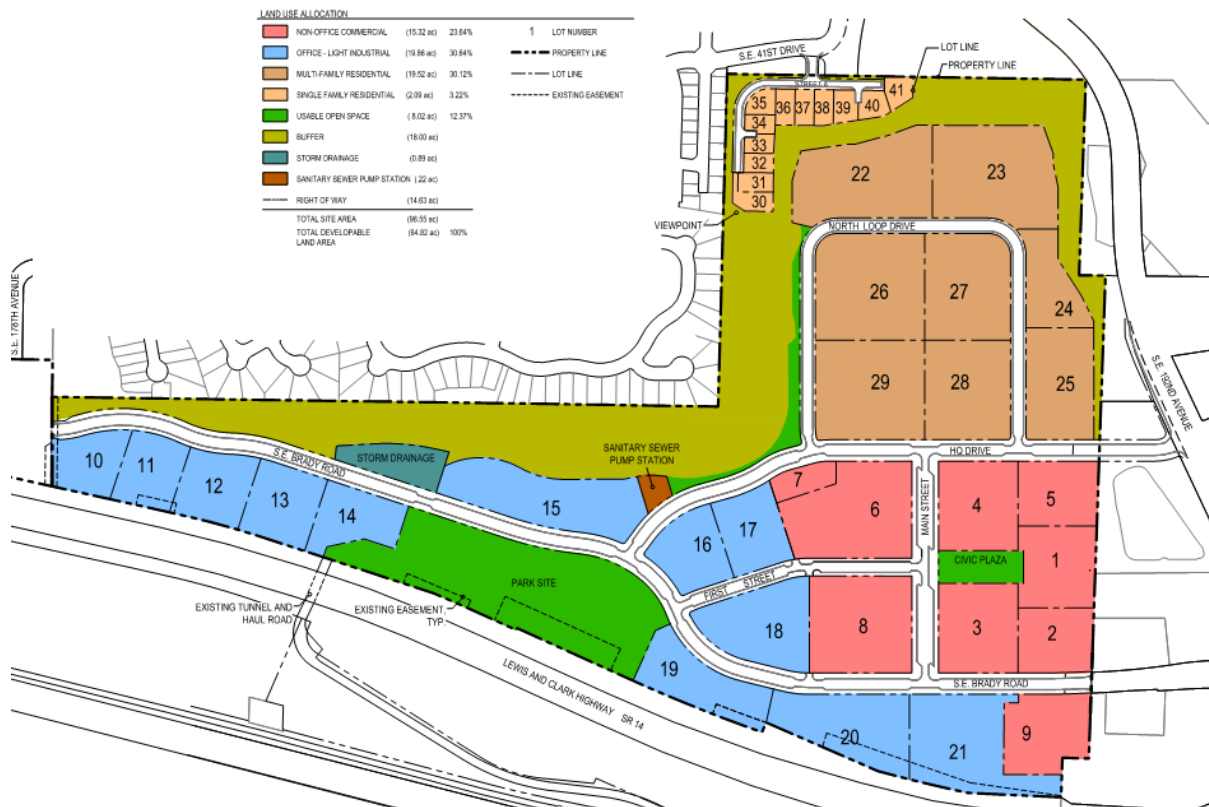
HQ Master Plan

Land Use Allocation

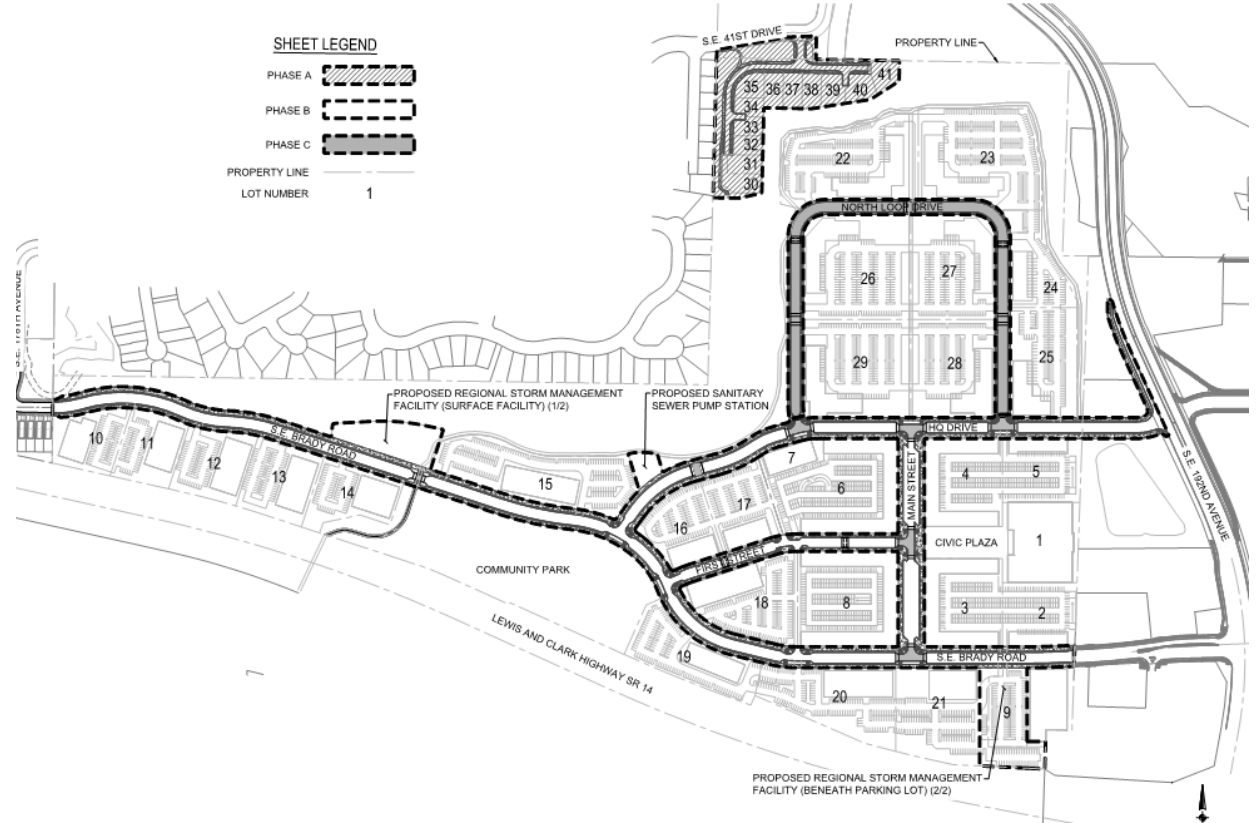
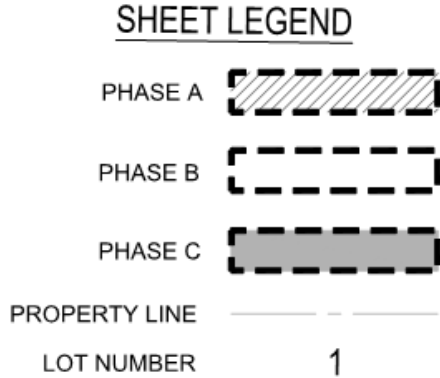
- Non-Office Commercial	(15.30 Ac)	23.27%	
- Office - Light Industrial	(19.73 Ac)	30.03%	
- Multi-Family Residential	(22.72 Ac)	34.56%	
- Usable Open Space	(7.98 Ac)		12.14%
- Developable Land Area	(65.72 Ac)	100%	
- Buffer	(17.62 Ac)		
- Storm Drainage	(1.03 Ac)		
- Sewer Pump Station	(0.22 Ac)		
- Right Of Way	(13.96 Ac)		
- Total Site Area	(98.55 Ac)		

LAND USE ALLOCATION

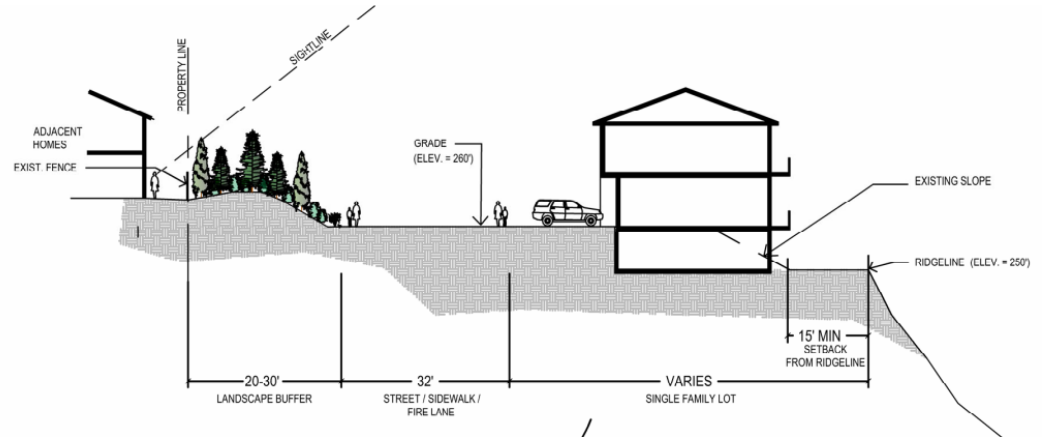
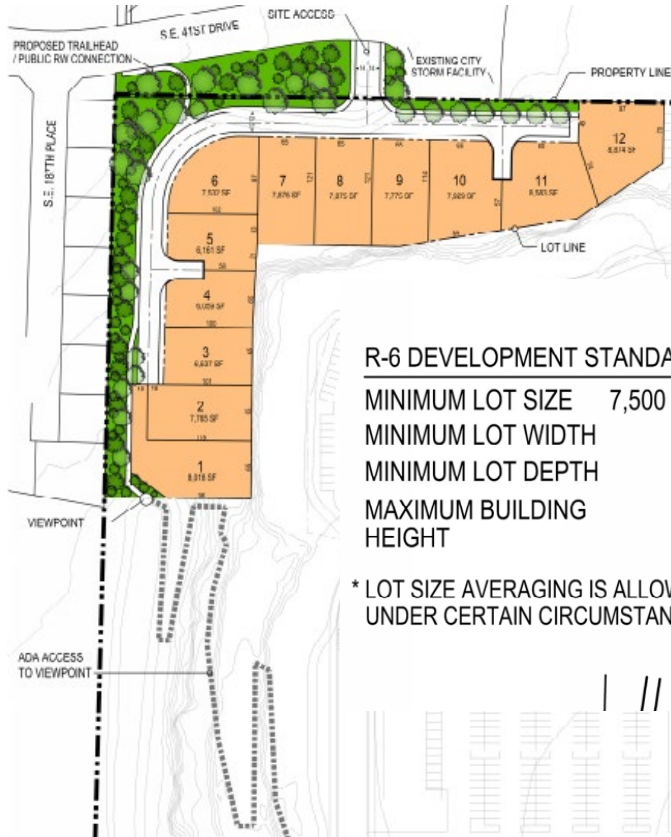
	NON-OFFICE COMMERCIAL	(15.32 ac)	23.64%
	OFFICE - LIGHT INDUSTRIAL	(19.86 ac)	30.64%
	MULTI-FAMILY RESIDENTIAL	(19.52 ac)	30.12%
	SINGLE FAMILY RESIDENTIAL	(2.09 ac)	3.22%
	USABLE OPEN SPACE	(8.02 ac)	12.37%
	BUFFER	(18.00 ac)	
	STORM DRAINAGE	(0.89 ac)	
	SANITARY SEWER PUMP STATION	(.22 ac)	
	RIGHT OF WAY	(14.63 ac)	
	TOTAL SITE AREA	(98.55 ac)	
	TOTAL DEVELOPABLE LAND AREA	(64.82 ac)	100%



HQ Master Plan



HQ Master Plan

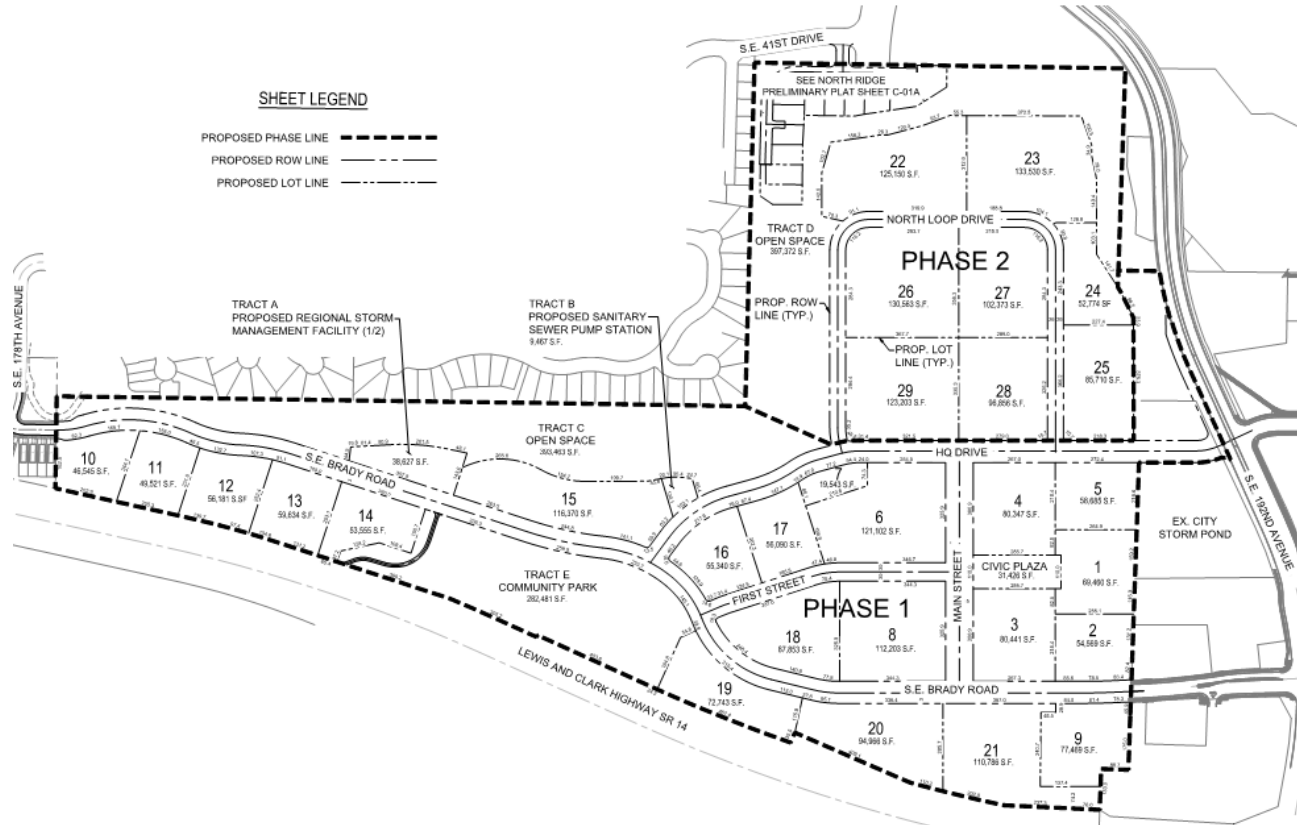


HQ Master Plan

Planning Commission Review:

- Type IV Master Plan
- 41-Lot Subdivision (includes 12 single-family lots)
- Zoning Text Amendment

HQ Master Plan – Subdivision



HQ Master Plan – Use Text Change Request

1) Industrial Services (currently Conditional Use)

Applicant: requests the following used be permitted:

- Building, heating, plumbing or electrical contractors
- Exterminators
- Janitorial and building maintenance contractors where the indoor storage of materials is more than incidental to the office use
- Photo-finishing laboratories
- Bulk Sales

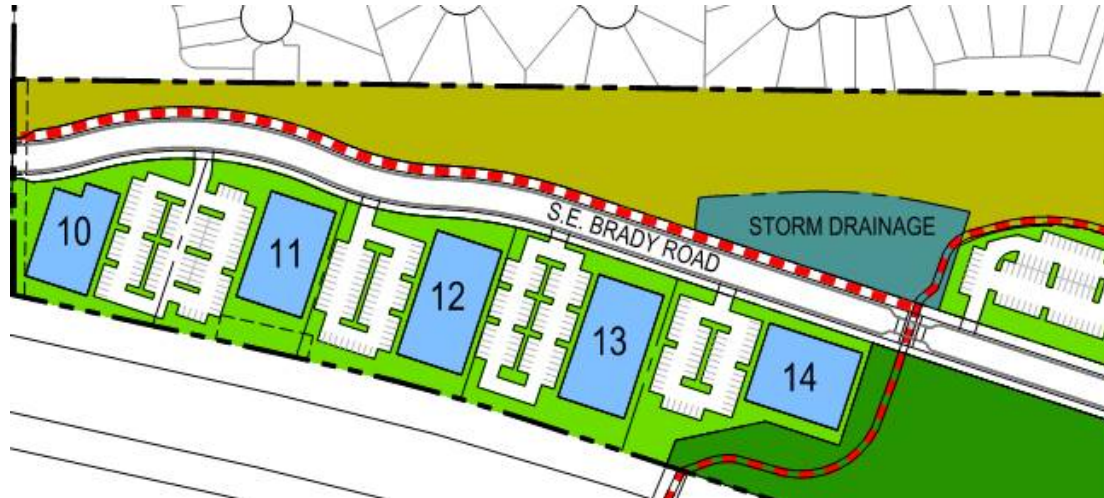
2) Extended Office

Applicant: requests Extend Office be Permitted (Currently Conditional)

HQ Master Plan – Use Text Change Request

Staff Proposal:

Only on Lots 10-14 with an L5 buffer (High Berm 4-6 foot tall) required on the west side of Lot 10. Table 20.430.030-1 would add a C/P to the table for RGX with P having a footnote indicating that these industrial services uses are permitted only in the west end of the Fishers Quarry Area per an approved master plan.



Staff Report Findings

- Staff finds that the proposal is consistent with the Riverview Gateway Plan District approval criteria and Subarea Plan.
- The application was noticed, one public comment and three agency comments were received within the 30-day comment period, several public comments were received prior to the 30-day comment period.
- Staff recommends installation of a public trail from the single-family residential subdivision down to the main master plan area.
- Staff recommends approval of zoning text amendment to allow single-family residential uses, extended office and some limited industrial services uses.
- Based upon the findings detailed in the staff report, the criteria for master plan approval have been satisfactorily met or shall be met as conditioned.

Recommendation

Staff recommends Planning Commission recommend approval of the HQ Master Plan to City Council, subject to the conditions detailed in the staff report.

Next Steps

Next Steps

- City Council Workshops and Public Hearing to be scheduled

Questions and Discussion

- Keith Jones, Senior Planner
- Keith.Jones@cityofvancouver.us (360) 487-7887



HQ Master Plan & Subdivision

Vancouver Planning Commission Presentation

February 22, 2022

Our Team

These team members are present tonight – but many, many more!

- Hurley Development
 - Ryan Hurley – Owner/Developer
 - Scot Brantley – Hurley Senior Project Manager
- Otak
 - Li Alligood, AICP, LEED ND AP – Land Use Planner
 - Tim Leavitt, PE – Civil Engineer
 - Steve Dixon, PLA – Urban Designer
- Mackenzie
 - Brent Ahrends, PE – Traffic Engineer
 - Janet Jones, PE – Traffic Engineer

Project History

Decades of Planning

- 2009: Riverview Gateway Subarea Plan adopted
- 2020: Hurley and Otak begin conceptual design work on the site
- 2020: Cadman ceases mining on the property and begins reclamation work
 - Approved reclamation permits included removal of the berm at the northwest corner of the site
- 2021: Hurley purchases the site
- September 2021: Hurley hosted a neighborhood meeting to share the Master Plan concept with the community
- June 2021: HQ Master Plan application submitted to the City
- Summer 2022: Anticipated Master Plan approval
- Ongoing: Hurley coordination with adjacent neighborhood associations

HQ Master Plan

Design Considerations

- Riverview Gateway Subarea Plan concepts
- Adopted infrastructure plans
- Required RGX zone use allocations
- Open space and connectivity
- Parking requirements and location
- Building construction type and cost
- Minimum FAR requirements
- Vehicular access requirements

HQ Master Plan

Land Use Allocations



HQ Master Plan

Other Considerations

- Economic benefits of various uses/tenants
- Smart City technology
- Vancouver Parks & Recreation requirements

Key Public Comments & Concerns

Submitted through February 15, 2022

- North Ridge/Lot 30 development
 - Hurley has revised the development concept from multifamily to 12 single-family dwellings, a landscaped buffer, and a public trail and viewpoint
 - Fisher's Creek Neighborhood Association and Hiddenbrook Terrace Community Association have submitted a letter of support for the new concept
- Trail from North Ridge to the quarry floor
 - Residents of the HQ master plan development and the larger neighborhood association and community will have access to a robust network of trails within the HQ master plan area
 - An owner's association will be established to oversee the use of the trails within the development and identify/manage any unsafe behavior
- Traffic and public transit
 - The project's traffic engineer has provided an analysis and recommended mitigation for increased traffic
 - Public transit does not serve this area; per comments from C-Tran, The Current will provide on-demand transit service 0.25 miles east of the project area (at the Camas city limits)

Request

- Recommend approval of the HQ Master Plan and Subdivision

Thank You!

TO: Planning Commission
FROM: Keith Jones, Senior Planner
SUBJECT: HQ Master Plan at Fishers Quarry Staff Report - PRJ-165963/LUP-81596

HEARING DATE: 2/22/2022



Report Date: 2/15/2022

Hearing Date: 2/22/2022

Proposal: Master Plan approval to develop 99-acre Fishers Quarry Site and subdivide into 30 lots. Development includes approximately 331,934 square feet of office/light industrial, 350,765 square feet of non-office commercial (includes 120-room hotel) and 2,103 multi-family dwelling units. Request also includes amending Table 20.430.030-1 and Section 20.680 of Vancouver Municipal Code (VMC) (Land Use & Development Code) regarding permitted and conditional uses in RGX zone and for allowing single-family residential use within the master plan.

A Type IV (legislative) review process is required. The initial hearing is before the Planning Commission. The Commission conducts a public hearing and forwards a recommendation to the City Council. City Council then conducts a second public hearing and renders the City's final decision.

Appeals are heard by Superior Court

Location: 17784 SE Evergreen Hwy. Parcels: 126669000, 126941000, and 125830000

Contact: Li Alligood, Otak, Inc., 700 Washington St. Ste 300, Vancouver, WA 98660
503-415-2384

Applicant/Owner: Scot Brantley, Hurley Development, 275 W 3rd St., Ste 300, Vancouver, WA 98660, 360-903-5328

City Staff: Keith Jones, Senior Planner / Case Manager
Eric Hahn, Senior Civil Engineer – Transportation/Concurrency
Lemont Lucas, Fire Marshal
Cole Benak, Civil Engineer -Water
Aaron Odegard, Civil Engineer - Sewer
Mike Swanson, Civil Engineer - Stormwater
Lauren DiPalma, Building Plans Examiner

SEPA

Determination: A Final Determination of Non-significance was issued February 8, 2022

Recommendation: Staff recommends Planning Commission recommend approval of the proposed Master Plan subject to the conditions contained within this report to City Council.

APPEAL

Under the provisions of Table 20.210.130-1 of the Vancouver Municipal Code, all Type IV decisions by City Council are appealed to Superior Court.

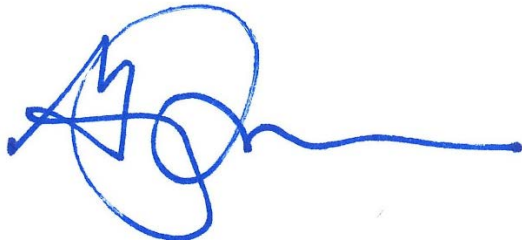
For questions or additional information, you may contact the case manager by telephone at 360-487-7887, or by e-mail at keith.jones@cityofvancouver.us.



Report Prepared by
Keith Jones, Senior Planner

2-15-2022

Date



For Greg Turner, Manager
Land Use Team

2-15-2022

Date

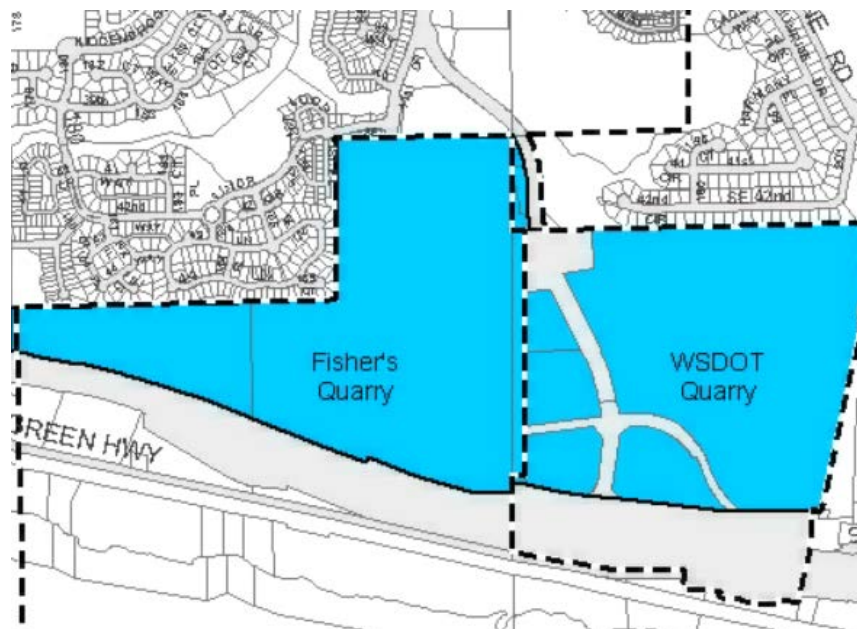
I. PRIOR COMMISSION REVIEW:

- October 12, 2021, Planning Commission Workshop
- December 14, 2021, Planning Commission Workshop

II. BACKGROUND AND REVIEW PROCESS:

Land Use Approval Background

In 2009, the City adopted the Riverview Gateway Subarea Plan and associated Riverview Gateway Plan District (VMC 20.680), which established the regulatory requirements for developing the subarea vision. The plan district involves redevelopment of two former rock quarries at the SR-14/SE 192nd Avenue interchange, and the plan district is divided into two areas including the WSDOT Quarry Area (the area generally east of SE 192nd Avenue) and the Fisher's Quarry (the area generally west of 192nd Avenue) (see figure below). Fisher's Quarry is the location of this project.



VMC 20.680 requires that a master plan be approved before each quarry area can be developed. The master plan is a Type IV process requiring a hearing before the Planning Commission who makes a recommendation to City Council for final action. An approved master plan is already in place for the majority of the WSDOT Quarry.

Applicant Request

The applicant requests approval of a master plan to develop the 99-acre Fishers Quarry Site and subdivide into 30 lots. Development includes approximately 331,934 square feet of office/light industrial, 350,765 square feet of non-office commercial (includes 120-room hotel) and 2,103 multi-family dwelling units.

The main components of the master plan request include the following plans and documents submitted by the applicant (these documents are attached as exhibits):

- Land Use Summary Sheet (Submitted as Appendix B)
- HQ Design Guidelines (Submitted as Appendix C)
- The following Maps:
 - MP01 – Land Use Allocation Plan
 - MP02 – Master Plan
 - MP03 – Ground Floor Uses
 - MP04 – Office Light Industrial Use
 - MP05 – Non Office Commercial Use
 - MP06 – Residential Use
 - MP07 – Building Use (Single or Mixed)
 - MP08 – Building Number of Floors
 - MP09 – Vehicle Circulation Plan
 - MP10 – Pedestrian & Bicycle Circulation
 - MP11 – Master Landscape Plan
 - MP12 – Community Park Master Plan
 - MP13 – Parks, Open Spaces & Trails
 - MP14 – Site Sections
 - MP15 – Right of way Encroachments
 - MP16 – Viewshed Analysis

Request also includes amending Table 20.430.030-1 and Section 20.680 of the Vancouver Municipal Code (VMC) (Land Use & Development Code) regarding permitted and conditional uses in RGX zone and for allowing single-family residential use within the master plan. (see Section 20.285 of this report, below).

A Type IV (legislative) review process is required. The initial hearing is before the Planning Commission. The Commission conducts a public hearing and forwards a recommendation to the City Council. City Council then conducts a second public hearing and renders the City's final decision. Appeals are heard by Superior Court.

General Site Information

Zoning District	RGX
Adjacent Zoning Designation	RGX, R-9, R-18, R-4 & OCI
Comprehensive Plan Designation	Industrial, Commercial & Urban High Density Residential
Parcel Size	98.58 Acres
Adjacent Land Uses	Residential, vacant, undeveloped
Access Roads	Brady Road and 192 nd Ave
Existing Vegetation	Trees, grass and shrubs
Existing Structures	Industrial buildings, truck scale and truck wash
Topography	Several grade changes with steep walls form former quarry and rock outcrops. Base of the quarry is being filled to a mostly level grade

Geologic Hazards	Severe Erosion Hazard Area (south of SR-14), Steep slopes (greater than 25%)
Seismic Hazard	NEHRP Class B and B-C
Habitat and Species Impacts	Oak Woodland (Determined to not be present)
Flood Plains	No Mapping Indicators
Wetlands	Presence
Archaeology	Level A Higher Probability and Level B – Lower Probability
Drainage Basin	Columbia Slope
Wellhead Protection Area	No Mapping Indicators
Soils	Non-Hydric / Ro
Park Impact Fee District	Vancouver – District C
School Impact Fee District	Evergreen
Impacted Schools	Fisher’s Landing Elementary; Shahala Middle; and Mountain View High School
Traffic Impact Fee District	Cascade
Transportation Analysis Zone	247
Sewer District	Vancouver
Water District	Vancouver
Fire Service	Vancouver
Neighborhood Association	Columbia River

Procedural History

Activity	Case #	Date
Annexation to the City		2010
Pre-application Meeting	PIR-79907	11/12/2020
Application Accepted	LUP-81596	7/12/2021
Application determined fully complete		9/28/2021
Planning Commission Workshop #1		10/12/2021
Planning Commission Workshop #2		12/14/2021
Notice of Application/SEPA DNS		1/7/2022
Planning Commission Hearing		2/22/2022

APPLICABLE REGULATIONS

Vancouver Municipal Code

VMC Chapters 11.70 Transportation Concurrency; 11.80 Street Standards; 14.04 Water and Sewer Use Regulations; 14.16 Water and Sewer Service Connections; 14.24 Erosion Control; 14.25 Stormwater Control; 16.04.160 Water Supply and Fire Hydrants; 16.04.150 Fire Apparatus Access; 16.04.170 through 16.04.200 Fire Protection Systems; 20.210 Decision Making Procedures; 20.285 Text and Map Amendments; 20.320 Subdivisions; 20.430 Commercial and Mixed Use Districts; 20.680 Riverview Gateway Plan District; 20.710 Archaeological Resource Protection; 20.740 Critical Areas; 20.770 Tree Conservation; 20.790 SEPA Regulation; 20.925 Landscaping and Open Storage; 20.945 Parking and Loading.

Public Works Publications

General Requirements & Details for Water Main Construction
General Requirements & Details for Sewer Main Construction

Other

Manual on Uniform Traffic Control Devices

ANALYSIS

Major Issues

Staff reviewed the proposal for compliance with applicable regulations, code criteria and standards in order to determine whether the project complies with the requirements of the code.

Only the major issues, errors in the development proposal and/or justification for any conditions of approval are discussed below. Staff finds all other aspects of this proposed development comply with the applicable code requirements and require no discussion in this report.

AGENCY AND PUBLIC COMMENT

Department of Ecology

A letter was received from the Department of Ecology dated Feb. 7, 2022 (Exhibit 8). The letter contains standards for solid waste management and water quality. The applicant shall comply with these requirements during future construction activities.

Southwest Clean Air Agency (SWCAA)

The SWCAA submitted a comment letter dated Aug. 16, 2021 (Exhibit 9). Development of the site must be in conformance with the requirements noted in this letter.

Washington Department of Fish & Wildlife

An e-mail dated Jan. 28, 2022 was received from Amaia Smith, Habitat Biologist indicating that a site visit was conducted on Jan. 26, 2022 and no Oregon White Oak trees were identified.

Public Comment – 30-Day Comment Period

During the 30-day comment period the following comment was received:

E-mail from Steven Haygood, Fishers Creek Neighborhood Association Chair

The e-mail raised two concerns with the pedestrian trail proposed to extend from the 12-lot single-family residential subdivision down to the base of the quarry.

- 1) *First is a concern for safety or people utilizing this trail. To be fair, we are making a few assumptions. Primarily that as an ADA accessible trail the trail may be paved, somewhat wider than a typical steep grade hiking trail, and the grade will be managed by switchbacks such that it is easily navigable by people with physical disabilities. All of these design considerations make sense to support disabled community members to allow them to enjoy the trail and viewpoint. However, all of these design considerations also may make this trail an interesting pathway for bikes, skateboards and sledding when snow is present. It is very common in our neighborhood to see children sled down the few roads and hills when snow is present. These roads and hills are relatively small, do not contain steep drop offs when off the path and do not have turns and switch backs. In addition, as a single-family housing development, the number of children living within immediate walking distance to the hills come from perhaps 100 homes per hill site. The proposed path will be directly adjacent to over a thousand multi-family housing units. The illustration shows the path entrance from the quarry bottom adjacent to the HD development multi-family development zone, which is coincidentally the furthest area from the proposed park development in the HD development plan. This leads us to assume that children who may find a long "ride" down the path will find this an attractive feature and thus a potential safety issue.*
- 2) *The second concern also relates to the density of the housing units at the bottom of the quarry and the relative distance to the HQ development park and green spaces. The concern is that the proposed trail specifically has been illustrated to join the bottom high-density housing to Lot 30, where the lot 30 illustration continues the trail to terminate directly across the street from HCTA's community trail system. HCTA maintains the trail and three bridges crossing fisher's creek and two tributaries. All the expenses for trail grading, gravel and bridge maintenance are paid for by HCTA which contains approximately 450 housing units. While we respect that the HQ development housing units span multiple lots and includes housing units in the "commercial" zone, we also expect that most of the housing units may be focused on lots 22-29 in the multi-family housing area of the HQ plan. Our concern is that having a trail connection that is created specifically to provide a connection to the top of the quarry (Lot30) and directly aligns with the HCTA community trail system may have significant maintenance impacts to the exiting community.*

Staff Response: The City Transportation Department and Parks Department will need to review the detailed design of the trail with the applicant to ensure that the trail is designed to be safe for use by the public. Pedestrian connectivity in this area is very limited, particularly in the north/south direction. Given the limited connectivity, staff is requiring the trail to be installed and made available to the public. Further this connection is being provided in lieu of the installation of a trail at the top of the quarry bluff, which the subarea plan identified in concept but would also have more impacts to the neighborhood than the proposed trail. If constructed as proposed, the trail will provide recreational amenities for future residents of the master plan area and existing neighborhoods to the north, access to future service and amenities within the master plan area, and connect to other trails including the tunnel under SR-14. Not providing this connection would be a lost opportunity for important trail connections that are limited in this area. These types of

connections are supported by the goals and policies of the City's Comprehensive Plan and the Riverview Gateway Subarea Plan.

Public Comments – Received prior to 30-day Comment Period

Several comments were received prior to the 30-day comment period. These comments are attached as Exhibit 11.

Comments are summarized as follows:

1. Northern Apartment Building aka Lot 30 (now single-family lots)

The applicant had proposed an apartment building at the north end of the master plan that would take access from SE 41st Drive. The applicant has revised the proposal to now show a 12-lot single-family subdivision in this location.

Staff Response: Staff finds that the revised plan for single-family residential is more compatible with the neighborhood.

2. Request that Hurley Development gift land to property owners or maintain it

Daniel F Bennett and Gloria Quintana-Bennett request that the applicant gift undeveloped land to neighboring property owners. This would include lots that abut the master plan along SE 44th Lane and 185th Court. If such agreement is not possible then Hurley Development should be legally mandated to maintain this vegetated hillside free from debris and hazards to said properties.

Staff Response: The City cannot require the applicant to gift land. However this area will be undeveloped and the applicant must form a homeowners association to maintain it and keep it free of hazards.

3. Concerns with Traffic

Concerns were expressed with traffic from the master plan in particular traffic impacts to 192nd Avenue.

Staff Response: The applicant has prepared a traffic impact study. City Transportation has reviewed the traffic study and concurs with the findings of the study (see Streets and Sidewalks section of this report – Title 11).

4. Concerns with amount of open space

Concerns were expressed with the amount of parks and open space provided within the master plan.

Staff Response: The Riverview Gateway Plan District requires a minimum 7% of the developable land area be dedicated to parks and usable open space. The applicant proposes to exceed this amount providing 12%.

III. REVIEW CRITERIA AND FINDINGS:
COMPLIANCE WITH THE APPLICABLE SECTIONS OF THE
VANCOUVER MUNICIPAL CODE (VMC)

VMC Title 20 – Land Use and Development Code

Chapter 20.200 – Land Use Decisions

20.210 Decision Making Procedures

Finding: The applicant requests approval of a master plan within the Riverview Gateway Subarea Plan. Per Table 20.210.020-1, master plans in Riverview Gateway require a Type IV process with the Planning Commission and City Council as the review body.

The applicant completed the required pre-application Nov. 12, 2020. The application was accepted July 12, 2021, and deemed fully complete Sept. 28, 2021. A notice of application with a 30-day comment permit was issued Jan. 7, 2022. The 30-day comment period ended Feb. 7, 2022. Public comments received during the comment period are addressed in the Public Comment section of this report.

20.285 Text and Map Amendments

20.285.020 - Applicability

- A. *Types of proposals. The following types of proposals are reviewed under this chapter:*
- 1. Map amendments to the comprehensive plan or to VMC Title 20 zoning designations applying to one or more properties.*
 - 2. Development agreements that are included with property specific comprehensive plan or zoning map changes being reviewed under this chapter.*
 - 3. Text changes to the comprehensive plan or to this title, except fees under Chapter 20.180 VMC.*
 - 4. Other development proposals which the city manager or designee determines warrant consideration under this chapter by virtue of their size, complexity, or impact on area wide planning policies.*

Applicant Response: The applicant requests two text amendments: revisions to the permitted uses in the RGX zone, and addition of single-family residential uses to the Fisher's Quarry use allocations.

Requested Text Amendments – Additional Uses in the RGX Zone

Generally, the applicant's goal is to provide maximum flexibility for future purchasers and users of the HQ Master Plan site while still meeting the intent of the Riverview Gateway Subarea Plan. This submittal includes a request to modify VMC Table 20.430.030-1 to allow specific Industrial Services by right:

- Building, heating, plumbing or electrical contractors
- Exterminators
- Janitorial and building maintenance contractors where the indoor storage of materials is more than incidental to the office use
- Photo-finishing laboratories

In addition to the above Industrial Services uses, the applicant also requests that two additional VMC Table 20.430.030-1 uses become Permitted Uses within the employment area of the site:

- Call centers (Extended Office use)
- Showrooms (General Retail – Bulk Sales use)

These allowances are expected to apply to proposed Lots 10-15, as they are physically separated from other uses on-site. The Riverview Gateway Design Guidelines require installation of a berm or a sight-obscuring fence between industrial uses and residential uses, which generally correlates to the L5 landscaping requirement.

The Planning Commission suggested various approaches to allowing Industrial Service uses as outright permitted uses at the Dec. 14, 2021, workshop, including limiting permitted uses to the first application or placing a limitation on the square footage of area of Industrial Service uses that are permitted outright. While these approaches are innovative, they are also very difficult for City staff and ownership to track, and these approaches are not recommended here. Instead, staff recommends limiting these uses to the western area of the site, which is designated for Employment/Light Industrial Uses, and are not anticipated to have an impact on other uses on-site.

The following table excerpt contains the applicant requested changes to Table 20.430.030-1. The proposed deletions are crossed out, and the proposed revisions are underlined.

<i>Excerpts from Table 20.430.030-1. Commercial and Mixed-Use Districts Use Table</i>	
<i>USE</i>	<i>RGX⁴⁴</i>
<i>COMMERCIAL</i>	
<i>General Retail</i>	
- <i>Bulk Sales</i>	C <u>P</u>
<i>Office</i>	
- <i>Extended</i>	X <u>P</u>
<i>INDUSTRIAL</i>	
<i>Industrial Services</i>	C <u>P</u>

Requested Text Amendments – Single-Family Residential Uses in Fisher’s Quarry

To accommodate the neighborhood’s desire for lower-density single-family development on the North Ridge (proposed lots 30-41), a text amendment to VMC 20.680.030.C.2 is requested to permit single-family residential use in the Fisher’s Quarry area.

The current restriction on single-family is appropriate in the mixed-use area of the quarry floor. However, because the Subarea Plan did not anticipate development of the north ridge, no provision for single-family development in this area is provided. To permit development of the preferred concept, the current text language needs to be amended to allow single-family residential uses.

The proposed revised text is as follows (strikeout text to be revised, underlined text to be added):

2. For the Fisher Quarry area as shown in Figure 20.680-1,
 - a. Multi-family residential uses shall account for a maximum of ~~40%~~ 35% of the total developable land area in the quarry as defined herein. ~~There shall be no single-family uses.~~
 - b. Single-family residential uses shall account for a maximum of 5% of the total developable land area in the quarry as defined herein.
 - ~~b-c.~~ Non-office Commercial uses shall account for a maximum of 35% of the total developable land area in the quarry.
 - ~~c d.~~ Office and/or light industrial areas shall together account for minimum of 30% of the total developable land area in the quarry.
 - ~~d e.~~ Parks and usable open space corridors shall account for a minimum of 7% of the total developable land area in the quarry, to be located generally as indicated in the Riverview Gateway Subarea Plan.

The requested text revision would retain the overall residential use allocation but assign five percent to single-family residential uses.

Finding: Staff concludes the following in regard to the two text amendment requests:

Requested Text Amendments – Additional Uses in the RGX Zone

Staff concurs with the applicant's request; however a footnote will need to be added to Table 20.430.030-1 to allow the specific Industrial Services Uses and Bulk Sales as permit on Lots 10-15 only. The revised table is provided as follows:

Excerpts from Table 20.430.030-1. Commercial and Mixed-Use Districts Use Table	
USE	RGX⁴⁴
COMMERCIAL	
General Retail	
- Bulk Sales	C/ <u>P</u> ⁵³
Office	
- Extended	X / <u>P</u>
INDUSTRIAL	
Industrial Services	C/ <u>P</u> ⁵⁴

⁵³Bulk sales are permitted outright on Lots 10-15 of the HQ master plan (west end of Fishers Quarry area) only. All other areas are conditional.

⁵⁴Building, heating, plumbing or electrical contractors, exterminators, janitorial and building maintenance contractors where the indoor storage of materials is more than incidental to the office use and photo-finishing laboratories are permitted outright on Lots 10-15 of the HQ master plan (west end of Fishers Quarry area).

Requested Text Amendments – Single-Family Residential Uses in Fisher's Quarry

Staff agrees with the applicant's proposed text amendment but also adds language describing where the single-family residential can be located within the master plan:

2. For the Fisher Quarry area as shown in Figure 20.680-1,
 - a. Multi-family residential uses shall account for a maximum of ~~40%~~ 35% of the total developable land area in the quarry as defined herein. ~~There shall be no single-family uses.~~
 - b. Single-family residential uses shall account for a maximum of 5% of the total developable land area in the quarry and can be located at the far northeastern area of the quarry only.
 - ~~b-c.~~ Non-office Commercial uses shall account for a maximum of 35% of the total developable land area in the quarry.
 - ~~c.~~ Office and/or light industrial areas shall together account for minimum of 30% of the total developable land area in the quarry.
 - ~~d.~~ Parks and usable open space corridors shall account for a minimum of 7% of the total developable land area in the quarry, to be located generally as indicated in the Riverview Gateway Subarea Plan.

Chapter 20.300 – Land Division

20.320 Subdivisions

20.320.020 – Approval Process

[...]

- C. *Phasing. The developer may develop the short subdivision or subdivision in phases. Any phasing proposal shall be submitted with application materials for the preliminary plat and approved by the review authority, except that the planning official may approve a phasing plan for an approved short subdivision or subdivision by means of a Type I procedure, governed by VMC 20.210.040, Type I Applications, upon finding that:*
 1. *The phasing plan includes all land identified within the legal notice of the approval hearing;*
 2. *The sequence of phased development is identified by map;*
 3. *Each phase shall constitute an independent project meeting all of the requirements for density, open space, public and private infrastructure, landscaping, pedestrian and vehicle circulation, etc.; and*
 4. *The director of public works and transportation manager have approved the necessary documents to determine that all streets, sanitary and storm sewers, water and other public improvements, including but not limited to drainage improvements, and erosion control measures are assured.*

Applicant Response: The applicant requests development of the proposed subdivision in phases, as shown in Sheet C-02. Subsequent revisions to this phasing plan may be approved by means of a Type I procedure if the above criteria are met.

Finding: Since the proposed single-family residential subdivision at the north end of the site is physically separated from the rest of the master plan, the plat for it can be recorded separately from the rest of the master plan. However, any additional phasing requires review and approval by City of Vancouver Public Works staff. Typically all public infrastructure must be completed prior to recording a subdivision plat. For the main part of the master plan (all areas other than the single-family subdivision) this means constructing all roads and utilities before recording the plat.

20.320.040 – Preliminary Plat Approval Criteria

Approval criteria. To grant approval of a preliminary short subdivision or subdivision, the applicant must demonstrate compliance with all of the following criteria:

A. Public facilities provision. Appropriate provisions to the extent necessary to mitigate an impact of the development have been made for transportation, water, storm drainage, erosion control and sanitary sewage disposal methods that are consistent with the City's current ordinances, standards and plans;

Finding: All utilities required for development will be made available to the site and will be extended as required for connection. The project complies with this criterion. As stated previously, phasing of infrastructure requires review and approval by Public Works Department staff.

B. Proposed improvements. Appropriate provisions have been made for proposed streets, alleys and public ways, utilities and other improvements that are consistent with the City's current ordinances, standards and plans, and Department of Health and/or Washington State Department of Transportation standards and plans, where applicable;

Applicant Response: The proposed preliminary plat includes right of way dedications for HQ Drive, Brady Road, Main Street, First Street, and North Loop Road. Proposed Street A will be a private street located within a tract. The width of the public street improvements are consistent with the City's requirements for these street classifications, as modified through the requested road modifications addressed in Section VII of this narrative.

Utility improvements are proposed consistent with applicable ordinances, standards, and plans. A Clark County Development Review application was submitted on July 1, and confirmation of this submittal is included as Appendix K.

Finding: City staff concurs with the applicant's finding.

C. Open space and dedications. Appropriate provisions to the extent necessary to mitigate an impact of the development have been made for open space, parks, schools, dedications, easements and reservations;

Applicant Response: The proposed subdivision is subject to conformance with the open space requirements of the Riverview Gateway Subarea Plan and 20.680 VMC, which require that 7 percent of the site's developable area be dedicated to usable open space. The development provides a network of multiuse trails, pedestrian promenades, a landscaped buffer, and a civic plaza. In addition, Vancouver Parks & Recreation is requiring a 6-acre public park, which is included in the overall site plan as Tract E. As a result, the proposed open space on the site far exceeds the requirements of 20.680 VMC.

The Riverview Gateway Subarea Plan does not anticipate the need for schools within the Riverview Gateway area, and no schools are proposed within the HQ Master Plan area. Development will pay School Impact Fees to the Evergreen School District for each residential unit at the time of building permit issuance.

Park Impact Fees are also assessed for each multifamily dwelling unit. The applicant is in discussions with Vancouver Parks & Recreation about the disposition of the proposed public park on site. A letter of intent (LOI) between the applicant and the Vancouver Parks & Recreation was signed in December 2021.

Finding: City staff concurs with the applicant's finding. The Evergreen Public Schools provided comments in a letter dated Oct. 27, 2021 (Exhibit 4).

D. Physical characteristics. The design of the proposed short subdivision or subdivision site has taken into consideration the physical features of the site, including but not limited, to: topography, soil conditions, susceptibility to flooding, inundation or swamp conditions, steep slopes or unique natural features such as wildlife habitat or wetlands;

Applicant Response: The most marked physical characteristic of the site is its topography. The site, the former Fisher's Quarry, has been an active mining site for decades. As a result of mining activity, the northern and western ridges of the site are more than 100 ft. higher in elevation than the "floor" of the site. The ridges are proposed as a buffer, except for Lots 30-41, while the floor is proposed for larger lots for office, commercial, and mixed-use development.

The undevelopable portion of the quarry walls are in Tracts C and D and will serve as "buffer" areas.

Finding: City staff concurs that the applicant has taken into consideration the physical characteristics of the site.

E. Re-platting of existing subdivisions. When re-platting an existing subdivision, the short subdivision or subdivision shall comply with all of the terms and conditions of the existing subdivision's conditions of approval;

Finding: Does not apply.

F. Compliance with all requirements of this title. The proposed short subdivision or subdivision complies with all applicable requirements of this title unless modified through the approval; and

Finding: The provisions of this title have been met or will be met with proposed mitigation and with conditions of approval imposed on the approval of this request. The project complies with this requirement.

G. Compliance with State requirements. That the proposed short subdivision or subdivision complies with the requirements of RCW 58.17.110.

Finding: The comprehensive plan identifies goals and policies that guide development in the City of Vancouver for the benefit of the public health, safety and general welfare. The proposed plat complies with these goals and policies by providing new housing units; by providing the necessary infrastructure to serve the development, including the payment of impact fees for schools, parks and transportation; and by demonstrating all applicable laws can be complied with as conditioned.

The proposed plat will assist in the expansion of the city's housing supply; it will facilitate development in an area that has surrounding development and has urban services; it will implement city goals promoting development while limiting urban sprawl.

The site is located in the Evergreen School District including the Fisher's Landing Elementary; Shahala Middle; and Mountain View High School attendance areas. The Evergreen Public Schools provided comments in a letter dated Oct. 27, 2021 (Exhibit 4). The School District states that bus transportation is provided for elementary students who live more than ½ mile for elementary and one mile for secondary or when there is unsafe walking conditions. Given the distances all schools will likely be bused to school.

20.320.070 – Technical Standards

A. Subdivision Layout and Required Improvements.

1. Principles of acceptability. The short subdivision or subdivision shall conform to the comprehensive plan. The short subdivision or subdivision shall conform to the requirements of the state law and to the standards established by this title.

a. *Street improvement standards.* All proposed streets and street improvements shall comply with the provisions of VMC Title 11 and approved transportation standards details on file with the public works department.

Finding: As stated in the Transportation section of this report, proposed street improvements will comply with the provisions of Title 11, subject to the conditions of approval.

b. *Blocks.* The length, width and shape of blocks shall be designed with due regard to providing adequate building sites for the use contemplated; consideration of the needs for convenient access, circulation, control, safety of motor vehicular, bicycle and pedestrian traffic and recognition of limitations and opportunities of topography.

Applicant Response: The length, width, and shape of blocks have been designed to accommodate the mix of buildings and uses envisioned by the Riverview Gateway Plan and the proposed Master Plan for the site. This standard is met.

Finding: City staff concurs with the applicant's finding.

c. *Blocks shall not exceed 1,300 feet in length between street lines, except blocks adjacent to arterial streets or unless a previous adjacent layout or topographical conditions justify variation. The recommended minimum distance between intersections of arterial streets is 1,800 feet. Minimum length of a block shall not be less than 180 feet.*

Applicant Response: Block length maximums are intended to encourage circulation and distribute vehicular traffic volume throughout the subdivision. The proposed subdivision meets this intent.

The overall proposed site layout reflects the Riverview Gateway Subarea Plan street circulation concept. As a result, most of the blocks are less than 1,300 ft. in length between street lines, and the length of each block exceeds 180 ft. However, existing topographical and infrastructure barriers result in two blocks that exceed 1,300 ft. in length between street lines:

- The block consisting of Lots 9 to 21: these lots follow the pattern indicated by the Riverview Gateway Subarea Plan. Topographical conditions including steep slopes and a limited access state highway to the south prevent a street connection to SE Brady Rd. A multiuse path connection west of Tract E provides pedestrian and bicycle access through the block, which provides site circulation and meets the intent of these standards.
- The block consisting of Lot 15 and Tract A: These parcels are located at the base of the quarry walls, which rise approximately 100 ft. above the floor. A street connection north from SE Brady Rd is infeasible in this area. A multiuse path connects SE Brady Road with the multifamily loop path, which provides circulation in lieu of a street connection.

Given the connectivity provided by the extensive network of multiuse paths on these blocks, and the topographical constraints that prevent street connections, the Planning Commission can find that this standard is met.

Finding: City staff concurs with the applicant's finding.

d. Easements

1. Utility lines. Easements for sewers, drainage, water lines, electric lines or other public use utilities shall be provided. The size and location of the easement shall be reviewed and approved by the appropriate utility provider.

Finding: Required easements will be verified at time of final plat approval.

2. Watercourses. If a subdivision is traversed by a watercourse, such as a drainage way, channel or stream, there shall be provided a stormwater easement for the width of the watercourse plus 15 feet on each side of the watercourse. Streets or parkways parallel to a major watercourse may be required.

Finding: Does not apply. There are no watercourses on the property.

3. Pedestrian/bicycle ways in and through residential subdivisions. In blocks over 800 feet in length, a pedestrian/bicycle way with a minimum width of 16 feet shall be required through the middle of the block when required by the transportation manager for public convenience and safety; 12 feet of the 16-foot corridor shall be paved in a durable material. If unusual conditions require blocks longer than 1,200 feet in length, two pedestrian/bicycle ways shall be required. When required by the transportation manager for public convenience and safety, pedestrian ways shall be required to connect cul-de-sacs or to pass through unusually shaped lots.

Applicant Response: The proposed subdivision is a mixed-use subdivision. A portion of the site – Lots 22-41 – are proposed for residential use. The proposed Lots/Blocks 22-29 measure between approximately 500 ft. and 600 ft. in length. This section of the site is accessed by a pedestrian promenade through the center and a multiuse loop trail around the perimeter. This standard is met.

Finding: City staff concurs with the applicant's finding. The project complies.

e. Flag lots. Flag lots may be permitted, provided that the minimum width of the flag stem be 15 feet for a single lot and 20 feet for a shared flag access, and it is in compliance with fire access standards contained in VMC 16.04.150. No more than four lots may be accessed from

a single flag stem. A private maintenance agreement shall be recorded for driveways which serve more than one lot.

Applicant Response: Proposed Lot 1 will be accessed through a shared access between Lots 4 and 5 to the north and Lots 2 and 3 to the south. This access will allow vehicular access to the below-grade parking garage proposed to serve Lots 1-5.

Proposed Lot 30 is a single-family flag lot and will be accessed from the southern end of Street A. The width of the proposed frontage is 20 ft. See Sheet C-01A.

Finding: City staff concurs with the applicant's finding. The project complies.

f. Lot side lines. Side lines, as far as practical, shall run at right angles to the street on which the lot faces.

Applicant Response: Much of the site design is directed by the adopted Riverview Gateway Subarea Plan and proposed HQ Master Plan. To accommodate the desired HQ Drive and Brady Road extensions into the site, and the conceptual street network of the Riverview Gateway Subarea Plan, some lots in the mixed-use core and the industrial area have side lot lines that do not run at right angles to the street.

Finding: City staff concurs with the applicant's finding. The project complies.

g. Lot frontage. With the exception of flag lots, all lots shall abut on a public or private street with a minimum frontage of not less than 20 feet.

Finding: This provision is intended for single-family residential lots. The proposed single-family lots include Lots 30 to 41. Proposed Lot 31 has 18 feet of frontage, prior to approval of the final plat all single-family lots must be shown with a minimum 20 feet of frontage.

All other lots comply with this standard with the exception of Lot 1. Lot 1 is a commercial lot within the proposed mixed-use core of the development. Lot 1 will share parking with neighboring lots that will have parking garages. Easements must be provided identifying required parking on neighboring lots that will serve Lot 1 as a condition of approval. Pedestrian access will be provided from the civic plaza.

The project can comply as conditioned.

h. Parks and playgrounds. The review authority shall see that appropriate provision is made for parks and playgrounds to serve the proposed subdivision.

Finding: The applicant has provided the required public open space as required by the Riverview Gateway Plan District, see Section 20.680.

i. Narrow Lot Land Divisions. Land divisions which contain one or more residential lots having a width or less than 40 feet shall meet the development standards of VMC 20.927.040.

Finding: Does not apply.

j. Existing trees. All subdivision developments shall comply with the tree and vegetation

management provisions contained in Chapter 20.770 VMC, Tree, Vegetation and Soil Conservation.

Finding: See response to tree requirements Section 20.770.

Chapter 20.400 – Zoning Districts

20.430 Commercial and Mixed-Use Districts

20.430.030 – Uses

Finding: The proposed Master Plan includes single-family residential, multi-family residential, civic, commercial, and industrial uses as permitted by the RGX zone. In addition, the applicant requests approval of text amendments to the use table, see Section 20.285.

20.430.040 – Development Standards

Finding: Table 20.430.040-1 contains development standards for the RGX zone. The development standards apply to the proposal as follows:

- Setbacks – setbacks apply to property that abuts a residential zone. Only Lot 10 abuts a residential zone. For the single-family lots, setbacks shall comply with the R-6 standards. Setbacks will be verified at time of site plan review and/or building permit.
- Maximum Building Height – Building height varies between 35 feet and 75 feet. 35-foot height applies to the single-family lots. For Lot 10 that abuts a residential zone, the height is variable from 35 feet to 75 feet based on the distance from the property line. The remaining lots in the development have a maximum height of 75 feet. Building height will be verified at time of site plan review and/or building permit.
- Minimum Landscaping 15% minimum landscaping is required unless modified by the master plan. The applicant requests 0% landscaping for sites that have parking structures.

In addition to the above development standards, the Riverview Gateway Plan District, Subarea Plan and design guidelines contain requirements for landscaping and setbacks, see Section 20.680.

Staff recommends approval of the applicant's request for 0% landscaping on lots that have parking structures as these areas are within the mixed-use core of the development.

Compliance with the development standards will be verified at time of site plan review and/or building permit.

Chapter 20.600– Plan Districts

20.680 Riverview Gateway Plan District

20.680.020 – Applicability

Finding: The HQ Master Plan is within the Fishers Quarry Area of the Plan District and the standard for the Fishers Quarry Area apply to the proposal.

20.680.030 – Allowed Uses and Development Standards

A. *In areas not yet urbanized, mining and related uses are allowed as specified in VMC 20.540, Surface Mining Overlay District, and Development Agreement recorded as 4443223.*

Finding: Does not apply. Mining operations have ended.

B. *Future urban uses are allowed as specified in Table 20.430.030-1, subject to development standards in Table 20.430.040-1, and any further requirements established through Master Plans adopted pursuant to this chapter.*

Finding: The Plan District area is zoned Riverview Gateway (RGX). The applicant proposes urban uses consistent with allowed uses in the RGX zone as specified in Table 20.430.030-1. The applicant proposes text amendments to the table (see Section 20.285).

Development standards for the RGX zone are contained in Table 20.430.040-1. Development standards area summarized as follows:

- Lot Dimensions: There are no minimum standards
- Lot Coverage: 100%
- Setbacks
 - Front & Rear: Zero except 10 feet when abutting residential zone
 - Side: Zero except 5 feet when abutting residential zone
 - Side Street and Through Street: Zero
- Maximum Building Height: 75 feet except when abutting a residential zone then variable 35 to 75 feet (height increase 2 feet every foot from residential zone)
- Minimum Landscaping: 15% unless adjusted through master plan

Setback and building height restrictions apply to areas of the master plan that abut a residential zone. The only part of the master plan that abuts a residential zone is the western end and the northern end. The northern end will be single-family residential lots and must comply with the R-6 zoning standards including setbacks and maximum building height of 35 feet; and have a minimum lot size is 7,000 square feet and maximum lot size is 14,500 square feet (see footnote **** of Table 20.430.040-1). Industrial development is located at the western end and will need to comply with the setback and height limitations for property located next to residential zones.

The applicant requests 0% landscaping for sites with parking structures. Reducing the landscaping percentage can be requested by the applicant as part of the master plan approval. Staff supports this request.

Compliance with development standards will be verified at time of site plan review and/or building permit review.

C. *Land Use Allocation. Future urban uses shall be allocated as follows, with specific locations determined through master plans submitted prior to or concurrent with development*

2. *For the Fisher Quarry area as shown in Figure 20.680-1,*

- a. *Multi-family residential uses shall account for a maximum of 40% of the total developable land area in the quarry as defined herein. There shall be no single-family uses.*
- b. *Non-office Commercial uses shall account for a maximum of 35% of the total developable land area in the quarry.*
- c. *Office and/or light industrial areas shall together account for minimum of 30% of the total developable land area in the quarry.*
- d. *Parks and usable open space corridors shall account for a minimum of 7% of the total developable land area in the quarry, to be located generally as indicated in the Riverview Gateway Subarea Plan.*

3. *Land allocation calculations shall be made as follows:*

- a. Land devoted to use types shall include buildings and associated structures, landscaping, and on-site parking and circulation.
- b. Mixed use buildings may be assigned by the proponent to any of the use types in the building that occupy a full floor. For example, a multiple story office building with a first floor devoted entirely to commercial uses may be considered an office or commercial use for purposes of use allocation.
- c. Total developable area shall be the full east or west quarry portion as identified herein, including parks and usable open space, but excluding planned public roads, buffers, or regional drainage facilities.

Applicant Response: Approval of a master plan demonstrating compliance with the above land use allocation is required prior to any development occurring in the Fisher Quarry Area. The HQ Master Plan identifies specific portions of the site as Household Living (Multifamily Residential) and certain portions as Office/Light Industrial and Non-Office Commercial. As detailed in the proposed HQ Master Plan (Sheet MP-01), the total site area is 98.55 acres, and the developable land area is 64.82 acres. The land use allocations of this section are based on the total developable site area of 64.82 acres as noted in C.1 above.

As detailed in Table 1 below and Appendix B, the proposed land use allocations meet the requirements of this section with approval of the proposed text amendments to allow single-family residential uses.

Table 1 – HQ Master Plan Land Use Allocations

Land Use	Allowed / Required	Proposed	% of Total Land Development Area	Finding
Multifamily Residential	40% maximum	35% maximum	30.64%	The Master Plan meets this requirement.
Single-Family Residential (proposed)	NA	5% maximum	3.22%	With the proposed text amendment, the Master Plan meets this requirement.
Non-Office Commercial	35% maximum	No change	23.64%	The Master Plan meets this requirement.
Office/Light Industrial	30% minimum	No change	30.64%	The Master Plan meets this requirement.
Usable Open Space	7% minimum	No change	12.37% ¹	The Master Plan exceeds this requirement.

¹ This open space includes a 6-ac public park as required by Vancouver Parks and Recreation

Finding: Staff concurs with the applicant's finding that the project complies with use allocation.

¹ This open space includes a 6-ac public park as required by Vancouver Parks and Recreation.

D. Buildings.

1. *Vertical Mixing. A minimum of 25% of all buildings in the WSDOT Quarry and 10% of all buildings in the Fisher Quarry, exclusive of single-family residences, shall contain a mix of two or more use types.*

Finding: Fishers Quarry requires 10 percent of all buildings to be mixed-use buildings. The applicant indicates that there are 29 buildings with six being mixed-use. Therefore 21 percent of the buildings in the master plan contain a mix of two or more use types. This standard is met.

2. *Floor Area Ratios. All buildings other than single family residences shall achieve minimum Floor Area Ratios (FAR) as follows:*
 - a. *Buildings adjacent to 192nd Avenue; minimum 1.0.*
 - b. *Buildings in the westernmost area designated Industrial by the Comprehensive Plan; no minimum.*
 - c. *All other buildings; 0.5.*
 - d. *Methods for meeting FAR requirements through averaging among buildings in the site may be proposed during Master Plan review, provided they maintain urban intensity development throughout, and do not place undue reliance for meeting FAR standards on future development without sufficient assurances of being built.*
 - e. *FAR calculation methodology. Individual buildings and associated attached structures, including attached structured parking constructed concurrently with the building, shall be counted as floor space. The site or portion of the site devoted to those buildings, not including public right of way, parks or pedestrian trails, shall be counted as site area.*

Applicant Response: The HQ Master Plan area does not include lots adjacent to SE 192nd Ave. As shown on Appendix B Land Use and Development Summary, the lots within the area designated Multifamily Residential and Commercial achieve at least 0.5 FAR; lots within the area designated Industrial are exempt from minimum FAR. These standards are met.

Finding: Staff concurs with the applicant finding. The project complies.

20.680.040 – Master Planning
[...]

C. Review Criteria and Process. Master Plans shall be processed as a Type IV review. The Master Plan shall be approved, approved with conditions or denied based on compliance with each of the following:

1. *The Master Plan implements the Riverview Gateway Subarea Plan and the requirements of this chapter, and allows the adjacent quarry to implement the subarea plan, and the requirements of this chapter.*

Finding: Per this criterion, the applicant must demonstrate that the proposed master plan complies with the City of Vancouver Gateway Subarea Plan dated Feb. 2, 2009.

The applicant indicates that the proposed master plan with the subarea plan as follows:

Riverview Gateway Subarea Plan

Purpose of Plan and Vision

The Riverview Gateway Plan is intended to capitalize on (these) existing strengths and future opportunities. Within the quarries, the plan envisions a future with a vibrant and urban mix of

residential, commercial, office and employment uses, linked by a network of parks, trails, and open spaces with connections to surrounding neighborhoods. Riverfront lands south of SR-14 are intended to remain generally as they are, with opportunities for habitat conservation and trail access where feasible.

Applicant Response: The proposed HQ Master Plan implements the Riverview Gateway Plan vision for a vibrant and urban mix of uses, open spaces, and connectivity. The riverfront lands south of SR-14 are proposed to remain in their current state.

Figure 1 of this section shows an example of how the Riverview Gateway Subarea could develop by the year 2030. This figure generally shows a mixed-use center, with multifamily residential uses to the north and light industrial uses to the west. A buffer is shown along the upper walls, consist with the pre-reclamation state of the quarry edges. A vegetated buffer is provided along the northern site boundary adjacent to the existing single-family homes.

The applicant proposes to add single-family uses to the buffer in the northwest corner of the site (the “north ridge”), similar to the Columbia Palisades development to the east. This would retain the buffer function indicated in Figure 1 while allowing for development of additional housing similar in scale to the existing neighborhood to the west.

Plan Concepts

- *A dynamic mix of urban uses.*
- *Build on river views and quarry topography as a unique site amenity.*
- *Connected network of attractive parks, open spaces, and trails.*
- *Efficient multi-modal circulation system.*
- *Encourage Low Impact Development Techniques (LID)*
- *Protect the Columbia River Shoreline.*

Applicant Response: The HQ Master Plan provides a dynamic mix of urban uses at a level commensurate with that envisioned in the Riverview Gateway Plan, including a varied locational mix of use type within the envisioned framework and associated multi-modal transportation network. The mix of use types will be connected and linked by a network of parks, open spaces and trails with connections to surrounding neighborhoods.

River views are provided from the “north ridge” of the site and are preserved by the north-south orientation of the pedestrian promenade and Main Street. The quarry walls provide a buffer between the active uses on the quarry “floor” and the residential uses surrounding the site. Single-family lots and a heavily vegetated buffer with public trails and a viewpoint are proposed at the North Ridge of the site. These private and public spaces take advantage of the unique topography to provide views to the river.

The multi-modal network, as depicted in both the Riverview Gateway Plan and the HQ Master Plan, will provide efficient circulation for pedestrians, bicycles, and vehicles. The Master Plan infrastructure design implements Low Impact Development (LID) techniques through stormwater management, and the included Design Guidelines encourage LID for site development. As illustrated in Sheet MP-16, the proposed development will not obscure the Columbia River shoreline. See Appendix C for the proposed HQ Design Guidelines.

Land Use and Urban Design

Applicant Response: The Subarea Plan envisions a densely developed quarry floor ringed by a landscaped buffer to serve as a visual and noise buffer to existing neighborhoods to the west and north. While this buffer still exists along much of the quarry perimeter, the completed reclamation plan removed the berms and landscaping at the northwest corner of the site, and they no longer provide a visual and noise buffer in this location.

The applicant proposes a 20 ft. to 30 ft. wide vegetated buffer in that location, separating the existing neighborhood from 12 single-family homes. The single-family use would provide a mix of housing types on site while continuing to provide visual and noise buffer from development on the quarry floor.

The Subarea Plan applies the Urban High Density (UH) Comprehensive Plan designation to the portion of the site proposed for single-family residential development. This UH designation also applies to the Gables at Hiddenbrook Terrace subdivision north of 41st Avenue and the area east of 192nd Avenue. Per Vancouver Comprehensive Plan Table 1-5, the UH designation is implemented by the R-18, R-22, R-30, R-35, MX, and RGX zones. At the City staff's request, the applicant proposes to develop the site consistent with the standards of the R-6 zone, which abuts the site to the west, rather than the standards of the R-18 zone to the north.

Open Space, Trails, and Public Facilities

Applicant Response: Figure 43 notes that "the existing quarry berms may be used to support a trail in conjunction with master planned development as conditions allow." Figure 48 identifies a bluff trail around the site perimeter, climbing from the quarry floor to the top of the quarry walls and connecting to the neighborhood beyond in several locations. There is no discussion about how the trail might connect from the quarry floor to the bluff/buffer areas, though the difference in elevation in this location is approximately 100 ft.

Since the Subarea Plan was adopted, both the WSDOT and Fisher's Quarry have undergone mandatory reclamation. As part of the Fisher's Quarry reclamation, the large berms have remained in place along the western site boundary and much of the northern site boundary, but the berms in the northwest corner have been removed and the existing homes are now fully exposed to view. The applicant proposes to reconstruct a landscaped buffer, trail, and viewpoint in the location of the buffer area and conceptual bluff trail.

The City and the applicant discussed the conceptual perimeter buffer trail at length; after a site visit and review of the trail concept, both parties agreed that a trail along the entire length of the buffer presented both safety issues for users and privacy issues for adjacent property owners. In place of a perimeter buffer trail, a perimeter trail is proposed at the base of the high walls and a public trail and viewpoint will connect the "north ridge" to the existing neighborhoods to the north and west. These facilities meet the intent of the perimeter buffer by providing viewpoints of the quarry, the river, and points beyond.

Subarea Plan Policies

Applicant Response: The proposed Master Plan is consistent with the relevant goals and policies contained in the four elements as described below.

1) Land Use and Urban Design

- a) *Goal LU-1: Promote the orderly transition from mining to a mix of uses on the quarry sites*

Applicant Response: The proposed Master Plan includes a mix of office, residential, and mixed-use buildings. The residential uses include a variety of housing types, including single-family, multifamily and mixed-use buildings. The office uses are in both standalone and mixed-use buildings, and commercial uses are focused in the “heart” of the plan area.

- b) *Goal LU-3 Create a unique “sense of place” reflected in site design, building and landscape forms, and the public realm within the quarry sites and establish the area as an attractive eastern gateway to the city*

Applicant Response: The proposed architectural guidelines create a “sense of place” through façade articulation, fine detailing, quality building materials, and an inviting appearance. The proposed landscaping guidelines provide direction for the use of landscaping to create a pedestrian-friendly street environment, establish distinct areas, and provide buffering between uses.

- c) *Goal LU-4 Promote quality development that serves as a model for sustainable development for the city and the region*

Applicant Response: The HQ Design Guidelines included as Appendix C include recommendations for the inclusion of sustainable site design, materials, and construction practices.

2) *Transportation*

- a) *Goal T-1 Connectivity: Develop a transportation grid that provides good connections to surrounding land uses and activity centers and allows for multiple circulation routes to/from each location. Close gaps and complete system connections through the development and capital improvement processes.*

Applicant Response: The HQ Master Plan connects existing roads from east to west and provides the final pieces of the transportation grid in the subarea. The extension of Columbia Palisades Dr/HQ Drive and Brady Road to the west will provide alternative routes for residents of the existing neighborhoods.

- b) *Goal T-2 Land use and transportation integration: Develop and implement innovative transportation investment, design, and program incentives to achieve the urban environment envisioned in the Comprehensive Plan.*

Applicant Response: Currently, the site is not well-served by public transit. The Master Plan does not propose incentives for transit investment or design, but does provide transit-supportive densities and pedestrian-friendly streetscapes to support future transit service. The applicant proposes implementing a smart cities approach, as described earlier, which will provide innovative transportation management and infrastructure approaches to the HQ Master Plan area.

- c) *Goal T-3 Livable streets: Design streets and sidewalks and manage vehicular traffic to encourage livability, interaction, and sense of neighborhood or district ownership in linkage with adjacent land uses. Encourage multimodal travel, and provide accessible, human scale opportunities for transferring between travel modes.*

Applicant Response: The Master Plan encourages bicycle and pedestrian travel, along with vehicular travel, through the guideline of bicycle facilities and shared-use pathways throughout the site. The proposed multimodal street network provides safe, protected options for bicycles and pedestrians, and the smart cities approach ensures that the technological infrastructure will be ready to respond to new travel modes as they emerge.

- d) *Goal T-4 Multi-modal: All city streets shall be designed to achieve safety and accessibility for all modes. Arterial streets shall provide facilities for automobile, bike, pedestrian and transit mobility, and shall include landscaping and adequate lighting.*

Applicant Response: All public streets will be designed to meet the standards of VMC Title 11 as revised through discussions with City staff and as requested by the included Road Modifications. HW Drive and Brady Rd include facilities for multimodal transportation and include landscaping and street lighting per City standards.

- e) *Goal T-5 Safety: Ensure high safety standards for motorists, pedestrians, and bicyclists through the development and capital improvement processes.*

Applicant Response: Public streets constructed by the development will meet the standards of VMC Title 11 as modified by the submitted Road Modification at the time of development.

- f) *Goal T-6 Accessibility: Build an accessible transportation system focused on inter-modal connectivity and removing barriers to personal physical mobility.*

Applicant Response: Public streets will meet the standards of VMC Title 11 as modified by the submitted Road Modification at the time of development. The transportation system includes guidelines for inter-modal connectivity and will comply with ADA standards.

- g) *Goal T-7 Vehicle miles traveled: Use transportation and land use measures to maintain or reduce single occupant motor vehicle miles traveled per capita to increase system efficiency and lower overall environmental impacts.*

Applicant Response: Currently, transit service to the Master Plan site is very limited. The Master Plan includes a connected system of pedestrian and bicycle routes, which provide alternatives to single occupant motor vehicle travel. In addition, a parking analysis to reduce the amount of site area dedicated to parking. See Appendix E.

- h) *Goal T-8 Parking: Adopt coordinated parking standards which maintain neighborhood integrity, promote the use of a multi-modal transportation system, encourage desired economic development and growth throughout the entire urban area, and which economize the use of urban land by reducing the need for any excess guideline of surface parking.*

Applicant Response: On-site parking will comply with the relevant standards of the VMC as well as the Riverview Gateway Subarea Design Guidelines. The proposed Master Plan street network maximizes on-street parking to encourage activity in the mixed-use area, and to reduce reliance on surface parking for retail users. In addition, a parking analysis has been prepared to reduce the amount of site area dedicated to parking. See Appendix E. This analysis shows that there is

adequate parking within the Master Plan area to serve the proposed uses. Compliance with minimum and maximum parking standards will be verified at the time of Site Plan Review.

3) *Open Space, Trails, and Public Facilities*

- a) *Goal OS-1. Create a hierarchy of interconnected public and private open spaces, ranging from active centralized plazas to less formal gathering areas, quiet residential parks, and natural open spaces.*

Applicant Response: The Master Plan proposes a series of interconnected plazas, parks, pedestrian promenades and natural open spaces are designed as a sequence for users. The proposed public park and centralized plaza on Main Street are designed for neighborhood use, which the pedestrian promenades and trail network are intended to provide convenient access from the multifamily residential area to the rest of the site.

- b) *Goal OS-2. Construct a network of trails and pathways in the quarry areas that connect with surrounding neighborhoods.*

Applicant Response: The Master Plan proposes a network of trails and pathways within the HQ Master plan area connecting the site to 192nd Avenue to the east, Brady Road to the southeast, and allowing for future connections to adjacent neighborhoods in the future. The proposed multi-use pathway connects the site to the R-9 area to the west of the site, providing a connection between that neighborhood, the mixed-use HQ area, and 192nd Ave. A proposed buffer trail and overlook in the north ridge area of the site connects to the existing Fisher's Creek neighborhood to the north and west.

- c) *Goal OS-3. Construct a set of high-quality community, public service and recreational facilities to serve city residents.*

Applicant Response: The Master Plan includes a set of high-quality facilities to serve residents of HQ and of the city. Specifically, the Master Plan includes a 6-acre public park, a public trail network, and a public overlook accessed from SE 41st Ave.

4) *Environment*

- a) *Goal E-1 Incorporate exemplary environmental stewardship in the Riverview Gateway to the extent that it is a model for the region.*

Applicant Response: Development in the HQ Master Plan area will manage stormwater runoff on-site; the landscaping guidelines encourage the use of landscaped swales and other environmentally sensitive treatment options. The HQ Master Plan Design Guidelines include requirements for sustainable site and building design, and the applicant intends to implement Smart City approaches within the Master Plan area.

- b) *Goal E-2 Employ a variety of environmental management and low-impact development measures to improve ecological functions, such as the protection of surface and ground water quality and habitat.*

Applicant Response: The Master Plan encourages the use of rain gardens to manage stormwater runoff as well as the installation of stormwater ponds as amenities to the site. Green roofs are encouraged and may be used to meet minimum landscaping requirements.

Finding: The applicant has demonstrated that the proposed HQ Master Plan is consistent with the Riverview Gateway Subarea Plan. This criterion also states the project must: 1) Comply with the requirements of this Chapter (VMC 20.680 Riverview Gateway Plan District) and; 2) Must allow the adjacent quarry to implement the subarea plan and requirements of this chapter.

As evidenced by this staff report, the applicant has demonstrated that the proposed HQ Master Plan complies with this chapter. WSDOT Quarry is the adjacent quarry located to the east and is the location of the approved Columbia Palisades Master Plan. Columbia Palisades is currently being built out and approval of the HQ Master Plan will have no impact on completing the approved Columbia Palisades Master Plan. This criterion is met.

2. *All applicable standards of Vancouver Municipal Code and other requirements are met.*

Finding: As demonstrated by this staff report, the proposed master plan complies with applicable standards of the Vancouver Municipal Code. This criterion is met.

3. *There is or will be sufficient capacity in transportation system, and public sewer, water, police, fire and stormwater services to adequately serve all portions of the site at the time of development. Utilities should be placed underground to the fullest extent feasible.*

Finding: As demonstrated by this staff report, the applicant has demonstrated that the proposed master plan has sufficient capacity or will have sufficient capacity through conditions of approval and therefore this criterion is met.

4. *Off-site impacts including noise, glare, and traffic are minimized to the extent practicable and as required under the Vancouver Municipal Code and Revised Code of Washington.*

Finding: As demonstrated by this staff report, the applicant has demonstrated that the proposed master plan will minimize noise, glare and traffic impacts to the extent practicable and as required by City and state law. This criterion is met.

5. *The Master Plan is consistent with the Riverview Gateway Design Guidelines or proposes standards that will achieve at least equal quality site development.*

Finding: The applicant prepared a design guidelines document for the HQ Master Plan, titled "HQ Design Guidelines" dated July 2, 2021, prepared by Otak (Appendix C of the applicant's submittal) (see Exhibit 11). The HQ Design Guidelines are generally consistent with the Riverview Gateway Design Guidelines; however some modifications have been made to further the specific vision for the master plan. The new guidelines were drafted to supersede the existing Riverview Gateway Guidelines to avoid future confusion and duplication in implementing the guidelines.

Below is a summary of how the HQ Design Guidelines vary from the Riverview Gateway Design Guidelines:

C.1 - Building Location and Orientation

Surface Parking Lots

- Maximum frontage Increase the percentage of the street frontage a surface parking lot can occupy from 30% to 35%; and eliminate this requirement in industrial areas of the master plan.
- Street Corners Allow surface parking lots at some street corners. Guidelines for landscaping and screening are proposed to screen the parking areas.

A definition of “Major Street Frontage” is included in Section I of the Design Guidelines, and clarifies that Main Street and First Street are the major streets within the HQ Master Plan area and the surface parking limitation applies on those frontages.

C.3 – Open Space

Pedestrian Corridors

- Trees Two rows of trees are required at 30-foot interval on pedestrian corridors. For the loop trail, the applicant proposes to plant trees in a less formal manner to create opportunities for shade and protect views along the trail.

Focal Plazas

- The applicant proposes specific guidelines for development of the central plaza area.

Buffer Open Spaces

- The guideline is revised to include at least one viewpoint location.

Pedestrian Amenities

- Additional descriptive language is proposed to reference the desired aesthetic of pedestrian amenities within the HQ Master plan area.

D.4 – Sidewalk and Pathways

- A reference is added that refers to approved master plan street cross sections.
- Amended to state that all sidewalks should be at least six feet wide.

D.6 – Parking

Parking Garage Design

- Add reference to new Building Typologies for architectural character created specifically for the HQ Master Plan.

E – Building Design / F – Landscaping and Screening / G - Signage

- Reference new HQ-specific design guidelines for buildings, landscaping and signage.

Conclusion: The applicant proposes new specific guidelines for this project, “HQ Design Guidelines” dated July 2, 2021, prepared by Otak (Appendix C of the applicant’s submittal) (see Exhibit 11). The applicant has demonstrated that the proposed HQ Master Plan design guidelines will achieve at least equal quality site development as required by this approval criterion. This criterion is met.

6. *The Master Plan achieves the following objectives:*
 - a. *Capitalizes on the unique topography and view potential of the site.*

Applicant Response: As shown in Sheets MP-13 and MP-14, the HQ Master Plan capitalizes on the unique topography and view potential of the site. The site design protects the primary north-south view corridor shown in Figure 26 of the Riverview Gateway Subarea plan using a north-south pedestrian promenade, wide sidewalks along Main Street to continue the views, and a proposed landscaped area at the terminus of Main Street.

The applicant also proposes 12 single-family lots on the North Ridge of the site, to be accessed from SE 41st Ave, as well as a public trail and viewpoint. This viewpoint will provide unrivalled views for trail users.

The high quarry walls are integrated into the site design through the placement of a multiuse path at their base. Significant unique rock formations are integrated into the conceptual design of the neighborhood park, as shown in Sheet MP-12. Viewpoints will be incorporated into the park to provide visual access to the Columbia River below.

Finding: The applicant has demonstrated compliance with this requirement.

- b. Establishes a built environment along 192nd Avenue that is in scale with the road and creates a gateway through use of distinctive architectural elements at major intersections.*

Finding: Does not apply. The master plan does not have frontage on 192nd Avenue.

- c. Establishes a built environment throughout the site that is urban rather than suburban in terms of building intensity, local street networks, and pedestrian amenities and activity. Drive-through uses shall be limited to within parking structures or building enclosures.*

Applicant Response: The proposed master plan is urban rather than suburban in nature, with a combination of single-use and mixed-use buildings and a dense mixed-use core. No drive-through uses are proposed with the Master Plan.

A combination of structured and surface parking is proposed to serve the development, with structured parking proposed on Lots 3, 4, 6, and 8 to serve the urban mixed-use buildings proposed for that location. A network of vehicular, bicycle, and pedestrian circulation creates compact blocks that are easily navigated on foot or by bicycle.

As shown in Sheet MP-08, urban densities are focused on the mixed-use core along Main Street. Five-story residential buildings are proposed north of HW Drive, with single-level buildings proposed in the western area of the site as the zoning transitions from RGX to R-9.

Finding: The applicant has demonstrated compliance with this requirement.

- d. Includes design standards that ensures quality development and creates a sense of place, and avoids building architecture defined by individual corporate brands.*

Applicant Response: The applicant has proposed revised Design Guidelines and new design standards, which are included as Appendix C. Example building typologies are included to provide guidance for designers and developers within the HQ Master Plan area. Compliance with these standards and guidelines will be verified at the time of Site Plan Review for each building.

Finding: The applicant has demonstrated compliance with this requirement.

- e. *Reflects sustainable building and low impact development site planning principles and incorporates design standards to encourage energy efficiency, water conservation and waste reduction.*

Applicant Response: The proposed Master Plan includes low impact development site planning approaches including the master landscape plan included as Sheet MP-11, which consists of native and drought-resistant plants; the stormwater management approach described in Appendix M; and the applicant's proposed "Smart City" approach to managing energy and infrastructure.

The HQ Design Guidelines include further sustainability principles in Section H, including a commitment to energy efficiency, a requirement that buildings be designed to meet an acknowledged green building certification, and that on-site landscaping consist of native/adaptive and low water/drought tolerant plantings. Electrical vehicle charging infrastructure will be provided with site development as required by the Building Code.

The applicant's goal is to improve the environment in the community by working with area businesses, community leaders, and neighbors to create a clean and safe place to live and work. Hurley is trying to build a sustainable city that is water positive, energy efficient, and environmentally friendly. They plan to utilize technology to address energy, water, and climate challenges to enable sustainable growth. The HQ Master Plan development will deploy energy and water management technology in buildings and promote real-time data analytics to help residents and businesses conserve energy and water. Hurley will also rapidly deploy sensor technology on city streets and infrastructure and explore on-demand mobility apps to reduce GHG emissions. For example, smart parking will lower carbon production by eliminating unnecessary drive time to find parking spots. Also, space and occupancy utilization forecasting will enable optimization of food production within our community, hence carbon and waste will be minimal. See Figure 1 below for expected smart city outcomes.

Finding: The applicant has demonstrated compliance with this requirement.

- f. *Includes the following standards or equivalent alternatives sufficient to ensure an active, safe and interesting sidewalk and streetfront environment*
 - 1. *Buildings should be located adjacent to streets to the extent possible, with parking to the side or rear. Non-structured on-site parking and access drives shall account for no more than 35% of the major street frontage of any project. Alternative standards may be proposed for developments with multiple major street frontages, provided the overall objective of maximizing streetfront buildings is met to the fullest extent practicable;*

Applicant Response: As shown on Sheet MP-02, the conceptual buildings are located adjacent to the streets to the extent possible, with parking to the side or rear. Alternative parking standards are proposed in Section H for sites that are unable to meet the 35 percent street frontage requirements, and new landscaping guidelines for surface parking lots adjacent to the street are proposed in Section C1.2.

A definition of “Major Street Frontage” is included in Section I of the Design Guidelines, and clarifies that Main Street and First Street are the major streets within the HQ Master Plan area and the surface parking limitation applies on those frontages.

Finding: The applicant may propose an alternative to meeting this requirement and staff finds that the alternative proposed by the application meets the intent and therefore complies.

2. *Surface parking areas shall include landscaping;*

Finding: VMC 20.945.040 includes standards for surface parking lot landscaping. No additional standards are proposed with this application. Compliance with the standards of VMC 20.925 will be reviewed at the time of site plan review application.

3. *Blank walls visible from pedestrian streetfronts are prohibited. Buildings adjacent to the streetfront shall include pedestrian entrances facing the street, and at least 15% of the streetfront building facade shall be transparent, with the exception of light industrial uses;*

Applicant Response: Compliance with these standards is reviewed at the time of Site Plan Review application. Revisions to Riverview Gateway Design Guidelines Section E.3.1 are proposed in the HQ Design Guideline to allow more flexibility.

Finding: The applicant proposes new design guidelines that will supersede the 2008 Riverview Gateway Design Guidelines (see Exhibit 11). The applicant’s proposed design guidelines indicate where the applicant proposes to make changes from the 2008 guidelines. The following amendment is proposed as indicated in underline and strikethrough:

E.3.1 Revised Maximum Blank Walls Guidelines

- a. Untreated Blank walls visible from a public street or pedestrian pathway are strongly discouraged throughout the Riverview Gateway. A wall (including building façades and retaining walls) is considered a blank wall if:
 1. A ground floor wall or portion of a ground floor wall over 6 feet in height has a horizontal length greater than ~~15~~ 25 feet and does not include a transparent window or door; or
 2. Any portion of a ground floor wall having a surface area of ~~400~~ 600 square feet or greater does not include a transparent window or door.
- b. Methods to treat blank walls can include:
 1. Transparent windows or doors.
 2. Display windows.
 3. Landscape planting bed at least 5 feet wide or a raised planter bed at least 2 feet high and 3 feet wide in front of the wall with planting materials that are sufficient to obscure or screen at least 60% of the wall’s surface within three years.
 4. Installing a vertical trellis in front of the wall with climbing vines or plant materials.
 5. Special building detailing that adds visual interest at a pedestrian scale. Such detailing should use a variety of surfaces; monotonous designs will not meet the intent of the guidelines.

Staff concurs with the applicant and finds that these are limited changes and meet the intent of this requirement.

4. *To ensure human scale development and visual interest, larger buildings with front facades of 100 feet or longer shall include articulation or modulation of facades and rooflines*

Applicant Response: Compliance with these standards is reviewed at the time of Site Plan Review application. This requirement is included in the Riverview Gateway Design Guidelines. Revisions to Riverview Gateway Design Guidelines Section E.2 are proposed to separate non-residential and residential building articulation guidelines, and provide alternatives to meeting this standard.

Finding: The applicant proposes to revise the building articulation guidelines as they are originally presented in Section E of 2008 Riverview Gateway Design Guidelines. Staff concurs with the applicant and finds that these changes are acceptable and the new guidelines meet the intent of this requirement.

- g. *Includes tree and landscaping standards that will create an attractive community and meets the City's Urban Forestry Management Plan overall target canopy goal of 28%.*

Applicant Response: The Tree Plan included as Sheet L-02 and Sheet demonstrates compliance with the City's tree canopy requirements, which require a canopy of 30 percent. This requirement differs from the City's Urban Forestry Management Plan targets, but demonstrates that the Master Plan can meet the target canopy goal of 28 percent as well.

Finding: The applicant has demonstrated compliance with this requirement.

- h. *Includes parks and public natural areas, trails and recreational areas that meet the standards of the Vancouver Comprehensive Parks, Recreation and Natural Areas Plan.*

Applicant Response: As shown in Sheet MP-13, the HQ Master Plan includes a connected network of parks, public natural areas, trails, and recreational areas as illustrated in the Riverview Gateway Subarea Plan:

- A multiuse trail system connects the multifamily residential buildings in the northern portion of the site to the park, mixed-use core, and future Evergreen Hwy trails beyond.
- A bluff trail and viewpoint provide commanding views of the Columbia River Gorge from the site's north ridge
- A landscaped pedestrian promenade connects HQ Dr to the south with the multiuse trail to the north
- The significant rock features in the proposed park may be incorporated into the final park design as a viewpoint and a natural area

The 2014-2020 Vancouver Comprehensive Parks, Recreation, and Natural Areas Plan does not include standards for natural areas and trails. However, surveys collected during the Comprehensive Plan preparation indicate that having access to a trail system within ½ mile was desirable. The proposed trail network is within ¼ mile of all residential units – in many cases much closer.

Vancouver Parks & Recreation staff have indicated that a 6-acre neighborhood park is required to be located within the HQ Master Plan development. Typically, neighborhood parks are 3-5 acres

in area and designed to serve users within 0.5 mile (or a 10-minute walk). The park is located within 0.4 miles of the furthest multifamily residential building within the HQ Master Plan area (Building/Lot 23) and approximately 0.4 miles from the residential neighborhood to the west.

This park is proposed south of Brady Rd and north of SR-14, in a central location that includes dramatic natural features and will provide views of the Columbia River. A conceptual park design is included as Sheet MP-12. The park provides a view terminus at the western end of First St and Brady Rd, and provides a connection between the proposed multiuse trail north of Brady Rd and the future Evergreen Hwy facilities to the south. The final park design will be determined in collaboration with Vancouver Parks & Recreation.

Finding: A letter of intent has been signed between the applicant and the Parks Department. In the event that the City does not purchase the property for a park, the applicant must still make the site available to the public via a public easement. If the applicant proposes to reduce the amount of parks and open space in the future, a new Type IV application will be required.

- i. *Includes standards ensuring that at least 10% of residential units in the master plan area are affordable to moderate income households, as defined by RCW 84.14.*

Applicant Response: The RCW 84.14 definition² of affordable housing is:

(1) "Affordable housing" means residential housing that is rented by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty percent of the household's monthly income. For the purposes of housing intended for owner occupancy, "affordable housing" means residential housing that is within the means of low or moderate-income households.

The RCW 84.14 definition of moderate-income households is:

(9) "Moderate-income household" means a single person, family, or unrelated persons living together whose adjusted income is more than eighty percent but is at or below one hundred fifteen percent of the median family income adjusted for family size, for the county, city, or metropolitan statistical area, where the project is located, as reported by the United States department of housing and urban development.

Therefore, to comply with this criterion, 10 percent of the residential units in the Master Plan area must be priced at a rate that does not exceed 30 percent of the monthly income of households earning between 80 percent and 115 percent of the median family income adjusted for family size.

The RCW refers to the County, City, or metropolitan statistical area (MSA) where the project is located as reported by the United States Department of Housing and Urban Development (HUD). HUD includes Vancouver in the Portland-Vancouver-Hillsboro MSA, and does not provide data for Clark County or the City of Vancouver.

² Available online at <https://app.leg.wa.gov/RCW/default.aspx?cite=84.14.010>. Retrieved January 11, 2022.

HUD establishes the fiscal year 2021 median family income (MFI) at \$96,900 per year for a family of four;³ 80 percent MFI is \$77,350 for a family of four and 115 percent MFI is \$111,435. The applicant understands that the Clark County area median income (AMI) is lower than the Portland-Vancouver-Hillsboro MSA MFI; however, demonstrating compliance with this standard requires following the current RCW definitions. See Table 3 below.

Table 1 – Portland-Vancouver-Hillsboro MSA Income

Income Level	Income (family of 4)	Maximum Monthly Rent (30% of income)
80 percent	\$77,350	\$1,934
100 percent (median)	\$96,900	\$2,423
115 percent	\$111,435	\$2,786

The applicant proposes the following approach to demonstrate compliance with this criterion at the time of each Site Plan Review:

1. Ten (10) percent of the constructed units will be “affordable housing” or for “moderate income households,” as those terms are defined in RCW 84.14.010.
2. Affordable Units are not required in each individual building but measured as ten (10) percent of the total constructed units within the HQ Master Plan development. Affordable Units may be dispersed throughout the HQ Master Plan development or may also be in a single building.
3. The applicant will endeavor to ensure that the Affordable Units will have the same level of smart living experience as the other units to ensure equity and inclusivity. It is anticipated that the smart energy innovation will keep utility bills comparable while reducing greenhouse gas emissions.
4. With each site plan application for a development within the HQ Master Plan development, the applicant will provide a report and inventory of Affordable Units within the HQ Master Plan area to the City.

Compliance with this standard, as proposed above, will be evaluated at the time of each Site Plan Review. The applicant intends to propose specific standards related to the provision of the

Finding: Staff concurs with the applicant finding. The applicant is conditioned to report on the progress of achieving the affordable housing standard as the project is built out.

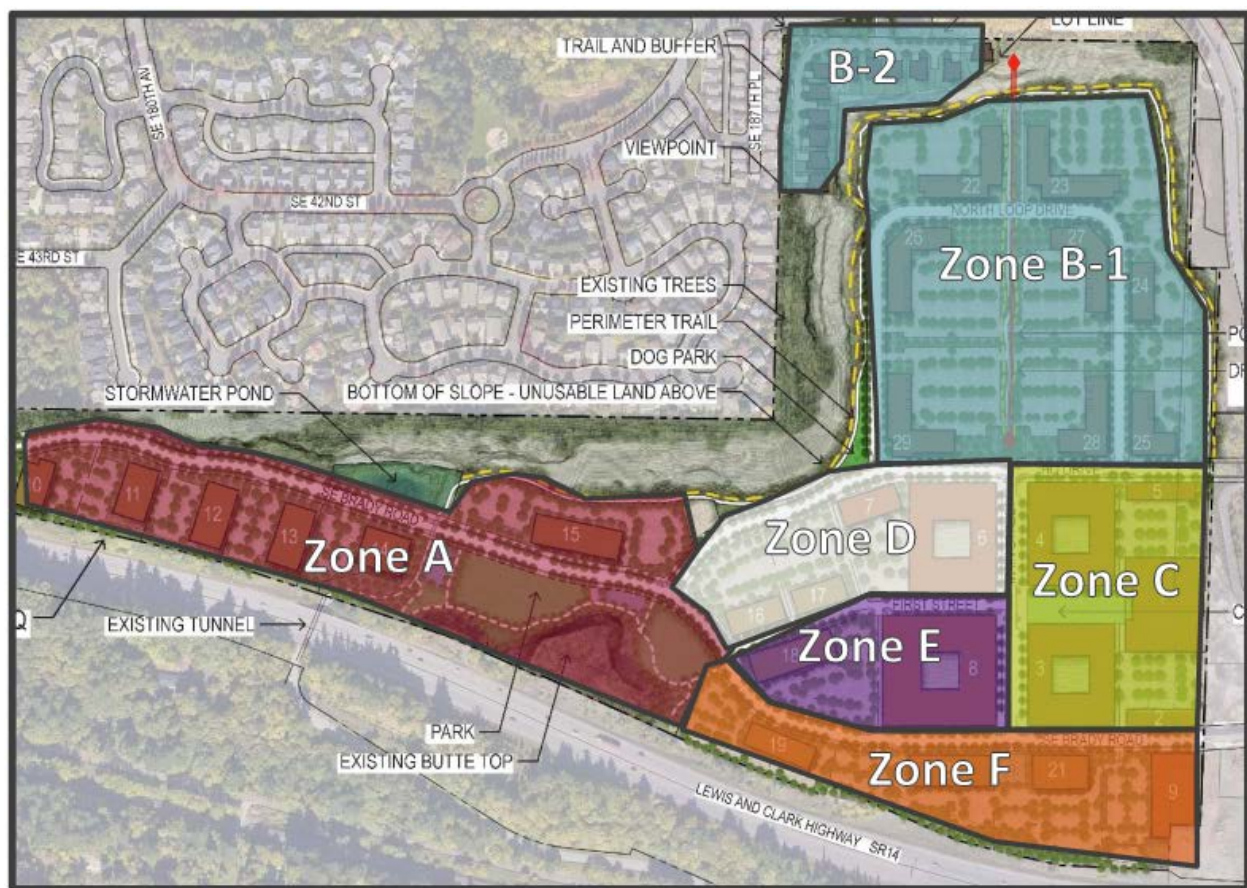
- j. *Includes standards or legal agreements ensuring shared parking is utilized to the maximum extent practicable throughout the master plan area. The number of nonstructured parking spaces provided for individual uses shall be no less than indicated in VMC Table 20.945.070-2, Minimum Off-Street Vehicle Parking Requirements, and no more than 115 percent of that amount.*

³ Available online at <https://www.huduser.gov/portal/datasets/il/il2021/2021summary.odn>. Retrieved January 11, 2022.

Applicant Response: The applicant has contracted with RBT Consultants, a firm specializing in parking and transportation demand management, to prepare a parking demand evaluation for the mixed-use core of the site. See Appendix E. This evaluation finds that the Master Plan is providing adequate parking for the projected demand and that shared parking within the mixed-use core can adequately serve the anticipated users. Note that the Riverview Gateway Design Guidelines allow parking maximums up to 125 percent of the parking minimums.

Compliance with the minimum and maximum parking requirements of VMC Table 20.945.020-2 will be evaluated at the time of each Site Plan Review application and shared parking agreements will be entered as needed to meet the parking requirements.

Finding: The applicant's parking study broke down the master plan into zones, Zones A-F as shown in the figure below:



Shared parking will occur within the central mixed-use area of the master plan. Zone C (Lot 1-5) will need an additional 273 parking spaces to meet the minimum required parking. The applicant indicates Zones D, E, and F will provided needed parking for Zone C. Total parking required for Zone C, D, E and F combined will exceed minimum parking requirements by 69 stalls.

The applicant has demonstrated that the minimum parking requirement can be met. Compliance with parking will be verified at time of site plan review and/or building permit. The applicant shall

have minimum parking in place to support each phase of development including any needed shared parking agreements.

- k. *Ensures that the environmental impacts of the master plan and subsequent development projects within it are disclosed consistent with SEPA review requirements, including a site-specific hydrogeologic analysis.*

Finding: A SEPA determination of non-significance was issued Jan. 7, 2022. The 30-day comment period ended Feb. 7, 2022, and the DNS was retained, the project complies with the SEPA. The applicant has provided a site-specific hydrogeologic analysis.

- l. *Buildings proposed or allowed by the Master Plan shall mitigate visual impacts to the adjacent area, in balance with the Subarea Plan development vision. At minimum this shall require the following:*
 - 1. *Buildings in the western portion of Fisher Quarry designated Industrial by the Comprehensive Plan shall not exceed maximum height of 35-75 feet per VMC 20.430.040-1;*
 - 2. *Buildings of any height extending above the farthest visible shore of the Columbia River, as seen from the Overlook facility or the southeast corner of the Fisher Quarry bluff, shall:*
 - a. *Be located towards the southern portion of the quarries to the fullest extent practicable;*
 - b. *Be separated from one another such that the east-west coordinates of the portions of the buildings impacting river views are a minimum of 200 feet apart;*
 - c. *Be discouraged from extending above the farthest visible Oregon ridge line. Only one such building shall be permitted per quarry; and*
 - 3. *The Master Plan shall include an assessment of how buildings will prevent off-site glare impacts from direct or reflected light sources as required by VMC 20.935.030.D.*

Finding: The applicant has demonstrated that the project can comply with the 35–75-foot height limit in Table 20.430.040-1, see Section 20.430 of this report for more details.

The applicant has provided a viewshed analysis demonstrating that the project complies with #2, above. The analysis is provided in the master plan maps sheet MP16.

VMC 20.935.030.D states the following:

D. *Light and glare.* No development or use shall create off-site glare impacts from direct or reflected light sources. For new developments, the Planning Official may impose conditions which minimize potential off-site light and glare impacts, such as placement of light sources away from adjacent properties, requiring shields on lights, or reducing the number of lights to the minimum needed for safety and security. For existing sources of glare, the Code Enforcement Supervisor may require sources of glare to be shielded or redirected to minimize off-site glare. Due to the negative effect off-site light and glare have upon the public health, safety and welfare, the prohibition on off-site light and glare is intended to apply to all uses in existence on the date of adoption of this ordinance and no right to maintain a use creating off-site light and glare impacts shall exist.

The project has been conditioned that all new developments have lighting that is shielded to prevent glare.

Chapter 20.700– Environmental Regulations

20.710 Archaeological Resource Protection

Finding: The applicant has completed an archaeological survey and submitted the survey to the Department of Archaeology and Historic Preservation (DAHP). No additional work is required.

20.740 Critical Areas Protection

20.740.130 Geologic Hazard Areas

Finding: The applicant submitted a critical areas report prepared by GeoDesign Inc. Future development shall follow the recommendation contained in this report.

20.740.140 Wetlands

Finding: A wetland buffer extends onto the site at the western end. A Critical Areas Report and Buffer Averaging Plan was prepared by Otak, Inc. date Sept. 28, 2021.

A small 71-square-foot area of the buffer is proposed to be impacted by construction of SE Brady Road. The applicant proposes to add 142 square feet through buffer averaging. The project complies with this section, nothing additional is required.

20.770 Tree, Vegetation and Soil Conservation

Finding: Compliance with this section will be verified at time of site plan review and/or building permit.

20.790 SEPA Regulations

Finding: Final Determination of Non-significance (DNS) was issued Feb. 8, 2021. The 14-day appeal period ended on February 22, 2022.

Conclusion: The proposal complies with SEPA requirements.

Chapter 20.900– Additional Development Regulations

20.915 - Impact Fees

Finding: Impact fees will be accessed at time of building permit.

20.925 - Landscaping

Finding: Compliance with the landscaping standards will be verified at time of site plan review and/or building permit issuance.

20.935 - Off-Site Impacts

Finding: The proposal must at all times comply with the environmental noise, off-site drainage, smoke and particulate, light and glare, and vibration limits of VMC 20.935. If at any time the proposal is out of compliance with the off-site impact regulations of VMC 20.935, the property owner must make revisions to bring the site into compliance.

20.945 – Parking and Loading

Finding: Compliance with the parking standards will be verified at time of site plan review and/or building permit issuance.

20.970 – Solid Waste

Finding: Compliance with the parking standards will be verified at time of site plan review and/or building permit issuance.

VMC Title 11 – Streets and Sidewalks

Chapter 11.70 – Transportation Concurrency

The applicant submitted a Transportation Impact Analysis (TIA) dated June 30, 2011, from Mackenzie. The TIA included trip generation, trip distribution, intersection level-of-service analysis, collision analysis, intersection queueing analysis, turn-lane warrant analysis, and sight distance analysis. Trip generation rates were based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, utilizing the following Land Use Codes:

- 221 – Multi-family Housing (Mid-Rise)
- 310 – Hotel
- 465 – Ice Skating Rink
- 710 – General Office
- 720 – Medical/Dental Office
- 760 – R & D Center
- 820 – Shopping Center
- 932 – High-Turnover Sit-Down Restaurant

Based on this information, the proposed project will generate 19,759 net new Average Daily Trips (ADT) including 1,135 new a.m. Peak Hour Trips and 1,762 new p.m. peak hour trips.

Pursuant to VMC 11.70.090, SE 192nd Avenue between SR-14 and NE 18th Street is designated a Category 1 Concurrency corridor, which stipulates that the corridor is operating at or above the City's adopted level of service standards. The trips generated by the proposed development are not anticipated to cause the corridor to drop below the adopted level of service standard.

The proposed use is located within the #247 Transportation Analysis Zone. The proposed project contributes p.m. peak hour trips to the following Transportation Management Zones (TMZ):

Corridor Name	Corridor Limit	PM Peak Trips
164 th /162 nd Avenue	SR 14 to SE 1 st St.	441
192 nd Avenue	SR-14 to NE 18 th Street	1,573

Prior to the issuance of civil plan approval for each project within the master plan area, the project applicant shall pay the concurrency modeling fees calculated for the site plan. Pursuant to the applicant's information, the project will not distribute trips to any other Transportation Management Zones.

The applicant's traffic analysis provides distribution of trips used to establish the proportionate share contribution towards off-site traffic mitigation projects pursuant to VMC 11.80.080(C). A list of the intersection(s) slated for proportionate share contributions is as follows:

Intersection or Corridor	Cost Per <u>PM</u> Peak Hour Trip	Number of Trips	Proportionate Share
SE 192 nd Ave & SE 34 th Street	\$150	881	\$132,150

SE 192 nd Ave & SR-14 WB Ramps	\$2,000	705	\$1,410,000
Total Estimated Proportionate Share Cost for Master Plan build-out			\$1,542,150.00

Prior to the issuance of site plan approval for any project within the proposed master plan, the project applicant shall pay the portion of the proportionate share fees calculated for that project.

The TIA identifies several intersections within the study area that are projected to exceed the City's standards for level-of-service (LOS) and/or volume-to-capacity ratio (V/C ratio) with addition of the project-generated trips. The report also identified several locations where existing lane lengths may be exceeded by the expected vehicle queue lengths. The TIA also identifies mitigation strategies. The following is a list of the locations that are projected to exceed standards, along with the recommended mitigation efforts and the City's requirements:

- SE 192nd Ave / SR-14 WB ramps
 - The intersection is shown to exceed capacity standards currently during the p.m. peak hour (V/C 1.26, LOS F).
 - NB vehicle queue lengths will begin to exceed storage lengths, beginning in 2031 post-development.
 - The City has put in place a proportionate share project to address the necessary mitigations at this intersection. The fee rate for the proportionate share project is \$2,000 per p.m. peak hour trip generated by the project and passing through the intersection. **Prior to the issuance of site plan approval for any project within the proposed master plan, the project applicant shall pay the portion of the proportionate share fees calculated for that project.**
- SE 192nd Ave / Brady Road
 - The intersection is shown to exceed capacity standards during the a.m. peak hour in 2036 (V/C 1.13, LOS F).
 - Vehicle queue lengths at all legs will begin to exceed storage lengths, beginning in 2031 post-development.
 - **The TIA recommends that the signal timing be optimized, and that the intersection continue to be monitored as site plan development occurs within the master plan area.**
 - The EB left-turn queue is projected to exceed the existing turn-lane capacity during the p.m. peak hour, starting in 2031 post-development. **This turn lane is currently 200 feet, it must be extended to at least 300 feet as part of the required subdivision improvements.**
 - See TIA requirements for site plan development within the master plan area, below.
- SE 192nd Ave / HQ Drive (Columbia Palisades Dr)
 - The intersection is shown to exceed capacity standards during the p.m. peak hour in 2036 (V/C 1.17, LOS F).
 - NB vehicle queue lengths will begin to exceed storage lengths in 2031 post-development.

- The SB left-turn queue is projected to exceed the existing turn-lane capacity during the p.m. peak hour in 2036. **This turn lane is currently 250 feet long, it must be extended to 400 feet when the fourth leg of the intersection is constructed and the intersection is signalized.**
 - **The TIA recommends that the intersection be signalized, and that the intersection continue to be monitored as site plan development occurs within the master plan area. Signalization of the intersection must occur when the fourth leg is constructed.**
 - See TIA requirements for site plan development within the master plan area, below.
- SE 192nd Ave / SE 34th Street
 - The intersection is shown to exceed capacity standards during the p.m. peak hour in 2036 (V/C 1.06, LOS F).
 - Vehicle queue lengths for WB left-turns currently exceed the turn-lane storage length.
 - Vehicle queue lengths at all legs will begin to exceed storage lengths, beginning in 2031 post-development.
 - **The TIA recommends that the signal timing be optimized, and that the intersection continue to be monitored as site plan development occurs within the master plan area.**
 - The City has put in place a proportionate share project to address the necessary mitigations at this intersection. The fee rate for the proportionate share project is \$150 per p.m. peak hour trip generated by the project and passing through the intersection. **Prior to the issuance of site plan approval for any project within the proposed Master Plan, the project applicant shall pay the portion of the proportionate share fees calculated for that project.**
 - See TIA requirements for site plan development within the master plan area, below.

Prior to the issuance of site plan approval for any project within the proposed Master Plan area, the applicant shall provide the City with a TIA that re-analyzes the study area intersections based on existing traffic conditions in place at the time of site plan application, conditions at year of opening of the proposed site plan development, and conditions at future build-out (five years from year of opening). Any intersection movements or queueing lengths that do not meet City standards with the addition of project-generated trips will require mitigation prior to the issuance of occupancy approval for the site plan development.

Transportation Impact Fees (TIF) are imposed per VMC 20.915. See the section of this staff report addressing VMC 20.915 for calculation of TIF.

Conclusion: The proposed development meets the requirements of VMC 11.70 as conditioned.

Chapter 11.80 – Streets and Development Standards

SE 192nd Avenue

Southeast 192nd Avenue is designated a principal arterial with center turn lane and bike lanes, which requires a minimum 50 feet half-width right of way and 35 feet paved street half-width per city standard plan T10-06. If the existing right of way is substandard, right of way dedication will be required. The existing road along the property frontage of SE 192nd Avenue includes asphalt

roadway, curb, gutter, partial detached sidewalks, planter strip, ADA ramps, street lighting, and storm drainage

Prior to the issuance of final subdivision approval, the applicant shall provide the following improvements to SE 192nd Avenue, per City of Vancouver standards:

- Dedicate public right of way as necessary to meet the standard.
- Per VMC 11.80.080(C), the City reserves the right to require improvements to non-abutting street if, in the opinion of the Director, the proposed development will cause an adverse impact or create dangerous or hazardous condition on or to another street. Therefore, the applicant shall construct a 6-foot-wide detached sidewalk along the west side of SE 192nd Avenue, from where the sidewalk currently terminates along the Chevron property to the north to where the sidewalk terminates along the Fisher Quarry development.
- At the intersection with HQ Drive (Columbia Palisades Drive):
 - o Construct the west leg of the intersection. Curb radii must be a minimum of 35 feet per the design criteria tables of VMC 11.80.040.
 - o Construct a SB right-turn lane
 - o Extend the storage length of the existing SB left-turn turn lane to 400 feet
 - o Construct a NB left turn lane. The length of the NB left turn lane must be designed to accommodate the vehicle queueing length identified in the TIA
 - o Install a traffic signal
- Street lighting must be installed or updated to current City standards. See street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

No direct driveway access shall be allowed on SE 192nd Avenue, per VMC 11.80.110(A), unless no other access to the site is available. All driveway access shall be taken from the proposed streets within the development.

Brady Road

Brady Road is designated a minor arterial. Currently, Brady Road is stubbed from SE 192nd Avenue to the property line of the subject development property. The applicant proposes a street section for Brady Road that includes 72-foot right of way width, a 38-foot curb-to-curb pavement width (including 11-foot traffic lanes and 8-foot parallel parking lanes), a 4-foot planter strip on each side, a 15-foot multi-modal sidewalk/bike path on the north side, and an 11-foot multi-modal sidewalk/bike path on the south side.

Prior to the issuance of final subdivision approval, the applicant shall provide the following improvements to Brady Road, per City of Vancouver standards:

- Dedicate public right of way as necessary to meet the standard adopted for the Master Plan.
- Extend Brady Road to the project's west property line, using the standard adopted for the Master Plan.
- At the intersection with SE 192nd Avenue, extend the storage length of the EB left-turn lane to at least 300 feet.
- Install a raised pedestrian crossing where the proposed multi-modal trail intersects with Brady Road.

- Street lighting must be installed to current City standards. See street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

The short length of Brady Road between SE 192nd Avenue and the project site was constructed in April 2019. Pursuant to VMC 11.80.100 B., a street cut prohibition is in effect through April 8, 2024. If the applicant finds it necessary to cut into the street to provide utility services and all options have been exhausted, submittal of a minor road modification request pursuant to VMC 11.80.160 will be required. This application shall be submitted for review in order to deviate from the five-year street cut moratorium.

There is a small area of remnant WSDOT right of way located at the end of Brady Road that impacts Lots 2 and 9 on the proposed preliminary plat. WSDOT has turned this remnant right of way back to the City. The City will reserve the right of way necessary for the extension of Brady Road. Pursuant to State and City requirements, the remaining area can then be sold as surplus to the abutting property owner(s) upon completion of the required appraisal and surplus process.

HQ Drive (Columbia Palisades Drive)

HQ Drive is designated a collector. The applicant proposes a street section for HQ Drive that includes 72-foot right of way width, a 38-foot curb-to-curb pavement width (including 11-foot traffic lanes and 8-foot parallel parking lanes), a 4-foot planter strip on each side, a 15-foot multi-modal sidewalk/bike path on the south side, and an 11-foot multi-modal sidewalk/bike path on the north side. **Prior to the issuance of final subdivision approval, the applicant shall provide the following improvements to HQ Drive, per City of Vancouver standards:**

- Dedicate public right of way as necessary to meet the standard adopted for the Master Plan.
- Construct HQ Drive from SE 192nd Avenue to the proposed intersection with Brady Road, using the standard adopted for the Master Plan.
- Enhanced pedestrian crossings must be installed at key intersections and/or midblock crossing locations, as identified on the Master Plan.
- Street lighting must be installed to current City standards. See street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

North Loop Drive

North Loop Drive is designated a neighborhood circulator. The applicant proposes a street section for North Loop Drive that includes 52-foot right of way width, 36-foot curb-to-curb pavement width (including 10-foot traffic lanes and 8-foot parallel parking lanes), and 8-foot attached sidewalks on both sides. **Prior to the issuance of final subdivision approval, the applicant shall provide the following improvements to North Loop Drive, per City of Vancouver standards:**

- Dedicate public right of way as necessary to meet the standard adopted for the Master Plan.
- Construct the street, looping from and to HQ Drive, using the standard adopted for the Master Plan.

- Enhanced pedestrian crossings must be installed at key intersections and/or midblock crossing locations, as identified on the Master Plan. Intersections must be constructed with curb extension bump-outs and small-radius returns.
- Street lighting must be installed to current City standards. See street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

Main Street

Main Street is designated a neighborhood circulator. The applicant proposes a street section for Main Street that includes 90-foot right of way width, 57-foot curb-to-curb pavement width (including 12-foot traffic lanes and 16.5-foot angled back-in parking on both sides), and 16.5-foot attached sidewalks on both sides. It should be noted that the street name for Main Street will likely need to be changed during subsequent phases to avoid confusion. **Prior to the issuance of final subdivision approval, the applicant shall provide the following improvements to Main Street, per City of Vancouver standards:**

- Dedicate public right of way as necessary to meet the standard adopted for the Master Plan.
- Construct the street, between HQ Drive and Brady Road, using the standard adopted for the Master Plan.
- Enhanced pedestrian crossings must be installed at key intersections and/or midblock crossing locations, as identified on the Master Plan. Intersections must be constructed with curb extension bump-outs and small-radius returns.
- Street lighting must be installed to current City standards. See street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

First Street

First Street is designated a neighborhood circulator. The applicant proposes a street section for First Street that includes 60-foot right of way width, 36-foot curb-to-curb pavement width (including 10-foot traffic lanes and 8-foot parallel parking lanes), and 12-foot attached sidewalks on both sides. It should be noted that the street name for First Street will likely need to be changed during subsequent phases to avoid confusion. **Prior to the issuance of final subdivision approval, the applicant shall provide the following improvements to First Street, per City of Vancouver standards:**

- Dedicate public right of way as necessary to meet the standard adopted for the Master Plan.
- Construct the street, between Main Street and Brady Road, using the standard adopted for the Master Plan.
- Enhanced pedestrian crossings must be installed at key intersections and/or midblock crossing locations, as identified on the Master Plan. Intersections must be constructed with curb extension bump-outs and small-radius returns.
- Street lighting must be installed to current City standards. See street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

Private Street

As described above, the 12 proposed single-family lots will take access by way of two private streets extending from a single access on SE 41st Drive. The applicant shall, at a minimum, meet the applicable requirements of city standard plans T10-17 and/or T10-18. **Prior to the issuance of final subdivision approval, the applicant must provide the following items for the proposed private streets, per City of Vancouver standards:**

- Dedicate appropriate easements or tracts and install a minimum 20-foot-wide street surface, planter strips on both sides of the street, and 5-foot detached sidewalk on both sides of the street.
- Install a driveway approach on SE 41st Drive per the appropriate City of Vancouver standard, to provide access to the private streets.
- Install appropriate turnarounds at the dead ends of the streets, per the appropriate City of Vancouver standard.
- Install “No Parking – Fire Lane” signs on both sides of the private streets.

The applicant shall also provide a shared access and maintenance agreement for the private street to cover the cost of maintaining and operating street surface, signs and markings, and drainage system, as it applies to private streets and shared driveways. Any shared accesses shall be called out on the plat. **The agreement shall be recorded on all parcels that are party to the private roadway. Shared access and maintenance agreements shall be provided prior to final subdivision approval.**

Per VMC 11.80.050 (H), a statement with the following language is required on the face of any plat or short plat containing a private street:

WARNING: City of Vancouver has no responsibility to improve or maintain the private streets contained within or private streets providing access to the property described in this plat, nor does the City of Vancouver have responsibility for any of the infrastructure associated with the roadway such as sidewalks, drainage facilities, streetlights, curbs, or landscaping.

Per VMC 11.80.050 (I), where private streets are included in plats/subdivisions that include conditions, covenants and restrictions (CCRs), the CCRs must include the following statement:

WARNING: City of Vancouver has no responsibility to improve or maintain the private streets contained within or private streets providing access to the property described in this plat, nor does the City of Vancouver have responsibility for any of the infrastructure associated with the roadway such as sidewalks, drainage facilities, streetlights, curbs, or landscaping.

The CCRs also must include terms and condition of responsibility for liability, maintenance, maintenance methods, standards, distribution of expenses, remedies for noncompliance with the terms of the agreement, right of use easement, and other considerations.

Per VMC 11.80.050 (J), the city will not maintain streets, signs, streetlights, or drainage improvements associated with a private street. Prior to final inspection and approval of a private street, a maintenance agreement must be recorded with the Clark County Auditor as a covenant running with the land for any and all parcels served, or potentially served. The agreement must set forth the terms and conditions of responsibility for liability, maintenance, maintenance methods, standards, distribution of expenses, remedies for noncompliance with the terms of the agreement,

right of use easements, and other considerations. The agreement also must include the creation of a private street maintenance fund and the annual assessment.

All Streets

Street lighting is required on public streets per VMC 11.80.090 and on private streets per VMC 11.80.050(L). Any substandard street lighting shall be required to be upgraded to current city standards as part of this project. Street lighting shall be installed and/or updated to meet the design standards per city standard plans T21-01A through T21-01D. If the applicant proposes to retain the existing lighting or install lighting that exceeds the maximum spacing requirement a photometric analysis will be required to ensure the lighting level standards are met. If the maximum spacing per T21-01A is met, the photometric analysis is not necessary.

When required, photometrics shall be analyzed in zones. Zones for each direction of travel of a straight roadway are done in luminance method. Intersections, sidewalks, and curved roadway sections are their own zones and done in illuminance. Average maintained luminance is measured in candela per square meter. Veiling luminance shall be shown. Average maintained illuminance is measured in foot-candles. Stationing is a required item on the lighting plans. IES files for lighting software can be obtained from lighting manufacturer. Use lighting materials from the City of Vancouver approved material list.

New lights will be LED and existing HPS lights will be retrofitted to LED unless otherwise noted by Traffic. Any new or existing lights that are within 10 feet of primary power and/neutral lines, will require the developer to raise the power lines. The developer will need to work with Clark Public Utilities for requirements and costs.

Conclusion: The proposed development meets the requirements of VMC 11.80 as conditioned.

VMC Title 14 – Waters and Sewers

Water

Finding: City records indicate that there is:

- 12-inch Ductile Iron (DI) water main within SE Brady Rd.
- 12-inch DI water main within SE 192nd Ave
- 8-inch DI water main stub onto the project lot on the South side of SE 178th Place
- Nearest fire hydrant is located on the north side of SE Brady Rd, west of SE 192nd Ave.

To obtain water supply for the project:

- Connect to the existing 12-inch DI water main within SE Brady Rd and loop a new 12-inch Zinc coated DI water main through the project tax lots to service any domestic water, fire protection systems or fire hydrants.
- Fire hydrant locations are to be specified by the fire marshal. **If new hydrants are required**, they shall be served by water mains with a minimum of 8-inch diameter. The exception allows utilization of a 6-inch main for dead-end run shorter than 50 feet to a hydrant.
- A public easement will be required for any public water main, meter or hydrant located outside of City of Vancouver right of way.
- Separate water services are required for each building. Water meters shall be located in a non-paved area, centered along the property frontage.
- If wells are found to be on-site, future use or abandonment requirements from the Departments of Health and Ecology must be met. If an existing well is to remain in service,

approval from the City's Water Quality Department will also be required, including appropriate backflow protection.

Conclusion: The submitted plan indicates the City of Vancouver requirements for water can be met. The applicant shall meet the water requirements as per the *General Requirements & Details for the Design and Construction of Water, Sanitary Sewer and Surface Water Systems* (latest revision). Additional fees associated with permits, System Development Charges (SDC's) and Main fees will/may also be required.

Further requirements may be necessary depending on the final project configuration.

Sewer

Finding: Public sanitary sewers are generally available to the site. A system map is attached as Exhibit 7. (Locations and details are approximate.)

Service to the wider quarry areas was originally proposed with pump stations discharging south through an existing casing beneath SR-14. Pressure discharges would have extended west in Evergreen Highway and discharge to gravity sewers near SE 164th Avenue.

Hydraulic modelling completed in 2015 by Otak and the City's modelling consultant simulated flows for the east adjacent Palisades development. The model computes (estimates) dynamic flows using the same software, inputs, and assumptions developed by the City's 2011 General Sewer Plan. Peaking factors and rainfall components were developed with the 2011 GSP. Results conclude that the Palisades flows could instead be pumped north in SE 192nd Avenue to a discharge located at SE 34th Street. Today's Palisades flows follow this northern path (and are shown on the exhibit in red.)

The 2015 modelling also estimated and simulated flows for the Rinker (today's HQ) site. Results show that the existing gravity (trunk) sewers west of the site along the north side of SR14 could accommodate these original flow estimates.

A utility review (request for utility services report) was issued for the HQ site in October 2020. The review summarizes the areas original service plans, cites previous Otak 2015 modeling reports, agrees that area flows can likely be pumped west, and encourages early pump station design considerations. A pre-application report issued for the site in mid-November refines (and supersedes) the utility review comments (PIR-79907). The report cites the code's development extension criteria, notes 2015 modelling, requires a pump station feasibility report, buildout flow estimates, and verification of downstream capacity.

The applicant's engineer provided preliminary peak buildout flow rates for the current HQ proposal in late February 2021. The estimates are higher than the original rates estimated and modeled in 2015. The existing SR14 trunk sewers west of site do not have capacity to accommodate these latest higher flow estimates.

The applicant submitted a draft pump station feasibility report (technical memorandum) in early June. Staff provided comments on the Draft TM in mid-July asking for additional details, clarifications, and revisions. (Staff also provided the applicants with the City's hydraulic modeling consultant's contact information.)

The HQ land application was submitted in early July. Sanitary sewer service is mentioned in several locations of the application narrative including Page 40 Section 20.230.040 (A) and Page 61 Section 20.680.040 (C)(3). The preliminary utility plans on Sheets UT-01 through UT-24 propose new on-site gravity sewers, a public pump station, and a pressure sewer discharging to new gravity sewers proposed by the west adjoining Fishers Creek Subdivision (LUP-81488.).

The application also includes the June draft pump station feasibility report (Draft TM) as Appendix P. The draft report proposes to postpone any needed off-site downstream public sanitary sewer (capacity) improvements and recommends coordination with the City. Staff declared the HQ application fully complete for sanitary sewer in early August and asks for a supplemental information (summarizing sewer coordination with the west adjoining FCS proposal). The supplement was submitted in January 2022 and posted as Appendix Q in the land application documents.

In late July City staff initiated professional services to perform hydraulic model simulations in the area. A notice to proceed was issued in mid-August and a scope of work was approved in early September. The scope includes pipe additions, introduction of current HQ baseflow estimates to the SR14 trunk sewer, and inflows to two alternate locations north and northwest of the site.

Hydraulic model simulations were completed in January 2022. Results are summarized in a technical memorandum prepared by Murrsmith on 13 January 2022 entitled Sub Model conversion to MIKE+ - Model Results for Proposed HQ Scenarios. Results confirm that the existing SR14 trunk sewers west of site do not have capacity to accommodate the proposed peak buildout flows. The report suggests that capacity may be available at other locations north and northwest of the site. A copy of the report was sent to the applicant in early February.

Additional in-house study is required prior to releasing final City findings and connection options. The study requires detailed review of the modelling results together with all other available sewer collection system information. (The additional study had not yet (fully) started at the time of this report.)

Developers Extension Criteria: Developments are required to extend public sewer to and through the sites and across the frontages (VMC 14.04.280). Construction of all off-site piping (and capacity improvements) are required. Policy does not provide for deferred public sewer improvements. Connection requirements are provided by VMC 14.08.050 (and 14.16.010). Standards require a minimum of one 6-inch lateral to serve each building and separate service lateral connections for separate types-of-use.

General Service Requirements: Construction of an on-site public pump station and gravity sewers through the site to are required. Off-site downstream improvements are also required. Off-site improvements require construction of pump station discharge piping and/or capacity improvements to existing sewers. Final design and connection location details are yet to be determined.

Erosion Control

Findings: The project site has been largely disturbed and there little or no native vegetation. Topography varies with flat areas near the center and slopes to the north and south. The main erosion threat will be to the existing storm system in Brady Road which relies on infiltration. Protecting this system from sediment and sediment laden runoff will be critical. A wheel wash will

be required at the access to the site to protect this system. The applicant has submitted a preliminary erosion control and has demonstrated that the requirements of the ordinance can be met for the project. A final erosion control plan shall be submitted with each phase of construction.

Stormwater

Findings: The proposed project is subject to the requirements of the current Western Washington Phase II Municipal Stormwater Permit and the City of Vancouver Surface Water General Requirements. More than 5,000 square feet of hard surfaces will be created and Minimum Requirements 1 through 9 of the 2014 Stormwater Management Manual for Western Washington (SMMWW) and the stormwater permit will apply.

Runoff from all pollution generating surfaces shall be treated with an approved runoff treatment best management practice (BMP). A portion of the site is within one-quarter mile of Fishers Creek. Any infiltration facilities within this portion of the site or direct discharge from anywhere on-site to the creek would require Enhanced Runoff Treatment with a Department of Ecology approved runoff treatment BMP prior to infiltration or discharge.

The project as proposed will be phased. Each phase shall be able to stand alone and might require construction of stormwater facilities located in future phases.

The applicant has submitted preliminary stormwater plans and a preliminary stormwater report has demonstrated that the requirements of the ordinance can be met for the project. Final stormwater plans and a final stormwater report shall be submitted with each project phase.

Water Resource Protection

Findings: The proposed project site is located in a Critical Aquifer Recharge Area. Minimum Standards in VMC 14.26.120 are applicable to all sites within the City of Vancouver. The applicant will be required to submit an Industrial Information Form (IIF WRPO E-Form) for any proposed industrial development. The form is available on request at surfacewater@cityofvancouver.us.

VMC Title 16 – Fire

Findings: The fire department has determined the requirements of Vancouver Municipal Code can be met with adherence to the conditions contained herein.

VMC Title 17 – Buildings and Construction

Finding: 17.08.090 a building department plan review and permits will be required for this project. Buildings shall comply with the applicable codes listed in 17.08.010 in effect at the time of building permit application. A complete building code review of plans is not performed during site plan review. Filing of building permit application with required fees and review material is required for a complete building code review. At this time, plans and information necessary to verify compliance with all applicable building code provisions is neither required nor provided.

The proposed master plan appears acceptable for the review of building codes related issues and accessibility issues pertaining to the broader project.

Conclusion: As submitted project could be approved for building code requirements pertaining to the master plan.

IV. RECOMMENDED ACTION

Based upon the findings herein, the criteria for master plan approval have been satisfactorily met or shall be met as conditioned. Staff recommends Planning Commission recommend approval of the HQ Master Plan to City Council subject to the conditions listed below.

V. CONDITIONS OF APPROVAL

General

1. The "HQ Design Guidelines" dated July 2, 2021, prepared by Otak shall serve as the design guidelines for the master plan.
2. The landscaping percentage for sites with a parking structure is 0%. The remaining areas shall comply with the minimum landscape percentage.
3. If the amount of parks and open spaces is reduced in the future, the applicant shall obtain a new Type IV master plan approval. Parks and open space can be either public or privately owned, however the total amount as presented in this application cannot be reduced without obtaining a new Type IV master plan approval.

Prior to Recording the Subdivision Plat(s)

4. All street names are placeholders for the master plan. The City may request new street names consistent with addressing requirements.
5. Since there is complete separation of infrastructure and access, the single-family residential lots at the north end of the master plan may be recorded separately from the rest of master plan. The applicant will need to complete a lot line adjustment so the north area is on its own lot prior to independently subdividing into single-family lots and all supporting infrastructure installed and accepted by the City. The open space, trail and landscaping associated with the single-family subdivision must be indicated on the civil engineering plans and installed prior to recording of the final plat. All other phasing must be approved by City of Vancouver Public Works. Phasing of infrastructure prior to recording the final plat is typically not allowed by Public Works.
6. Prior to recording the subdivision plat for the single-family residential subdivision, the applicant shall record a shared access and maintenance agreement for the private street.
7. All single-family lots shall have 20 feet of frontage on a public or private street.
8. For both the main master plan subdivision and the single-family subdivision, public access easements shall be indicated on the plat that cover all pathways and open spaces. The applicant may impose reasonable hours for these area to be open to the public.
9. The applicant shall place signage along all public access trails stating that the path is open to the public, the sign may identify reasonable hours of operation. Signage locations shall be shown on the engineering plans for review and approval by the City.
10. Prior to recording the main master plan subdivision, the applicant shall extend a trail from the proposed single-family residential subdivision down to the base of the quarry that connects to the main master plan trail system; and all other trails shall be installed unless a phasing plan is approved by the Planning Department. All trails and landscaping shall be indicated on the engineering plans and approved by the City with the civil engineering permit. Timing of installation of the City park can be installed per agreements with the City Parks Department and the public plaza can be delayed until development and permitting of surrounding buildings.
11. Signs shall be placed at minimum every 200 feet at the wetland buffer located at the west end of the master plan that reads, "The area beyond this sign is a wetland or wetland buffer. Alteration or disturbance is prohibited by law. Please call the City of Vancouver for more information."

12. Prior to recording the single-family residential subdivision, the following improvements shall be completed on the Private Street(s):
- Dedicate appropriate easements or tracts and install a minimum 20-foot-wide street surface, planter strips on both sides of the street, and 5-foot detached sidewalk on both sides of the street.
 - Install a driveway approach on SE 41st Drive per the appropriate City of Vancouver standard, to provide access to the private streets.
 - Install appropriate turnarounds at the dead ends of the streets, per the appropriate City of Vancouver standard.
 - Install "No Parking – Fire Lane" signs on both sides of the private streets.
13. Prior to recording the main subdivision plat for the master plan (all areas other than the single-family residential subdivision) the following street improvements must be completed:

SE 192nd Ave / Brady Road

The eastbound left-turn lane shall be extended from 200 feet to at least 300 feet.

SE 192nd Ave / HQ Drive (Columbia Palisades Dr)

The southbound left-turn lane shall be extended from 250 feet to 400 feet. The intersections shall be signalized when the fourth leg of the intersection is constructed.

SE 192nd Ave.

The following improvements to 192nd Avenue shall be completed:

- Dedicate public right of way as necessary to meet the standard.
- Per VMC 11.80.080(C), the City reserves the right to require improvements to non-abutting street if, in the opinion of the Director, the proposed development will cause an adverse impact or create dangerous or hazardous condition on or to another street. Therefore, the applicant shall construct a 6-foot-wide detached sidewalk along the west side of SE 192nd Avenue, from where the sidewalk currently terminates along the Chevron property to the north to where the sidewalk terminates along the Fisher Quarry development.
- At the intersection with HQ Drive (Columbia Palisades Drive):
 - o Construct the west leg of the intersection. Curb radii must be a minimum of 35 feet per the design criteria tables of VMC 11.80.040.
 - o Construct a SB right-turn lane.
 - o Extend the storage length of the existing SB left-turn turn lane to 400 feet.
 - o Construct a NB left turn lane. The length of the NB left turn lane must be designed to accommodate the vehicle queueing length identified in the TIA.
 - o Install a traffic signal.
- Street lighting must be installed or updated to current City standards. See street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

No direct driveway access shall be allowed on SE 192nd Avenue, per VMC 11.80.110(A), unless no other access to the site is available. All driveway access shall be taken from the proposed streets within the development.

Brady Road

The following improvements shall be completed on Brady Road:

- Dedicate public right of way as necessary to meet the standard adopted for the Master Plan.
- Extend Brady Road to the project's west property line, using the standard adopted for the Master Plan.
- At the intersection with SE 192nd Avenue, extend the storage length of the EB left-turn lane to at least 300-feet.
- Install a raised pedestrian crossing where the proposed multi-modal trail intersects with Brady Road.
- Street lighting must be installed to current City standards. See street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

The short length of Brady Road between SE 192nd Avenue and the project site was constructed in April 2019. Pursuant to VMC 11.80.100 B., a street cut prohibition is in effect through April 8, 2024. If the applicant finds it necessary to cut into the street to provide utility services and all options have been exhausted, submittal of a minor road modification request pursuant to VMC 11.80.160 will be required. This application shall be submitted for review in order to deviate from the five-year street cut moratorium.

There is a small area of remnant WSDOT right of way located at the end of Brady Road that impacts Lots 2 and 9 on the proposed preliminary plat. WSDOT has turned this remnant right of way back to the City. The City will reserve the right of way necessary for the extension of Brady Road. Pursuant to State and City requirements, the remaining area can then be sold as surplus to the abutting property owner(s) upon completion of the required appraisal and surplus process.

North Loop Drive

The following improvements shall be completed on North Loop Drive:

- Dedicate public right of way as necessary to meet the standard adopted for the Master Plan.
- Construct the street, looping from and to HQ Drive, using the standard adopted for the Master Plan.
- Enhanced pedestrian crossings must be installed at key intersections and/or midblock crossing locations, as identified on the Master Plan. Intersections must be constructed with curb extension bump-outs and small-radius returns.
- Street lighting must be installed to current City standards. See street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

Main Street

The following improvements shall be completed on Main Street:

- Dedicate public right of way as necessary to meet the standard adopted for the Master Plan.
- Construct the street, between HQ Drive and Brady Road, using the standard adopted for the Master Plan.

- Enhanced pedestrian crossings must be installed at key intersections and/or midblock crossing locations, as identified on the Master Plan. Intersections must be constructed with curb extension bump-outs and small-radius returns.
- Street lighting must be installed to current City standards. See street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the City stormwater ordinance.

First Street

The following improvements shall be completed on First Street:

- Dedicate public right of way as necessary to meet the standard adopted for the Master Plan.
- Construct the street, between Main Street and Brady Road, using the standard adopted for the Master Plan.
- Enhanced pedestrian crossings must be installed at key intersections and/or midblock crossing locations, as identified on the Master Plan. Intersections must be constructed with curb extension bump-outs and small-radius returns.
- Street lighting must be installed to current City standards. See street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

14. Prior to recording the main subdivision plat for the master plan and as part of the civil plan review and approval:

Coordinate with City staff on approved sanitary sewer pump station discharge locations, available discharge rates, and downstream public sanitary sewer capacity improvements.

Public Sanitary Sewer Pump Station Design Requirements: Modify the Draft Pump Station Technical Memorandum submitted in June 2021. Address City comments. Prepare a separate civil plan set for the public sanitary sewer pump station. Design according to current General Requirements and Details for the Design and Construction of Public Sanitary Pump and Lift Stations. Include on and off-site discharge piping, provisions for future discharge location changes, and any off-site downstream capacity improvements. Submit the final pump station technical memorandum. Include complete pump station design calculations as a sheet in the plan set. Schedule a minimum of three civil review cycles. Address redline comments, revise, and submit the final design for civil plan approval.

Public Gravity Sewer Requirements: Revise and complete the public on-site gravity sewer design. Prepare according to Vancouver's current General Requirements and Details for design and construction. Coordinate with the public pump station plans. Address redline comments, revise, and submit the final design for civil plan approval. On-site civil plan approval requires pump station civil plan approval.

15. Prior to recording the main subdivision plat for the master plan, show and note a separate pump station parcel. Specify as to be dedicated to the City of Vancouver by separate deed. Provide signatures and record the deed with (directly following) the plat.

Prior to Development of Each Multi-family, Commercial, Industrial and Mixed-Use Lot

16. If shared parking with a neighboring development or lot is proposed, shared access and parking agreements shall be recorded prior to issuance of building permits.
17. Prior to issuance of a site plan review approval and building permit, plans shall indicate that all site lighting is shielded to reduce or eliminate off-site glare.
18. With each site plan application, provide a report and inventory of Affordable Units and how it complies with the affordable housing requirement.
19. Prior to the issuance of civil plan approval, pay the concurrency modeling fees. The modeling fee will be calculated at time of site plan review.
20. Proportionate share fees for transportation improvements shall be calculated at time site plan approval and paid prior to issuance of a building permit.
21. Provide the City with a traffic impact analysis that reanalyzes the study area intersections based on existing traffic conditions in place at the time of site plan application, conditions at year of opening of the proposed site plan development, and conditions at future build-out (five years from year of opening). Any intersection movements or queueing lengths that do not meet City standards with the addition of project-generated trips will require mitigation prior to the issuance of occupancy approval for the site plan development.

During Construction

22. Secure all required public sanitary sewer pump station construction permits. Secure all required off-site construction permits. Schedule and attend pre-construction meeting for the pump station and off-site improvements. Construct the station and off-site improvements according to the approved plans and standards. Satisfy Construction Services testing, inspection, and start-up requirements and secure Construction Acceptance.
23. Secure on-site public gravity sewer construction permits. Schedule and attend a pre-construction meeting. Construct according to the approved plans and standards. Satisfy Construction Services testing, inspection, and start-up requirements and secure Construction Acceptance.
24. Satisfy submittal and other requirements itemized in both Notifications of Civil Plan Approval for the public sewer improvements. Secure Final Civil Project Acceptance for both the pump station and on-site gravity improvements. Final civil project acceptance of the on-site gravity project requires final civil project acceptance of the pump station.

Note: The Washington Uniform Common Interest Ownership Act (WUCIOA), RCW 64.90, may apply to the proposal. This legislation has a number of provisions that apply to developments with common interest elements including plats. It is the sole responsibility of the applicant to comply with the provisions of WUCIOA, as the city does not approve or advise on WUCIOA. The applicant should consult their attorney on how WUCIOA may apply to the proposal.

Note: Once a plat is recorded any change will require a Plat Alteration under RCW 58.17 and VMC 20.320.080. Plat Alterations require a Type II or Type III land use approval process and the recording of a new final plat.

VI. EXHIBITS

1. Application Form
2. Applicant Narrative
3. Park LOI
4. Evergreen School District Letter
5. C-Tran email
6. E-mail Steven Haywood
7. Sewer Exhibit
8. Ecology Letter
9. Southwest Clean Air Agency Letter
10. E-mail from WFDW
11. Public Comments received prior to 30-day comment period
12. Land Use Summary Sheet (Submitted as Appendix B)
13. HQ Design Guidelines (Submitted as Appendix C)
14. Master Plan Maps:
 - MP01 – Land Use Allocation Plan
 - MP02 – Master Plan
 - MP03 – Ground Floor Uses
 - MP04 – Office Light Industrial Use
 - MP05 – Non-Office Commercial Use
 - MP06 – Residential Use
 - MP07 – Building Use (Single or Mixed)
 - MP08 – Building Number of Floors
 - MP09 – Vehicle Circulation Plan
 - MP10 – Pedestrian & Bicycle Circulation
 - MP11 – Master Landscape Plan
 - MP12 – Community Park Master Plan
 - MP13 – Parks, Open Spaces & Trails
 - MP14 – Site Sections
 - MP15 – Right of way Encroachments
 - MP16 – Viewshed Analysis

Staff Contact Name, Keith Jones, keith.jones@cityofvancouver.us, 360-487-7887



Planning Permit Application

LAND USE PRELIMINARY APPLICATION (LUP)

415 W 6th ST ~ Vancouver, WA 98660, P.O. Box 1995 ~ Vancouver, WA 98668, Phone (360) 487-7800

Email completed application to epplans@cityofvancouver.us

REVIEW TYPE (Check one review and one process type)				
Review Type: ☐ Type I ☐ Type II ☐ Type III ☒ Type IV ☐ Tree Removal Only (nuisance or hazard)				
Process Type: ☒ Standard ☐ Streamline (Type II Applications only - Pre-submittal Meeting required)				
USE				
☐ Single-Family	☒ Commercial	☒ Multi-family	☒ Industrial	☐ Residential
☐ Duplex	☐ Wireless Communications Facility (new) see VMC 20.890			
PROJECT INFORMATION				
Site Acres: 98.55	Disturbed Acres:	Zoning: RGX	Sewer: ☐ Septic ☒ Public	Water: ☐ Well ☒ Public
Proposed # of Lots: 26		Dwelling Units: ~2,100		
Non-Residential Bldg. Square Footage: 666,690		Ground Floor: 406,863	Total of All Upper Floors: 259,827	
Hard Surface Area Square Feet - New: ~3,200,000		Replacement:	Total: ~3,200,000	
PROJECT NAME AND LOCATION				
Proposed project name: HQ Master Plan				
Project site address: 17784 SE Evergreen Hwy			Parcel #(s): 126669000, 125839000, 126941000	
PROJECT DESCRIPTION				
(Briefly describe the proposed project. Provide more detail in project narrative)				
Master Plan application for Fisher's Quarry site in the Riverview Gateway Subarea. The Master Plan includes multifamily residential uses, mixed-use buildings, office/light industrial uses, and park and open space uses per the Riverview Gateway Plan District regulations of VMC 20.680.				
PRIMARY APPLICANT			CONTACT	
Business Name: Hurley Development			Business Name: Otak, Inc.	
Contact Name: Scot Brantley, Senior Project Manager			Contact Name: Li Alligood, AICP	
Address: 275 W 3rd St, Ste 300			Address: 700 Washington St, Ste 300	
City/State/Zip: Vancouver, WA 98660			City/State/Zip: Vancouver, WA 98660	
Phone:			Phone: (503) 415-2384	
Email: scot@hurleydev.com			Email: li.alligood@otak.com	
ELECTRONIC PLANS SUBMITTER (required) (responsible for ePlans uploading and correspondence)			OWNER (attached additional sheets for multiple owners)	
Name: Otak, Inc.			Name: HQ Development LLC	
Address: 700 Washington St, Ste 300			Address: 275 W 3rd St, Ste 300	
City/State/Zip: Vancouver, WA 98660			City/State/Zip: Vancouver, WA 98660	
Email (required): otakcivil@otak.com			Email: scot@hurleydev.com	
Phone: (360) 737-9316			Phone:	
ONLINE PAYMENT				
Existing ePermits User Name:			Request an ePermits Account	
REQUIRED SIGNATURES				
As evidenced by my signature below, I/we agree that City of Vancouver staff has my/our full permission to enter upon the subject property at any reasonable time to consider the merits of the application, to take photographs and to post public notices.				
Applicant Signature: 			Date: 4.22.2021	
Property Owner Signature: 			Date: 4.22.2021	

LUP APPLICATION SUB TYPES

Please check all applicable applications and information where necessary

☐ Airport Height Overlay District
☐ Archaeological Pre-determination
☐ Binding Site Plan
☐ Boundary Line Adjustment # of lots to be adjusted:
☐ Comprehensive Plan Amendment (Including Zone Map Amendment with Comp Plan)
☐ Conditional Use Permit ☐ Initial (Type III) (Comm. Centers, Group Meal Service, Shelters) ☐ Major Modification (Type III) ☐ Minor Modification (Type I) Engineering Review Required ☐ Yes ☐ No
☐ Covenant Release
☒ Critical Areas (not used when in Shoreline) Check one → ☐ Duplex/Single Family ☒ All Other Uses Check one → ☒ Permit ☐ Statement of Exemption (No Fee) Check the applicable critical area(s) ☐ Fish & Wildlife ☐ Frequently Flooded ☒ Geological Hazards ☐ Wetlands ☐ Minor Exception (not common) ☐ Reasonable Use (not common)
☐ Design Review ☐ Exterior Modification Only ☐ All Others
☐ Development Agreement ☐ Initial ☐ Modification ☐ Extension
☐ Historic Preservation
☐ Legal Lot Determination # of lots to be reviewed:
☒ Master Plan/Public Facilities MP ☒ Conceptual (without Site Plan Review) ☐ Detailed (with Site Plan Review) ☐ Hybrid (Some areas with Site Plan Review)
☐ Planned Development ☐ Commercial ☐ Residential ☐ Mixed Use* *Ground Floor SF: 406,863 Upper Floor SF:
☐ Plat Alteration
☐ Post Decision Review/Modification (Includes Planned Development/Master Plan Modifications) ☐ Type I ☐ Type II ☐ Type III Engineering Review Required ☐ Yes ☐ No

☒ Road Modification ☒ Minor (Administrative) ☒ Technical (Minor) ☐ Major (Design) Submitted: ☒ Before ☐ After Decision (submitted after decision is not common)
☐ Shoreline Permits ☐ Substantial Development Permit ☐ Shoreline Permit Exemption (no fee) ☐ Shoreline Conditional Use ☐ Shoreline Variance
☐ Site Plan Review ☐ Type I ☐ Type II Check Use Type below ☐ Residential ☐ Non-Residential ☐ Qualified Planned Action ☐ Unoccupied Commercial/Utility Structure ☐ Commercial Pad ☐ Land Extensive Stormwater ☐ Yes ☐ No Transportation ☐ Yes ☐ No
☒ State Environmental Policy Act (SEPA) ☐ Check if for Single-Family Residential house (only) ☐ Residential Site Plan Review (SPR) ☐ Grading Only ☐ Subdivision or Planned Development ☐ Non-Project Actions (not common) ☒ All Other (Includes Comm/Indust SPR) ☐ Qualified Planned Action (When more than one applies check All Other)
☒ Subdivision/Short Subdivision ☐ Short Subdivision (2-9 lots) ☒ Subdivision (10+ Lots)
☐ Temporary Use ☐ Commercial/Industrial ☐ Unforeseen Emergency ☐ Seasonal or Special Event ☐ Model Home or Sales Office
☒ Tree Plan Enter Tree Plan Level (1 to 7): 5 (Tree Removal for nuisance or hazard tree(s) is Level 3)
☐ Variance ☐ Check if for Single Family Residential house ☐ Type I - # requested: ☐ Type II - # requested: Stormwater ☒ Yes ☐ No Transportation ☐ Yes ☐ No
☐ Zoning Certificate
☐ Zoning Map Amendment (Not involving Comprehensive Plan Amendment)
☐ Zoning Verification



**HQ Master Plan & Subdivision
Vancouver, WA**

Request for Approvals:

**Master Plan
Land Division
Critical Areas Review
Road Modification
State Environmental Protection Act (SEPA)
Text Amendment
Type E Right-of-Way Encroachment**

Prepared for:
HQ Development, LLC
275 W 3rd St, Suite 300
Vancouver, WA 98660

January 13, 2022

Prepared By:
Otak, Inc.
700 Washington Street, Suite 300
Vancouver, WA 98660

19809.100



REQUESTS

Type IV Master Plan approval, Type III Subdivision, and related approvals are requested for the development of approximately 99 acres within the Riverview Gateway Plan District (Vancouver Municipal Code 20.680). The site is located west of SE 192nd Avenue and north of SE Brady Road. The site is commonly known as Fisher's Quarry. The proposed Master Plan is called the HQ Master Plan.

SITE INFORMATION

SUBJECT PROPERTY: 17784 SE Evergreen Hwy, Vancouver, WA 98683
Parcel numbers 126669000 north of SR-14, 125839000 north of SR-14,
126941000, and 125830000

SUBJECT SITE AREA: ~99 ac

COMPREHENSIVE PLAN DESIGNATION: IND, COM, MFR

ZONING DESIGNATION: RGX (Riverview Gateway Plan District)

APPLICANT/PROPERTY OWNER

APPLICANT/OWNER: HQ Development, LLC
275 W 3rd St, Suite 300
Vancouver, WA 98660

Contact: Scot Brantley, Senior Project Manager
360.903.5328
scot@hurleydeve.com

PROJECT DEVELOPMENT TEAM

APPLICANT'S REPRESENTATIVE: Otak, Inc.
700 Washington Street, Suite 300
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bahrend@mcknze.com

ARBORIST: Teragan & Associates, Inc.
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Lake Oswego, OR 97034

Contact: Todd Prager, AICP, ISA Board Certified Master Arborist
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todd@teragan.com

GEOTECHNICAL
ENGINEER: NV5 Design
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Nick.paveglio@nv5.com

ARCHAEOLOGIST: Applied Archaeological Research, Inc.
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Portland, OR 97232

Contact: Bill Roulette, MA, RPA 11132
503.281.9451
bill@aar-crm.com

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Appendices

- Appendix A PreApplication Conference Notes dated November 12, 2020
- Appendix B Land Use Development Summary by Otak, dated January 4, 2022
- Appendix C HQ Design Guidelines by Otak, dated July 2, 2021
- Appendix D Traffic Impact Analysis by Mackenzie, Inc., dated June 30, 2021
- Appendix E Parking Management Plan by RBT Consultants, dated June 17, 2021
- Appendix F SEPA Checklist by Otak, dated July 1, 2021
- Appendix G Deed History to 1969 and Legal Description
- Appendix H Mined Slope Evaluation and Statement of Qualifications by NV5, dated January 8, 2021

North Ridge Preliminary Slope Stability Evaluation by NV5, dated May 20, 2021
Appendix I Level V Tree Plan by Teragan & Associates, Inc., dated May 26, 2021
Appendix J Cultural Resources Report by Applied Archaeological Research, dated March 23, 2021
Appendix K Confirmation of Clark County Development Review Submittal, dated July 1, 2021
Appendix L Notice Maps and Labels prepared by Chicago Title, dated June 4, 2021
Appendix M Preliminary Stormwater Technical Information Report by Otak, Inc., dated July 2, 2021
Appendix N Hydrogeologic Assessment Report by NV5, dated April 29, 2021
Appendix O Critical Areas Report and Buffer Mitigation Plan by Otak, Inc., dated April 30, 2021
Appendix P Pump Station Preliminary Design Memo by Grayling Engineers, dated June 8, 2021
Appendix Q Supplemental Sanitary Sewer Memo by Otak, Inc., dated January 12, 2022
Appendix R Economic and Fiscal Impact Memo by ECONorthwest, dated August 12, 2021
Appendix S Critical Areas Report and Buffer Averaging Plan by Otak, Inc., dated September 28, 2021

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- MP-09 VEHICLE CIRCULATION PLAN
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I. Requests

Type IV Master Plan, Type IV Text Amendment, Type III Subdivision, and associated approvals are requested for the development of approximately 99 acres within the Riverview Gateway Plan District (Vancouver Municipal Code 20.680). The site is located west of SE 192nd Avenue and north of SE Brady Road. The site is commonly known as Fisher's Quarry. The proposed Master Plan is called the HQ Master Plan.

The HQ Master Plan (Master Plan) provides preliminary plans for a mixed-use development comprised of approximately 331,934 square feet of office/light industrial uses, 350,765 square feet of non-office commercial uses (including a 120-room hotel), and 1,950 multifamily units on 41 lots. Detailed plans for different portions of the planned development will be prepared and submitted to the City of Vancouver for detailed plan review as portions of the project are readied for development. The project is anticipated to begin implementation in the year 2022 and to be completed in 2032.

II. Site Description

The HQ Master Plan site is located on the north side of Washington State Route 14 (SR-14), west of 192nd Avenue. The subject site is zoned Riverview Gateway Mixed Use RGX within the Riverview Gateway Plan District Overlay. The RGX zone permits a wide range of residential, commercial, and light industrial uses. Properties to the north and west are zoned for residential development; the WSDOT quarry to the east is zoned RGX.

The quarry has been excavated below the pre-mining land surface, creating a closed depression. This depression captures all precipitation that falls at the site, which either evaporates or infiltrates into the subsurface. Due to many years of mining activity, there are currently few buildings and no developed parking areas on the site. The disturbed nature of the site has created steep slopes greater than 15 percent along the north and west boundaries. There are no known cultural or archaeological resources on the site.

The site is currently not served by utilities. Sanitary sewer, storm sewer, and water service will be extended into the site from the east and a sanitary sewer pump station will be constructed by the project. Additional information is included in the civil plans and in Appendix P.

III. Proposal

The HQ Master Plan area has been designed as a compact, mixed-use community that implements the goals and policies of the Riverview Gateway Subarea Plan. The developer is also pursuing a Smart City approach in collaboration with Healing LLC, a smart city consulting firm.

HQ Master Plan Concept

The Riverview Gateway area was identified as one of 15 Urban Centers and Corridors in the City of Vancouver's 2004 Comprehensive Plan. This designation reflects the key location of the WSDOT and Fisher's quarries at the intersection of SR14 and SE 192nd Ave, two key transportation routes connecting the City of Vancouver with points west and north.

The City of Vancouver adopted the Riverview Gateway Subarea Plan (Subarea Plan) in 2009, after three years of extensive community and property owner engagement. The Subarea Plan calls for a

compact, mixed-use, urban development that creates an attractive and appealing community to live, work, and play and anticipates development of the Riverview Gateway Subarea by the year 2030.

A lot has changed in the intervening 22 years: the population of Vancouver continues to grow as people recognize the high quality of life available in southwestern Washington; employment opportunities continue to increase with the development of Section 30; and the population center of the city has moved further to the east. The city is ripe for a mixed-use, urban development at the southeastern edge of the city to serve new and existing residents and employees.

As a result, the subarea is developing well ahead of schedule – the Columbia Palisades Master Plan incorporating the WSDOT quarry was approved in 2016 and is currently developed or under development with multiple residential and office buildings. Fisher's Quarry, the western portion of the subarea, is proposed for development with the HQ Master Plan.

As shown in Figure 1 of the Subarea Plan, the development of Fisher's Quarry is anticipated to include higher density mixed use development around centralized pedestrian corridors and a plaza; multifamily residential uses surrounding a green space; and light industrial/employment areas to balance the residential uses on the site and provide employment for the surrounding community. The HQ Master Plan was thoughtfully designed to provide these desired components, while also introducing needed single-family residential uses on the north ridge of the site.

The HQ Master consists of five key components:

- Mixed-Use Core
- Multifamily Residential Neighborhood
- North Ridge Single-Family
- Office/Light Industrial Area
- Open Space Network

Mixed-Use Development around Pedestrian Corridors and a Plaza

The heart of the HQ Master Plan area is Main Street, a north-south retail street with generous sidewalks that encourage walking between the shops and spillover seating and displays from adjacent cafes and boutiques. Main Street is bisected by First Street, which provides visual and physical connection between Main Street and the visually stunning neighborhood park and bluffs to the west.

The generous Main Street pedestrian corridors connect with a landscaped pedestrian promenade to the north. A plaza is located at the terminus of Main Street and First street, and provides a visual connection to the 6-acre neighborhood park at the western terminus of First Street.

Multifamily Residential Neighborhood and Green Spaces

The multifamily residential area to the north of HQ Drive is punctuated by connected green spaces: a north-south landscaped pedestrian promenade connects HQ Drive to the multiuse trail to the north; and a buffer along the base of the high walls provide a dramatic backdrop to the multiuse trail that provides access to each of the buildings and connects to the separated bicycle and pedestrian facility running east-west along HQ Drive. A dog park in the southwest corner provides a nearby place for residents to bring their pets.

North Ridge Single-Family Residential and Buffer

The “north ridge” of the site, adjacent to SE 41st Ave, includes 12 single-family residential homes. To the west of the homes is a 20-30 ft. wide landscaped buffer with a trail leading to a public overlook.

Employment Areas

The western and southern portion are dedicated to office and light industrial users and will provide employment for residents of the HQ development as well as the surrounding area. These areas are designed to maximize connected parking lots and access and to minimize impacts to the public realm.

Though the ongoing impacts of the Covid pandemic on the office market remain to be seen, the key location of these employment areas near an interstate ramp and near a dense future population center are expected to appeal to a broad range of users. The applicant requests text amendments to expand the light industrial and employment uses permitted in the Employment Areas on the site.

Use Allocations

The total developable land area of the HQ Master Plan area is 64.82 acres. Percentages of developed land area by type of use compared to total developable land area (TDLA) are shown in Table 1 below. The applicant proposes to add Single-Family Residential uses to the Fisher’s Quarry use allocation, as shown below.

Table 1 – HQ Master Plan Land Use Allocations

Land Use	Allowed / Required	Proposed	% of TLDA	Finding
Multifamily Residential	40% maximum	35% maximum	30.64%	The Master Plan meets this requirement.
Single-Family Residential	NA	5% maximum	3.22%	With the proposed text amendment, the Master Plan meets this requirement.
Non-Office Commercial	35% maximum	No change	23.64%	The Master Plan meets this requirement.
Office/Light Industrial	30% minimum	No change	30.64%	The Master Plan meets this requirement.
Usable Open Space	7% minimum	No change	12.37% ¹	The Master Plan exceeds this requirement.

The Open Space land use allocation includes the required open space of 7.23 percent (or 4.6 acres) as well as an additional 5.14 percent (or 6 acres) to accommodate a neighborhood park.

¹ This open space includes a 6-ac public park as required by Vancouver Parks and Recreation.

Sheet MP-01 shows the overall Master Plan, including land uses, lots, and roads. Appendix B is a Development Summary of the proposed land areas, living units, gross floor area, floor area ratios (FAR), and parking. Proposed land uses are explained in the narrative below.

Smart City Approach

A distinguishing factor and added layer to the HQ Development is its smart technology design and approach. Learning from the successes of existing smart design projects like Lake Nona in Florida and Sterling Ranch in Colorado, HQ will build upon the designs and technological advancements to better enhance the quality of lives of residents and guests by connecting them digitally and physically with the HQ community, and elements within the HQ community in a manner that promotes the highest quality of life for the individual. A fully integrated smart micro city leverages technologies to allow users to utilize services that will provide a sustainable, energy efficient, safe and secure place for people to live, work and play. HQ will be the first smart micro-City on the west coast putting the City of Vancouver on the map as an innovation hub.

From the user perspective, the smart city represents racing fiber-optic internet speeds, integrated smart home applications and security, resource efficient smart parking, lower utility costs, and integrated communication channels throughout the city that allows the residents to connect and interact with each business and organization within HQ. Whether it's securing a reservation for dinner or scheduling a pick-up for your next medical appointment, HQ's technological infrastructure will assist residents in living safer, more sustainable and more meaningful inclusive and connected lives.

Smart city technology represents the future of urban development practices and building management strategies, not just in the US but globally. By using these integrated systems, smart cities will be able to measure, communicate, and adjust their infrastructure systems at both the building level and the community level in real time to make buildings more efficient and personalized for its users. The core benefit is the significant reductions in energy usage intensity, water allocation, waste disposal, and carbon waste production.

Features include automatic lighting intensity adjustments in public spaces for enhanced safety and conservation, adaptive air ventilation based on real time ambient outdoor data metrics, adjustable HVAC and interior lighting based on real time occupancy, and excess energy and water usage due to malfunctioning equipment and leaks.

Fire and life safety in a smart city are greatly enhanced with illuminated location assistance for those in distress and need assistance through emergency lighting via LED way-finding markers, flashing streetlights, or varying light intensity systems, emergency service will be able to quickly and accurately pinpoint the location of those that need their help. This same system can also be implemented in the response to a major disaster, emergency, or evacuation scenario whereby residents and guests can follow the path to safety by way of pathway illumination from the smart city's lighting systems.

Fully integrating the smart city concepts and technologies into the fabric of HQ not only allows the residents and guests to utilize services that will provide a better quality of life, but also provide a framework to achieve a more sustainable and safer environment for people to live, work and play.

Economic Impact

HQ Vancouver, LLC has retained ECONorthwest to complete an economic analysis study to support the economic impact the HQ development will have on our regional economy both from a private and fiscal standpoint. The study highlights the significant direct, indirect and induced economic impacts of the project's construction activity and the on-going operations of the businesses, jobs and labor income generated from the development. See Appendix Q for the full report.

IV. Conformance with the Riverview Gateway Subarea Plan

Response: The site is located within the Riverview Gateway Subarea Plan area and the Master Plan and Design Guidelines are subject to conformance with the Riverview Gateway Subarea Plan. The proposed master plan conforms to the Subarea Plan as detailed below.

Purpose of Plan and Vision

The Riverview Gateway Plan is intended to capitalize on (these) existing strengths and future opportunities. Within the quarries, the plan envisions a future with a vibrant and urban mix of residential, commercial, office and employment uses, linked by a network of parks, trails, and open spaces with connections to surrounding neighborhoods. Riverfront lands south of SR-14 are intended to remain generally as they are, with opportunities for habitat conservation and trail access where feasible.

Response: The proposed HQ Master Plan implements the Riverview Gateway Plan vision for a vibrant and urban mix of uses, open spaces, and connectivity. The riverfront lands south of SR-14 are proposed to remain in their current state.

Figure 1 of this section shows an example of how the Riverview Gateway Subarea could develop by the year 2030. This figure generally shows a mixed-use center, with multifamily residential uses to the north and light industrial uses to the west. A buffer is shown along the upper walls, consist with the pre-reclamation state of the quarry edges. A vegetated buffer is provided along the northern site boundary adjacent to the existing single-family homes.

The applicant proposes to add single-family uses to the buffer in the northwest corner of the site (the "north ridge"), similar to the Columbia Palisades development to the east. This would retain the buffer function indicated in Figure 1 while allowing for development of additional housing similar in scale to the existing neighborhood to the west.

Plan Concepts

- *A dynamic mix of urban uses.*
- *Build on river views and quarry topography as a unique site amenity.*
- *Connected network of attractive parks, open spaces, and trails.*
- *Efficient multi-modal circulation system.*
- *Encourage Low Impact Development Techniques (LID)*
- *Protect the Columbia River Shoreline.*

Response: The HQ Master Plan provides a dynamic mix of urban uses at a level commensurate with that envisioned in the Riverview Gateway Plan, including a varied locational mix of use type within the envisioned framework and associated multi-modal transportation network. The mix of use

types will be connected and linked by a network of parks, open spaces and trails with connections to surrounding neighborhoods.

River views are provided from the “north ridge” of the site and are preserved by the north-south orientation of the pedestrian promenade and Main Street. The quarry walls provide a buffer between the active uses on the quarry “floor” and the residential uses surrounding the site. Single-family lots and a heavily vegetated buffer with public trails and a viewpoint are proposed at the North Ridge of the site. These private and public spaces take advantage of the unique topography to provide views to the river.

The multi-modal network, as depicted in both the Riverview Gateway Plan and the HQ Master Plan, will provide efficient circulation for pedestrians, bicycles, and vehicles. The Master Plan infrastructure design implements Low Impact Development (LID) techniques through stormwater management, and the included Design Guidelines encourage LID for site development. As illustrated in Sheet MP-16, the proposed development will not obscure the Columbia River shoreline. See Appendix C for the proposed HQ Design Guidelines.

Land Use and Urban Design

[...]

Response: The Subarea Plan envisions a densely developed quarry floor ringed by a landscaped buffer to serve as a visual and noise buffer to existing neighborhoods to the west and north. While this buffer still exists along much of the quarry perimeter, the completed reclamation plan removed the berms and landscaping at the northwest corner of the site, and they no longer provide a visual and noise buffer in this location.

The applicant proposes a 20 ft. to 30 ft. wide vegetated buffer in that location, separating the existing neighborhood from 12 single-family homes. The single-family use would provide a mix of housing types on site while continuing to provide visual and noise buffer from development on the quarry floor.

The Subarea Plan applies the Urban High Density (UH) Comprehensive Plan designation to the portion of the site proposed for single-family residential development. This UH designation also applies to the Gables at Hiddenbrook Terrace subdivision north of 41st Ave and the area east of 192nd Ave. Per Vancouver Comprehensive Plan Table 1-5, the UH designation is implemented by the R-18, R-22, R-30, R-35, MX, and RGX zones. At the City staff’s request, the applicant proposes to develop the site consistent with the standards of the R-6 zone, which abuts the site to the west, rather than the standards of the R-18 zone to the north.

Open Space, Trails, and Public Facilities

[...]

Response: Figure 43 notes that “the existing quarry berms may be used to support a trail in conjunction with master planned development as conditions allow.” Figure 48 identifies a bluff trail around the site perimeter, climbing from the quarry floor to the top of the quarry walls and connecting to the neighborhood beyond in several locations. There is no discussion about how the trail might connect from the quarry floor to the bluff/buffer areas, though the difference in elevation in this location is approximately 100 ft.

Since the Subarea Plan was adopted, both the WSDOT and Fisher's Quarry have undergone mandatory reclamation. As part of the Fisher's Quarry reclamation, the large berms have remained in place along the western site boundary and much of the northern site boundary, but the berms in the northwest corner have been removed and the existing homes are now fully exposed to view. The applicant proposes to reconstruct a landscaped buffer, trail, and viewpoint in the location of the buffer area and conceptual bluff trail.

The City and the applicant discussed the conceptual perimeter buffer trail at length; after a site visit and review of the trail concept, both parties agreed that a trail along the entire length of the buffer presented both safety issues for users and privacy issues for adjacent property owners. In place of a perimeter buffer trail, a perimeter trail is proposed at the base of the high walls and a public trail and viewpoint will connect the "north ridge" to the existing neighborhoods to the north and west. These facilities meet the intent of the perimeter buffer by providing viewpoints of the quarry, the river, and points beyond.

Design Standards and Guidelines (Riverview Gateway Design Guidelines)

Response: A significant component of implementation of the Riverview Gateway Subarea Plan is through the associated Riverview Gateway Design Guidelines. This application includes design guidelines specific to the HQ Master Plan area; in some cases the HQ Design Guidelines modify the Riverview Gateway Design Guidelines, and in other cases they supersede the Riverview Gateway

The City can find that these criteria are met.

V. Conformance with the Riverview Gateway Design Guidelines

Response: The proposed HQ Master Plan conforms with the Riverview Gateway Design Guidelines as described below. In some cases the HQ Design Guidelines included as Appendix C propose modifications to the Riverview Gateway Design Guidelines; those cases are noted below.

Table 2 – Compliance with Riverview Gateway Design Guidelines

Design Guideline		Proposed Revision	Response
<i>C.1 Building Location and Orientation</i>	<i>C.1.1 Storefront Streets and Corridor Guidelines</i> <i>a. Buildings should be located adjacent to the sidewalk and feature a pedestrian-oriented façade. Exception: Buildings may be setback from the sidewalk where pedestrian-oriented space is included between the sidewalk and the building.</i> <i>b. Parking lots should be located behind buildings and away from Storefront Streets.</i>	None	The Riverview Gateway street designations are shown in Figure 4. Per Figure 4, the proposed Main Street and First Street within the HQ Master Plan area are Storefront Streets. As shown in Sheet MP-02, the conceptual building footprints along Main Street and First Street are oriented to the sidewalk, in some cases at the property line. A

Design Guideline		Proposed Revision	Response
			Type E Encroachment Permit has been requested to locate utilities, building footing, and below-grade parking below these streets if needed. Parking lots and structures are located away from the Storefront Streets. Compliance with this guideline will be confirmed at the time of Site Plan Review.
	C.1.2 Guidelines for Mixed-Use Streets and Corridors <i>a. Buildings featuring non-residential uses on the ground floor with residences above may be placed up to the edge of the sidewalk (unless otherwise noted) if they feature a pedestrian-oriented façade.</i>	None	The proposed HQ Drive and Brady Rd within the HQ Master Plan are Mixed-Use Streets. As shown in Sheet MP-02, conceptual building footprints for mixed-use buildings are proposed along HQ Drive and Brady Rd. Compliance with this guideline will be confirmed at the time of Site Plan Review.
	<i>b. All other developments should feature at least 10 feet of landscaping or pedestrian-oriented space between the sidewalk or front property line and any building, parking area, storage, or service area. For properties along the primary arterial [192nd Ave], this dimension should be increased to 20 feet.</i>	None	Compliance with this standard will be addressed at the time of Site Plan Review. The site does not contain properties along SE 192nd Ave, and the 20-ft landscaping guideline does not apply.
	<i>c. Buildings should feature pedestrian entrances that face the streets</i> <i>Exceptions: Buildings organized around a courtyard may feature entrances</i>	None	Compliance with this standard will be addressed at the time of Site Plan Review.

Design Guideline		Proposed Revision	Response
	<i>facing the courtyard provided there is clear pedestrian access between the courtyard and the street.</i>		
	<i>d. Parking lots should be located to the side or rear of buildings. For multi-building developments, no more than 30% of the street frontage should be occupied by parking lots and vehicle access areas (structured parking on the ground floor adjacent to the street will count as a parking lot). Industrial developments warrant greater flexibility provided the type and quantity of landscaping between the sidewalk and parking areas effectively mitigate the negative visual impact of parking areas and create a comfortable and attractive environment along the sidewalk.</i>	d. Revised Guideline for Parking Lot Location: Parking lots should be located to the side or rear of buildings. For multi-building developments, no more than 30% <u>35%</u> of the street frontage should be occupied by parking lots and vehicle access areas ² (structured parking on the ground floor adjacent to the street will count as a parking lot).	Compliance with this guideline will be confirmed at the time of Site Plan Review. To increase flexibility for the various potential users of the site, the proposed HQ Master Plan Design Guidelines increase this allowance to 35% for consistency with VMC 20.680.040(C)(6)(d).
		d. New Guidelines for Parking Lot Location: In industrial development areas (Light Office/ Industrial uses identified in the Master Plan) this guideline may be met through the use of a landscaped screen, trellis, vertical panel, lattice or screening device intended to support plants between the sidewalk and parking area, designed to complement adjacent site and building materials. a. Encouraged to be continuous along parking lot, unless the placement of other site elements make that impossible. Be	Alternative guidelines are proposed for the industrial development within the Master Plan area and other locations where parking cannot be limited to 35% of the street frontage. See Appendix C.

² Note that VMC 20.680(C)6.f.1 permits non-structured on-site parking and access drives to account for 35% of the site's major street frontage.

Design Guideline		Proposed Revision	Response
		located to allow for clear sight triangles for drivers. b. Minimum height of 3-feet, maximum height shall be no higher than 6-feet above the adjacent finished grade at the base of the trellis. c. May be freestanding or attached to adjacent fence or other structure.	
	<i>e. Surface parking lots should not be located adjacent to street corners.</i>		Due to the street configuration of the HQ Master Plan and the economic considerations related to structure parking, it may be unavoidable to locate surface parking lots adjacent to street corners. A new guideline for this condition is proposed below.
		e. New Guidelines for Surface Parking at Street Corners Where parking is adjacent to street corners landscape screening a minimum of 3 ft. in height and a maximum of 6 ft. in height, a trellis (see requirements in C.1.2d) or other screening device intended to support plants may be used to screen the parking.	This guideline is intended to reduce the visual impact of surface parking lots at street corners through the use of landscaping or physical structures.
	<i>f. Structured parking configurations are preferred where economically viable. Structures incorporating above-ground parking facilities should comply with applicable parking structure design guidelines in subchapter D.</i>		
	<i>g. At least 15% of the building facades (for all uses except for light industrial uses) should be transparent.</i>		Compliance with this guideline will be confirmed at the time of Site Plan Review.

Design Guideline		Proposed Revision	Response
	C.1.3 Guidelines for Residential Streets <i>a. Landscaped setbacks at least 10' in width should be provided between the back of the sidewalk and any building or parking area. Covered porch projections into this setback are acceptable. Bay windows on upper levels projecting up to 18 inches into this setback area are acceptable. [...]</i>		The proposed North Loop Road and Street A are Residential Streets. Compliance with this guideline will be confirmed at the time of Site Plan Review.
	<i>d. All buildings should provide entries facing the street. This includes all residential buildings. For example, townhouses fronting on the street should all have individual entries accessible from the street. Configurations where entries are oriented towards a courtyard that is visible and accessible from the street are permitted. Configurations where enclosed rear yards back up to the street are prohibited.</i>		Compliance with this guideline will be confirmed at the time of Site Plan Review.
	<i>e. At least 15% of the building facades should be transparent.</i>		Compliance with this guideline will be confirmed at the time of Site Plan Review.
C.2 Gateways/Street Corners	C.2.2 View Terminus Sites <i>Sites/buildings located at the terminus of a highly visible view (view at the end of a street or open space corridor) should incorporate a one-of-a-kind architectural feature developed specifically for this site that contributes to the identity of the Riverview Gateway. This could include special architectural treatment to accentuate the visual prominence of the site. Examples could include distinctive massing elements of a buildings, distinctive use of</i>		The view terminus sites within the HQ Master Plan are located on either end of First Street. At the west end of First Street, the prominent bluffs within the public park will provide a one-of-a-kind viewpoint. At the east end of First Street, the civic/focal plaza is expected to be programmed with activities and vertical elements. The HQ Design Guidelines include specific guidance for this plaza.

Design Guideline		Proposed Revision	Response
	<i>building materials and/or roof forms, or other distinctive building or landscaping design components.</i>		
	C.2.4 Gateway Site <i>Buildings adjacent to and visible from SR-14 should use distinctive architectural features to enhance the character and identity of the area. Features could include distinctive building massing elements and/or distinctive use of materials.</i>		Compliance with this guideline will be confirmed at the time of Site Plan Review.
C.3 Open Space	<i>The Subarea Plan calls for a hierarchy of open spaces and a connected network of trails and pedestrian corridors. The primary elements of this system are the pedestrian corridors (linking mixed-use developments on both sides of SE 192nd Avenue), focal plazas (a centralized public plaza to serve as the focal point for development on each side of SE 192nd Avenue), buffer open spaces (along the bluff and freeway), a residential park, and private multifamily open space.</i>		An example of the open space configuration within Fisher's Quarry is shown in Figure 14. As shown in Sheet MP-13 the HQ Master Plan includes a connected network of trails and pedestrian corridors, shifting in size and character from the 6-acre public park along SR-14, to the hardscaped civic plaza at the intersection of First and Main Streets, which leads to a pedestrian corridor north of HQ Drive. Each element is described in more detail below.
	C-3.1 Pedestrian Corridors <i>Master plans should incorporate a connected system of attractive pedestrian corridors upon which developments can be structured around. Specific guidelines:</i> <i>a. Corridor connections should include an east-west connection linking development on both sides of SE 192nd Avenue via future tunnel or pedestrian overpass. The location of the connection should be north of SE Brady Road and</i>		The east-west connection across 192nd Ave via a tunnel or overpass was found to be infeasible during the Columbia Palisades Master Plan review. As such, no east-west connection is proposed within the HQ Master Plan site design. A north-south pedestrian corridor extends from Brady Rd to the south to the northernmost residential buildings. The sidewalks along Main Street are wide (16.5 ft.)

Design Guideline		Proposed Revision	Response
	<i>south of the planned Ring Road.</i> <i>Additional pedestrian corridors should be included on each side of SE 192nd Avenue. These corridors should generally be oriented in a north-south direction and sited in an area centralized to the mixed-use development in each area.</i>		to allow for pedestrian comfort and to accommodate outdoor seating and displays. North of HQ Drive, these sidewalks transition to a pedestrian corridor through the multifamily residential portion of the site, ultimately connecting to the perimeter trail.
	<i>b. Minimum width of the corridor should be 60 feet wide (between structures). Wider dimensions are encouraged in focused retail areas and where needed to accommodate desired stormwater infiltration functions. In areas where office or multifamily uses border the pedestrian corridor, edges of the corridor may be used for semi-private use provided the corridor accommodates the required public multi-use pathway and rain-garden elements and any fences or hedges shall be limited to 42 inches in height.</i>		As shown in Sheet MP-02, the proposed pedestrian corridor north of HQ Drive is 60 ft. wide. As shown on Sheet MP-11, the corridor will accommodate stormwater facilities that will resemble a dry creek bed.
	<i>c. Pathways within the corridor should be 6 to 12 feet in width to accommodate both pedestrians and bicycles, consistent with City standards. Wider pathways are encouraged in areas where a concentration of activities are anticipated. Alternatively, multiple pathways may be used in some areas. Within retail areas, wide sidewalks should be sited along the edges of the corridors to serve the retail uses.</i>		As shown in Sheet MP-11, pathways within the corridor are 12 ft. wide. As shown in Sheet T-02, the sidewalks along Main Street are 16.5 ft. wide and intended to serve the adjacent retail uses.
	<i>d. The pedestrian corridors should also include plenty of landscaping elements.</i>	C.3.1 Revised Guidelines for Pedestrian Corridors	As shown in Sheet MP-11, the conceptual landscaping elements for the pedestrian corridor

Design Guideline		Proposed Revision	Response
	<i>At least two rows of trees should be used at intervals approximately every 30 feet. These could be placed in formalized rows or informally depending on the view opportunities of the area and the specific design objectives for that portion of the corridor. Breaks in the tree coverage may be acceptable to accentuate views or special design features.</i>	Landscaping along the North/South Pedestrian trail shall include a double row, or allée, of trees at no further than 30 feet on center to create a strong pedestrian connection between the Multi-Family residential area of the site and the Non-Office Commercial core of the neighborhood. Trees shall be provided along the loop trail in a less formal manner to create opportunities for shade and protect views along the trail.	include two rows of trees flanked by a “dry creek” stormwater facility. Compliance with those plans and this guideline will be verified at the time of Site Plan Review.
	<i>e. The corridors should also be used to accommodate rain gardens and other Low Impact Development Techniques to treat and manage stormwater within the development, to the extent feasible. These elements should be designed as a visual amenity to the development by utilizing attractive landscaping patterns.</i>		As noted above and as shown in Sheet MP-11, the pedestrian corridor is intended to accommodate a stormwater facility, which will be designed as a physical amenity to the development.
	<i>f. The pedestrian corridors should be configured and designed to enhance views both for pedestrians within the corridor and for the development adjacent to and surrounding the corridor. This may involve mountain views, river views, bluff views, and/or views of other developments within the subarea.</i>		The pedestrian corridor is oriented north/south to take advantage of river views to the south and bluff views to the north. Though not a pedestrian corridor, the HQ Drive and Brady Rd orientation will provide views toward Columbia Palisades and the river beyond.
	C-3.2 Focal Plazas <i>A centralized focal plaza should be integrated with the mixed-use developments on each side of SE 192nd Avenue. The location of these plazas</i>	C3.2 Revised Guidelines for Focal Plazas <u>Materials and textures</u> a. Hardscape plaza - create a ground plane with texture by	A focal plaza (Civic Plaza) is provided in the approximate location shown in Figure 14. The plaza is integrated with the mixed-use center of the Master Plan area and

Design Guideline		Proposed Revision	Response
	<i>should be at the junction of the pedestrian corridors described above. They should be designed to accommodate public gatherings and special events.</i> <i>The recommended minimum size is 10,000 square feet with no dimension less than 80 feet. The focal plaza should include distinctive paving treatments unique to the plaza, a water feature and/or other similar pedestrian amenities, and attractive landscaping elements. See Figure 14 above for an example location.</i>	using pavers (preferably local stone) in patterns that create interest for pedestrians at the ground level and building tenants seeing the plaza from above. b. Bollards c. Stairs and walls d. Lighting <u>Public Space</u> a. Frame plaza with animated commercial/restaurant uses and their adjacent patio that line its perimeter. b. Space is large enough to accommodate outdoor seasonal events. c. Comfortable areas for passive seating are also encouraged. d. One vertical landmark structure with seating feature is encouraged.	is at the junction of the Main Street pedestrian corridor and the First Street connection to the public park. The proposed plaza is approximately 30,800 sq. ft. in area and approximately 110 ft. x 280 ft. in dimension. Given that the ultimate developer of the plaza is not yet known, the HQ Master Plan Design Guidelines include guidance for paving treatments, water feature, pedestrian amenities, and landscaping.
	C-3.3 Buffer Open Spaces <i>Buffer open spaces are required along the freeway edges (particularly on the east side of SE 192nd Avenue) and along the bluff top adjacent to existing single family uses east of SE 192nd Avenue. These should be passive spaces incorporating attractive landscaping elements and accommodating a multi-use trail. Small view plaza spaces should be integrated with the trail in select locations to emphasize views from the bluff top. Choose landscaping that enhances the setting for the trail, enhances the view of the</i>	C.3.3 Revised Guideline for Buffer Open Spaces Buffer open spaces are required along the freeway edges (particularly on the east side of SE 192nd Avenue) and along the bluff top adjacent to existing single family uses east of SE 192nd Avenue. These should be passive spaces incorporating attractive landscaping elements and accommodating a multi-use trail <u>with at least one viewpoint in a public park</u>. Small view plaza spaces should be integrated with the trail in	Buffer open spaces are shown along SR-14 in Figure 14. In place of a buffer open space, a public park is provided along SR-14. This park includes active and passive recreational opportunities and viewpoints from either side of the existing bluffs. A landscaped buffer, buffer trail, and viewpoint are provided west of Lots 30-41 and are accessible from the Fisher's Creek neighborhood via SE 41st Ave. This trail provides territorial views of the Columbia River and

Design Guideline		Proposed Revision	Response
	<i>subarea from the freeway, yet minimizes impacts to views.</i>	select locations to emphasize views from the bluff top. Choose landscaping that enhances the setting for the trail, enhances the view of the subarea from the freeway, yet minimizes impacts to views.	Gorge and meets the intent of providing views of the surrounding area.
	C-3.4 Residential Park <i>A small park serving multifamily development on the north side of the Fisher Quarry should be integrated into the master plan. This park should incorporate a combination of active and passive recreational activities. While it may not be large enough to accommodate soccer or baseball fields, it should include an open grass area that can accommodate informal recreational activities. A children's play area also is a high priority for the park. The park should be located and designed to be visible and accessible on all sides by streets and/or trails. Where streets do not front on portions of the park, adjacent developments should be oriented towards the park. A pathway encircling the park should be included. Landscaping elements that add visual interest and help to define the park space(s) should be included.</i>	C.3.4 Revised Guideline for a Residential Park In lieu of a small residential park, the multifamily development north of HQ Drive should be served by a collection of private open spaces located along a north-south pedestrian corridor.	Several open space areas are integrated in to the multifamily development on the north side of the Fisher Quarry, as shown on Sheet MP-13. A central north-west landscaped pedestrian promenade connects to a multi-use trail that encircles the residential area at the base of the bluff. An open area is located at the intersection of the multiuse trail and the east-west separated multiuse facilities on the north side of HQ Drive, and provides an easily accessible secondary open space for residents. In addition to the public open space, each site will include open space and recreational opportunities for residents in the form of gardens, lawns, and rooftop patios. A revised guideline has been proposed to reflect the addition of a 6-ac public park within the open space plan.
	C-3.5 Private Open Space for Multifamily Uses <i>All multifamily uses should include usable private open space. Open space equal to at least 100 square feet per dwelling unit is encouraged.</i>		Compliance with this guideline will be confirmed at the time of Site Plan Review.

Design Guideline		Proposed Revision	Response
	<i>Open space could include shared courtyards, rooftop decks, children's play areas, private balconies or patios, private or shared porches, and indoor recreational space. Ideally, a combination of these spaces are used. Balconies should be designed large enough to accommodate barbequing and other human activities (at least 48 square feet with no dimension less than 6 feet). A reduced amount of private open space may be acceptable for developments adjacent to a park or pedestrian corridor.</i>		
C.4 Service Elements	<i>In order for the community to thrive, guideline must be made for providing services to businesses and residents. However, these areas (loading docks, trash enclosures, utility boxes) can be unattractive and do not foster pedestrian activity. Service and storage elements should be thoughtfully sites in a way that balances the need for service and storage with the desire to screen its negative impacts. At a minimum, each development should screen the negative impacts of service elements.</i>		Compliance with this guideline will be confirmed at the time of Site Plan Review.
C.5 Pedestrian Amenities	<i>In order for the Riverview Gateway mixed-use center to succeed, development must create attractive spaces that unify the building and street environments and that are inviting and comfortable for pedestrians. The goal is to provide publicly accessible areas that function for a variety of activities, at all times of the year and under typical, seasonal weather conditions.</i>	<u>Elements placed on the site are built with a nod to the history of the quarry and existing landscape. The site furnishings shall radiate a modern aesthetic consisting of clean edges. Materials used for site furnishings shall be reminiscent of the history of the quarry by including stone, or more likely the materials of the machinery used in</u>	Additional descriptive language is proposed to reference the desired aesthetic of pedestrian amenities within the HQ Master plan area.

Design Guideline		Proposed Revision	Response
		<u>the mining of stone. Pedestrian amenities installed in the right-of-way shall be those specified within this document, unless an appropriate substitute is approved by the HQ Architectural Review Committee or City staff.</u>	
	C.5.1 Durable Pedestrian Furniture <i>Pedestrian furniture provided in public spaces should be made of durable, vandal- and weather-resistant materials that do not retain rainwater and can be reasonably maintained over an extended period of time.</i>		Compliance with this guideline will be confirmed at the time of Site Plan Review.
	C.5.2 Pedestrian Amenities <i>Pedestrian amenities should be included along all designated pedestrian-oriented streets and mixed-use streets. These elements can add flavor and identity to a street or neighborhood, make the walk more comfortable and interesting, and invite social activity. Specifically, one or more of the desired amenities listed below should be included for each 100 cumulative lineal feet of street frontage. For multi-story buildings, two different types of amenity features should be included for each 100 lineal feet of street frontage. The type, location, and design of chosen amenities should contribute to a well-balanced mix of features on the street. Desired amenities include:</i> <i>Pedestrian furniture, such as seating space, approved trash receptacles, consolidated newspaper racks, bicycle racks, and drinking</i>		Per Figure 4, the pedestrian-oriented (storefront) streets within the HQ Master Plan area are Main Street and First Street, and the mixed-use streets are HQ Drive and Brady Rd. Pages 5 and 6 of the HQ Design Guidelines included as Appendix C contain specifications for pedestrian amenities in these street corridors, including benches, trash receptacles, bicycle racks, and bollards. Permanent landscaping elements are also proposed as shown on Sheet MP-11. Conformance with this standard will be confirmed during engineering review for these public streets.

Design Guideline		Proposed Revision	Response
	<i>fountains. Seating areas and trash receptacles are particularly important where there is expected to be a concentration of pedestrian activity (such as near major building entrances and transit stops). The following are specific seating and trash receptacle parameters:</i> <i>1) Seating. At least 8 feet of seating area (a bench or ledge at least 16 inches deep and appropriate height) or four individual seats per 100 linear feet of sidewalk. Seating areas should generally be located in areas that provide views of pedestrian activity.</i> <i>2) Trash Receptacles. At least one trash receptacle per 100 linear feet of sidewalk.</i> <i>b. Permanent landscaping elements including planting beds and other landscaping elements that add visual interest to the sidewalk.</i> <i>c. Decorative pavement patterns and tree grates.</i> <i>d. Informational kiosks.</i> <i>e. Transit shelters.</i> <i>f. Decorative clocks.</i> <i>g. Artwork.</i> <i>h. Other amenities that meet the intent.</i>		
	C.5.3 Side and Rear Yard Buffer Requirements <i>All developments, except mixed-use buildings, should provide enhanced landscape buffers having berms, solid fences or walls, and enhanced planting between adjacent uses of different types.</i>		Compliance with this guideline will be confirmed at the time of Site Plan Review.
D.1 Street Pattern and Layout	<i>Developments should meet the requirements of VMC</i>		The street pattern and layout meets the

Design Guideline		Proposed Revision	Response
	<i>Title 11 unless otherwise noted herein.</i>		requirements of VMC Title 11, but modifications to the City's street standards are requested through the provisions of VMC 11.80.
	D.1.1 Hierarchy of Connected Streets Master Plans should successfully demonstrate how the proposed development meets the intent of the guidelines. Specifically: a. Development in the Riverview Gateway should accommodate connector streets as provided for in Figure 25 (see east-west "Ring Road"). b. The location of the street should provide for a convenient and connected circulation system while enhancing the character of the Riverview Gateway development and minimizing environmental impacts. c. The layout of streets should maintain a hierarchy of streets to provide organized circulation that promotes use by multiple transportation modes and to avoid over-burdening the roadway system. The hierarchy may consist of: 1) Arterial Streets (e.g., S.E. 192nd Avenue, Brady Road) 2) Collector Streets [HQ Drive] 3) Local Streets		As shown in Sheet MP-09, the proposed street network provides a convenience and connected circulation system throughout the site. SE Brady Rd and SE HQ Dr extend into the site from SE 192 nd Ave and provide access to and through the development. The North Loop Rd, Main Street, and First Street provide local circulation and access to the mixed-use commercial center and its businesses.
D.2 Street Design	<i>All public streets must comply with VMC Title 11.</i>		The street pattern and layout meets the requirements of VMC Title 11, but modifications to the City's street standards are requested

Design Guideline		Proposed Revision	Response
			through the provisions of VMC 11.80.
	D.2.1 Street Design <i>Applicants should demonstrate to the how the project's proposed street design and development design creates safe, attractive, and functional streets that enhance the Riverview Gateway's ability to function as a pedestrian-oriented mixed-use center. This can be accomplished by providing pedestrian-friendly street frontages and street amenities and landscaping elements that enhance the visual environment.</i>		The street network is designed to meet the City's Complete Streets policy, including traffic calming throughout and separated bicycle/pedestrian facilities along HQ Drive and Brady Drive. These "complete streets" support the HQ Master Plan's pedestrian-oriented mixed-use center and provide connections across 192nd to the Columbia Palisades development.
	D.2.1 Low-Impact Street Design <i>Low-impact street design, including pervious pavement, rain gardens, etc, is encouraged.</i>		The street design meets the City of Vancouver Public Works Standards and include vegetated stormwater management facilities in key locations. Due to low filtration rates on the site, rain gardens are not proposed to manage street runoff. However, on-site stormwater management may incorporate rain gardens at the time of development.
D.3 Pedestrian and Bicycle Circulation	D.3.1 Pedestrian Circulation <i>Applicants should successfully demonstrate how the proposal includes an integrated pedestrian circulation system that connects buildings, open space, and parking areas with the adjacent street sidewalk system and adjacent properties. For example, a grid of pedestrian connections at intervals of 200-300 feet would meet the intent statements above and be scaled consistent with the Riverview Gateway vision.</i>		The public realm includes integrated pedestrian and bicycle circulation. A separated multiuse path provides bicycle and pedestrian circulation parallel to HQ Drive and Brady Roads, while a multiuse trail provides access to the multifamily residential neighborhood to the east and to the future Evergreen Hwy bike path to the south. Compliance with on-site pedestrian and bicycle circulation will be verified

Design Guideline		Proposed Revision	Response
	D.3.2 Bicycle Friendly Development <i>Applicants should successfully demonstrate how the proposal encourages bicycle use. Opportunities for off-street bicycle circulation should be considered, where appropriate. Factors that should be considered in the design and routing of off-street bicycle trails include the anticipated traffic, types of users, connecting uses, views, visibility, grades, and safety.</i>		at the time of Site Plan Review.
D.4 Sidewalks and Pathways	D.4.1 Public Sidewalks <i>Sidewalks along public streets should comply with VMC Title 11. All sidewalks in the Mixed-use Center area should be at least 12 feet wide. Sidewalks in residential and western industrial areas should be at least 8 feet wide.</i>	D.4.1 Revised Guidelines for Public Sidewalks <u>Per the submitted street cross-sections</u>, sidewalks along public streets should comply with VMC Title 11. All sidewalks in the Mixed-use Center area should be at least 12 <u>6</u> feet wide. Sidewalks in residential and western industrial area should be at least 8 <u>6</u> feet wide.	As shown in Sheets T-01 and T-02, sidewalks in the Mixed-Use Center (HQ Drive and Brady Dr adjacent to the "Main Street core", Main Street, and First Street) are 10 to 16.5 ft wide, and as shown in Sheet T-03 sidewalks in the residential and western industrial areas are 9-10 ft. wide.
	D.4.2 Internal Pathway Design Guidelines <i>a. Sidewalks and pathways without street frontage, along the façade of mixed-use and retail buildings 100 or more feet in width (measured along the façade), should be at least 12 feet in width. The walkway should include an 8-foot minimum unobstructed walking surface and street trees placed no more than 30 feet on-center.</i> <i>As an alternative to some of the required street trees, developments may provide pedestrian-scaled light fixtures at the same spacing. However, no less than one tree per 60 lineal feet of the</i>		Compliance with this guideline will be verified at the time of Site Plan Review.

Design Guideline		Proposed Revision	Response
	<i>required walkway should be required. To increase business visibility and accessibility, breaks in the required tree coverage adjacent to major building entries are acceptable.</i>		
	<i>b. For all other interior pathways, the applicant should successfully demonstrate that the proposed walkway is of sufficient width (probably around 8') to accommodate the anticipated number of users.</i>		Compliance with this guideline will be verified at the time of Site Plan Review.
	D.4.3 Landscaping Along Pathways <i>Pedestrian walks should be separated from structures at least 3 feet for landscaping, except where the adjacent building features a pedestrian-oriented façade. Departures may be considered provided they create attractive pedestrian routes that meet the intent of the guidelines. Examples include: [...]</i>		Compliance with this guideline will be verified at the time of Site Plan Review.
D.5 On-Site Vehicular Access and Connections	D.5.1 Internal Access Roads <i>Developments are encouraged to design interior access roads to look and function like public streets, meeting standards in VMC Title 11. This includes planting strips and street trees on both sides, sidewalks on one or both sides, and parking on one or both sides.</i>		Compliance with this guideline will be verified at the time of Site Plan Review.
	D.5.2 Driveways Guidelines <i>a. Driveway access per VMC Titles 11 and 20. b. Shared access is encouraged, particularly in residential areas where multiple driveways can limit on-street parking for visitors.</i>		As discussed in the Traffic Impact Analysis included as Appendix D, the conceptual driveway locations meet the requirements of VMC Titles 11 and 20. Compliance with this guideline will be verified

Design Guideline		Proposed Revision	Response
			at the time of Site Plan Review.
D.6 Parking	D.6.1 Parking Lot Configuration <i>Applicants should successfully demonstrate how parking facilities (surface and structured) will be located and designed to minimize impacts on the pedestrian/visual environment. Specific recommendations:</i> <i>Distribute surface parking lots into smaller areas throughout the core to provide convenience for retail activities, but not in a way that dominates the site.</i> <i>Structured parking configurations where parking is below or behind storefronts are preferred. See Chapter D below.</i> <i>Provide attractive pedestrian connections between uses and through parking lots See Chapter D below.</i> <i>Provide landscaping in parking lots.</i>		As shown in Sheet MP-09, the conceptual parking lots are distributed throughout the site and structured parking is proposed within the mixed-use areas. Compliance with this guideline will be verified at the time of Site Plan Review.
	D.6.2 Minimum Parking Required <i>Parking spaces should be provided consistent with VMC 20.945.070-1. Reduced minimum parking required may be approved by the Planning Official if the applicant can demonstrate that the use does not require the parking (e.g., senior housing), that there is a shared parking agreement in place, or that the majority of users will not arrive in vehicles but on foot, bicycle or by transit.</i>		As described in the parking management included as Appendix E, the proposed development is providing parking spaces consistent with VMC 20.945.070-1 and is proposing shared parking within the mixed-use core. Compliance with this guideline will be verified at the time of Site Plan Review.
	D.6.3 Maximum Parking Allowed		Compliance with this guideline will be verified

Design Guideline		Proposed Revision	Response
	<i>The maximum number of parking spaces for all uses should be no more than 125% of the minimum requirement.</i>		at the time of Site Plan Review. The master plan and parking management plan included as Appendix E confirm that there is adequate parking to serve the development.
	D.6.4 Parking Garage Design <i>Parking garages should be designed to obscure the view of parked cars. Where commercial or residential space is not provided on the ground level adjacent to the sidewalk to accomplish this, features such as planters, decorative grilles, or works of art as approved by the Planning Official should be included. Specific guidelines and considerations for parking structures:</i> <i>No more than 120 feet of ground level building frontage should be occupied by parking. Parking structures wider than 120 feet are strongly encouraged to incorporate other uses along the streetfront to meet this requirement.</i> <i>Small setbacks with terraced landscaping elements can be particularly effective in softening the appearance of a parking garage.</i> <i>Upper level parking garages should use articulation treatments that break up the massing of the garage and add visual interest.</i> <i>Parking garages visible from a street should be designed to be complementary with adjacent buildings. This can be accomplished by</i>	<u>Reference Building Typologies for architectural character examples of Multifamily residential, Non-Office Commercial, Employment/Office, Light Industry, Mixed-Use, and Parking Structure development types.</u>	Conceptual parking garage elevations are included in the HQ Design Guidelines included as Appendix C. Compliance with this guideline will be verified at the time of Site Plan Review.

Design Guideline		Proposed Revision	Response
	<i>using similar building forms, materials, fenestration patterns, and/or details to enhance garages and the surrounding pedestrian environment.</i>		
	D.6.5 Parking Garage Entries <i>Parking garage entries (both individual private and shared parking garages) should not dominate the streetscape. They should be designed and sited to complement, not subordinate, the pedestrian entry. This applies to both public garages and any individual private garages, whether they front on a street or private interior access road.</i>		Compliance with this guideline will be verified at the time of Site Plan Review.
	D.6.6 Street Frontage <i>An unbroken series of garage doors is not permitted on any public or private street frontage. Configurations with garages fronting private internal streets should incorporate planting strips with trees to add color and visual interest to the streetscape</i>		Compliance with this guideline will be verified at the time of Site Plan Review.
E. Building Design		See Section E of the HQ Design Guidelines.	Conformance with the guidelines of this section, as revised by the HQ Design Guidelines included as Appendix C, will be verified at the time of Site Plan Review.
F. Landscaping and Screening		See Section F of the HQ Design Guidelines.	Conformance with the guidelines of this section, as revised by the HQ Design Guidelines included as Appendix C, will be verified at the time of Site Plan Review.
G. Signage		See Section G of the HQ Design Guidelines.	Conformance with the guidelines of this section, as revised by the HQ Design Guidelines included as Appendix C,

Design Guideline		Proposed Revision	Response
			will be verified at the time of Site Plan Review.

VI. Compliance with Title 20 VMC

A. Chapter 20.210 VMC Decision Making Procedures

20.210.070 Type IV Applications.

- A. *Purpose and findings. Type IV applications are legislative land use actions as well as site-specific rezones and planned developments to be reviewed by the Hearings Examiner or Planning Commission and City Council. Specific Type IV applications are subject to the procedures and review criteria set forth in the applicable sections of the code. The full list of Type IV applications is set forth in VMC [20.210.020\(C\)](#), Table 20.210.-1.*

Response: The requested Master Plan application and Text Amendment application are Type IV applications and will be reviewed by the Planning Commission and City Council.

- B. *Initiation of Type IV applications. Type IV applications may be initiated by any of the following if authorized by this code:*
1. *Property owner(s) or their representatives;*
 2. *Any citizen, agency, neighborhood association or other party; or*
 3. *City staff, Planning Commission or City Council.*

Response: The property owner has initiated this application, as authorized by this code.

- C. *Exception from consolidated review. Type IV applications, except planned developments, shall be considered exempt from [36.70B.120](#) RCW requirements which mandate consolidation of all related project permits into a single application review if requested by the applicant. Projects involving a Comprehensive Plan amendment and associated change of zone shall not be processed using concurrent review under VMC [20.210.020\(D\)](#).*
1. *Type IV Map amendments: Refer to Chapter [20.285](#) VMC.*
 2. *Type IV Text amendments: Refer to Chapter [20.285](#) VMC*

Response: The applicant requests concurrent review of the Master Plan and associated applications as provide by RCW 36.70B.120.

B. Chapter 20.285 VMC Text and Map Amendments

20.285.020 Applicability.

- A. *Types of proposals. The following types of proposals are reviewed under this chapter:*
1. *Map amendments to the comprehensive plan or to VMC Title 20 zoning designations applying to one or more properties.*
 2. *Development agreements that are included with property specific comprehensive plan or zoning map changes being reviewed under this chapter.*
 3. *Text changes to the comprehensive plan or to this title, except fees under Chapter 20.180 VMC.*

4. *Other development proposals which the city manager or designee determines warrant consideration under this chapter by virtue of their size, complexity, or impact on area wide planning policies. (Ord. M-3643, 01/26/2004)*

Response: The applicant requests two text amendments: revisions to the permitted uses in the RGX zone, and addition of single-family residential uses to the Fisher's Quarry use allocations.

Requested Text Amendments – Additional Uses in the RGX Zone

Generally, the applicant's goal is to provide maximum flexibility for future purchasers and users of the HQ Master Plan site. This submittal includes a request to modify VMC Table 20.430.030-1 to allow specific Industrial Services by right:

- Building, heating, plumbing or electrical contractors
- Exterminators
- Janitorial and building maintenance contractors where the indoor storage of materials is more than incidental to the office use
- Photo-finishing laboratories

In addition to the above Industrial Services uses, the applicant also requests that two additional VMC Table 20.430.030-1 uses become Permitted Uses within the employment area of the site:

- Call centers (Extended Office use)
- Showrooms (General Retail – Bulk Sales use)

These allowances are expected to apply to proposed Lots 10-15, as they are physically separated from other uses on site. The Riverview Gateway Design Guidelines require installation of a berm or a sight-obscuring fence between industrial uses and residential uses, which generally correlates to the L5 landscaping requirement.

The Planning Commission suggested various approaches to allowing Industrial Service uses as outright permitted uses at the December 14, 2021 workshop, including limiting permitted uses to the first application or placing a limitation on the square footage of area of Industrial Service uses that are permitted outright. While these approaches are innovative, they are also very difficult for City staff and ownership to track, and these approaches are not proposed. The proposed uses would be limited to the western area of the site, which is designated for Employment/Light Industrial Uses, and are not anticipated to have an impact on other uses on site.

The proposed deletions are crossed out below, and the proposed revisions are underlined.

<i>Excerpts from Table 20.430.030-1. Commercial and Mixed-Use Districts Use Table</i>	
<i>USE</i>	<i>RGX⁴⁴</i>
<i>COMMERCIAL</i>	
<i>General Retail</i>	
- <i>Bulk Sales</i>	C <u>P</u>
<i>Office</i>	
- <i>Extended</i>	X <u>P</u>

Excerpts from Table 20.430.030-1. Commercial and Mixed-Use Districts Use Table	
USE	RGX⁴⁴
INDUSTRIAL	
<i>Industrial Services</i>	<u>GP</u>

Requested Text Amendments – Single-Family Residential Uses in Fisher's Quarry

To accommodate the neighborhood's desire for lower-density single-family development on the North Ridge (proposed lots 30-41), a text amendment to VMC 20.680.030.C.2 is requested to permit single-family residential use in the Fisher's Quarry area.

The current restriction on single-family is appropriate in the mixed-use area of the quarry floor. However, because the Subarea Plan did not anticipate development of the north ridge, no provision for single-family development in this area is provided. To permit development of the preferred concept, the current text language needs to be amended to allow single-family residential uses.

The proposed revised text is as follows (strikeout text to be revised, underlined text to be added):

2. *For the Fisher Quarry area as shown in Figure 20.680-1,*
 - a. *Multi-family residential uses shall account for a maximum of 40% 35% of the total developable land area in the quarry as defined herein. ~~There shall be no single-family uses.~~*
 - b. Single-family residential uses shall account for a maximum of 5% of the total developable land area in the quarry as defined herein.
 - ~~b.c.~~ *Non-office Commercial uses shall account for a maximum of 35% of the total developable land area in the quarry.*
 - ~~c.d.~~ *Office and/or light industrial areas shall together account for minimum of 30% of the total developable land area in the quarry.*
 - ~~d.e.~~ *Parks and usable open space corridors shall account for a minimum of 7% of the total developable land area in the quarry, to be located generally as indicated in the Riverview Gateway Subarea Plan.*

The requested text revision would retain the overall residential use allocation but assign 5 percent to single-family residential uses.

20.285.030 Initiation.

- A. *Proposals reviewed under this chapter may be initiated by property owners or their representatives, the city of Vancouver, or private citizens or groups as follows:*

[...]

2. *Text Changes. Property owners or any individual, group, or organization may initiate comprehensive plan or zoning code text changes through submittal of a text change application and associated fees per Chapter 20.180 VMC.*

[...]

Response: The applicant is the property owner and is initiating these zoning code text changes through submittal of this application and associated fees.

[...]

20.285.070 Approval Criteria – Comprehensive Plan or Zoning Code Text Amendments.

- A. Text amendments to the comprehensive plan or VMC Title 20 zoning standards shall demonstrate the following:
1. The proposal is consistent with applicable policies of the Vancouver strategic plan and comprehensive plan; and

Response: Each request is addressed separately.

Additional Use Allowances

Applicable Comprehensive Plan polices are found in Chapter 2: Economic Development and Riverview Gateway Subarea Plan Table 1.

EC-2 Family-wage employment

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

EC-8 Small business support

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

Response: The Vancouver Comprehensive Plan prioritizes family-wage employment within the City, and identifies industrial employment as a critical provider of family-wage jobs. The western portion of the site is zoned RGX, a mixed-use commercial zone, and designated Industrial (IND) in the Comprehensive Plan. The Industrial area of the site is adjacent to the R-9 zone, a residential zone, and as such the permitted uses are generally low-impact, “clean” industrial uses.

According to Table 1-5 of the Comprehensive Plan, the RGX zone is consistent with Low Density and High Density Residential, and Industrial Comprehensive Plan designations. The proposed text amendments to allow a broader range of **Industrial Service** uses would bring the industrially designated portion of the RGX zone in line with the Comprehensive Plan description of Light Industrial uses, and would allow the listed “industrial services” as an outright use.

Light manufacturing, research, warehousing, and industrial services, with provisions for office uses. Generally clean uses not involving outdoor storage, noise or odors or use of rail or marine transport.

By allowing a broader range of industrial uses, including industrial services and expanded manufacturing and production uses, additional family-wage employment will be attracted to the HQ Master Plan site. These uses would be subject to City regulations regarding off-site impacts such as noise and odor, and compliance with these regulations would be evaluated at the time of Site Plan Review.

The applicant also requests **General Retail – Bulk Sales** uses to be allowed outright rather than conditionally. Typically these would be showrooms or other establishments that both

display and sell/lease/rent bulky items (this does not include vehicles). The VMC defines this use as:

Establishments which engage in the sales, leasing and rental of bulky items requiring extensive interior space for display including furniture, large appliances, and home improvement sales.

Finally, the application requests **Office – Extended Office** uses be allowed outright rather than prohibited, specifically telemarketing/service centers (call centers). The VMC defines this use as:

Offices that operate during nontraditional hours including evenings, nights, and weekends. Examples include taxis and other vehicles for hire, funeral homes and accessory crematoria, telemarketing/service centers and internet communication centers. Accessory uses may include fleet vehicle parking, communication switching and other equipment and limited storage of goods.

Allowing additional flexibility for community-serving businesses to locate within the HQ industrial area without onerous land use permitting would support the City's policies of supporting small business through efficient permitting, incentives, and communication.

Single-Family Uses

Applicable Comprehensive Plan policies are found in Chapter 3: Housing and the Riverview Gateway Subarea Plan.

H-1 Housing options

Provide for a range of housing types and densities for all economic segments of the population. Encourage equal and fair access to housing for renters and homeowners.

H-7 Home ownership

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

Riverview Gateway Subarea Plan – Figures 20, 21 & 22

[...]

“Residential designations and uses specified in Figures 20 through 22 are sited along most of the northern and eastern edges of the quarries. The northern edge of Fisher Quarry provides a good spot for multifamily uses and townhouses, as they are buffered from adjacent single family uses by topography but would be walking distance to future commercial uses. Single family uses are most appropriate on top of the bluff east of SE 192nd Avenue, both for compatibility reasons (adjacent to other single family) and access limitations (which restrict most of the area in a long dead-end street). Townhouses are a good housing type option for the southern end of the bluff at the east edge of the WSDOT quarry, where they are closer in proximity to retail and mixed-use areas.” – page 23

[...]

Response: The site is zoned RGX, which permits detached single-family uses outright. There are two residential Comprehensive Plan designations in the Riverview Gateway Subarea: Urban Higher Density Residential (UH) and Urban Lower Density Residential (UL).

Per Vancouver Comprehensive Plan Table 1-5, the UL designation is implemented by the R-2, R-4, R-6, and R-9 zones and the UH designation is implemented by the R-18, R-22, R-30, R-35, and MX zones. Also per Table 1-5, both the UH and UL designations are implemented by the RGX zone (along with several others).

The UL designation is intended to be predominately single-family detached residential with some small lot and attached single-family homes. The UH designation is intended to be predominately multifamily housing with some attached housing and mixed uses. However, the RGX zone is specific to the Riverview Gateway subarea and permits a mix of residential, mixed use, office, and light industrial uses. In determining which uses are permitted in the RGX zone, the provisions of VMC Table 20.430.030-1 control, unless VMC 20.680 refers to specific uses in the subarea plan.

The other portion of the WSDOT quarry where single-family development has occurred is the upper ledge/buffer area of the Columbia Palisades development (formerly the WSDOT quarry). In that case, the UL designation and the RGX zone were applied along the ledge; the residential development in this area spans low-density single-family, townhomes (Boulder Ridge), and high-density multifamily (The Ledges), which would typically occur in the UH designation. However, since the RGX zone allows all of these housing types, they are permitted within both the UH and UL designations.

As noted in the Subarea Plan excerpt above, the conditions that made the upper ledge of Columbia Palisades/WSDOT Quarry appropriate for single-family development also apply along the north ridge of Fisher's Quarry: This portion of the site is adjacent to single-family homes, and can be accessed via a local street from SE 41st Ave. The specific language in the Fisher's Quarry use allocations is appropriate for areas of the site that are separated from adjacent development, but the allocations assume that there would be no development of the north ridge. However, due to the completed reclamation activities on the site, the north ridge is now a developable site.

At the City's request, the applicant proposes to develop the site consistent with the standards of the R-6 zone, which abuts the site to the west, rather than the standards of the R-18 zone to the north. The standards of the R-6 zone are consistent with the mixed-use nature of the RGX zone that is applicable to the site.

2. *The proposal is necessary to further the public interest based on present needs and conditions. (Ord. M-3959 § 19, 07/19/2010; Ord. M-3643, 01/26/2004)*

Response: Each request is addressed separately.

Additional Use Allowances

The City of Vancouver, along with the rest of the country, is emerging from a pandemic, and the ongoing impacts to the economy are not yet known. Workplaces have shifted their operations, and the workforce has experienced the ability to work from home for the past 18 months. As a result, economists anticipate that the demand for office buildings may decrease as employees transition to a hybrid work model and split their time between home and office.

As a result, the area designated for office/light industrial may be better suited for industrial and other uses that require employees to be located on site. By increasing the allowances for

industrial uses, consistent with the IND land use designation, the City will provide additional flexibility for site users and encourage location of industrial users to the area.

This criterion is met.

Single-Family Uses

As noted previously, the City's Comprehensive Plan policies call for providing a variety of housing in the community, including single-family housing and ownership opportunities. The proposed development would provide both the buffer and trail anticipated by the subarea plan and 12 additional single-family housing units.

At the time of the subarea plan adoption in 2009, Fisher's Quarry was still in active mining operations and the concept of developing the north ridge was not addressed. However, through the permitted reclamation work recently completed by Cadman, this area is now a flat, developable area. These present needs and conditions support the proposed text amendment to broaden the range of uses permitted on the north ridge of the site.

[...]

C. Chapter 20.320 VMC Subdivisions

20.320.020 Type III Applications.

A. Decision Making Process

[...]

2. *Subdivisions. The hearings examiner shall approve, approve with conditions or deny an application for a subdivision preliminary plat by means of a Type III procedure, pursuant to VMC 20.210.060, using approval criteria contained in VMC 20.320.040, and additional requirements of Chapter 20.920 VMC if a qualifying infill development or Chapter 20.927 VMC if a narrow lot development.*

Response: The applicant requests approval of a subdivision preliminary plat. Though this application is subject to Type III procedure, the applicant requests concurrent review of the Master Plan, subdivision, and zoning text amendments through Type IV review.

[...]

- C. *Phasing. The developer may develop the short subdivision or subdivision in phases. Any phasing proposal shall be submitted with application materials for the preliminary plat and approved by the review authority, except that the planning official may approve a phasing plan for an approved short subdivision or subdivision by means of a Type I procedure, governed by VMC 20.210.040, Type I Applications, upon finding that:*
 1. *The phasing plan includes all land identified within the legal notice of the approval hearing;*
 2. *The sequence of phased development is identified by map;*
 3. *Each phase shall constitute an independent project meeting all of the requirements for density, open space, public and private infrastructure, landscaping, pedestrian and vehicle circulation, etc.; and*
 4. *The director of public works and transportation manager have approved the necessary documents to determine that all streets, sanitary and storm sewers, water and other public improvements, including but not limited to drainage improvements, and erosion control measures are assured.*

Response: The applicant requests development of the proposed subdivision in phases, as shown in Sheet C-02. Subsequent revisions to this phasing plan may be approved by means of a Type I procedure if the above criteria are met.

[...]

E. Transportation concurrency. The approval of extensions notwithstanding, the applicant shall comply with the guidelines of Chapter 11.70 VMC, Transportation Concurrency.

Response: The guidelines of Chapter 11.70 are addressed in Section VII of this narrative.

[...]

20.320.030 Preliminary Plat Application Requirements.

A. Application – Fees. The applicant must submit a completed application form as prescribed by the planning official with applicable fee per Chapter 20.180 VMC.

Response: This submittal includes a completed application form and fee per Chapter 20.180 VMC.

B. Submittal Requirements. Applications for preliminary short subdivisions or subdivisions shall be on a scale legible for digital reproduction and shall include the following:

- 1. Existing conditions plan. The existing conditions plan shall include pertinent survey data compiled as a result of a survey made by or under the supervision of a licensed land surveyor in the state of Washington and shall include the following information:*
 - a. A vicinity map showing streets and access points, pedestrian and bicycle pathways, transit stops and utility locations within a 500-foot radius of the site;*
 - b. The site size, dimensions and orientation relative to true north;*
 - c. Remaining easements;*
 - d. The location, name and dimensions of public and private streets adjoining the site, identifying whether the streets are public or private;*
 - e. Location, dimension, and purpose of existing easements;*
 - f. The location of existing structures and other improvements on the site, including buildings, driveways, parking, loading, pedestrian and bicycle paths, passive or active recreational facilities or open space and utilities;*
 - g. Elevation of the site at two-foot contour intervals for grades zero percent to 10 percent and at five-foot contour intervals for grades more than 10 percent;*
 - h. The location of natural conditions such as:*
 - i. Waterbodies, the 100-year floodplain, aquatic habitats, natural drainage courses, wetlands, springs, seeps, closed depression areas, groundwater elevations, aquifers, and wellhead protection areas;*
 - ii. Geological hazard areas such as slopes in excess of 15 percent, unstable or weak soils, soils with high erosion potential, rock outcroppings, and areas of healthy native soils and hydraulic conductivity;*
 - iii. Existing vegetation including stands of trees and individual trees, additional information necessary to comply with Chapter 20.770 VMC, Tree, Vegetation, and Soil Conservation, and areas of wildlife habitat.*

Response: An existing conditions plan including the above information is included in this submittal as Sheets EX-01, EX-02, EX-03, and EX-01-A.

2. *Preliminary plat. The proposed preliminary plat shall include the name of the subdivision or short subdivision which shall not be named the same as an existing plat recorded in Clark County, Washington, along with the following:*
 - a. *The proposed site and its dimensions and area.*
 - b. *Proposed lots, tracts and easements, including dimensions, individual lot areas and total acreage.*
 - c. *Abutting properties or, if abutting properties extend more than 100 feet from the site, the portion of abutting properties within 100 feet of the site, and the approximate location of structures and uses on abutting property or portion of the abutting property.*
 - d. *The location and dimensions of development, including but not limited to the following:*
 - i. *Streets and other rights-of-way and public or private access easements on and adjoining the site;*
 - ii. *Vehicle, and bicycle parking and pedestrian bicycle and vehicular circulation areas;*
 - iii. *Loading and service areas;*
 - iv. *Active or passive recreational or open space features;*
 - v. *All utilities;*
 - vi. *Existing structures to be retained on the site and their distance from proposed property lines;*
 - vii. *Proposed structures on the site, including signs and fences, and their distance from property lines if known at time of land division;*
 - viii. *The location and type of proposed outdoor lighting and existing lighting to be retained if known at time of land division; and*
 - ix. *Boundary delineation of any wetlands including required buffers and shoreline setback lines if applicable.*

Response: A preliminary plat is included in this submittal as Sheets C-01 and C-01A.

3. *Narrative. The narrative shall include the following:*
 - a. *A comprehensive narrative addressing how the development complies with preliminary plat approval criteria in VMC 20.320.040 and the technical standards in VMC 20.320.070; other applicable standards of this title and the policies of the comprehensive plan outlined by staff as being applicable to the proposed development;*
 - b. *Description of the uses proposed for the site;*
 - c. *Phasing plan, if applicable;*
 - d. *Any variances requested pursuant to the regulations in Chapter 20.290 VMC;*
 - e. *Existing covenants or restrictions and easements, if applicable; and*
 - f. *History of any previous subdivisions and short subdivisions of the property.*

Response: This document is the narrative and is included in this submittal.

4. *Supplementary information. The following supplemental information shall also be submitted unless otherwise indicated in parentheses:*
 - a. *Environmental checklist that complies with Chapter 20.790 VMC, SEPA Regulations (if applicable);*
 - b. *Legal description;*
 - c. *Geotechnical/soils survey, if applicable;*

- d. *Tree, vegetation, and soil plan that complies with the requirements of Chapter 20.770 VMC, Tree, Vegetation, and Soil Conservation;*
- e. *Preliminary grading, erosion prevention and stormwater plans.*
 - i. *Grading Plan indicating areas of soil protection and compaction prevention;*
 - ii. *Erosion Prevention measures as required in Chapter 14.24 VMC; and*
 - iii. *Stormwater Site Plan as required in Chapter 14.25 VMC.*
- f. *Archaeological Pre-Determination Report, if applicable, that complies with the requirements of Chapter 20.710 VMC, Archaeological Resource Protection;*
- g. *Sales history. A deed history of all applicable properties dating back to 1969 or to the date when a legal lot determination was made;*
- h. *Clark County public health Development Review Evaluation Form or copy of application to the Clark County public health;*
- i. *Certified mailing list. Current Clark County assessor map(s) showing the property(ies) within a 500-foot radius of the site, per the requirements in VMC 20.210.050 and 20.210.060, decision-making procedures, and two sets of mailing labels with the names and addresses of owners of all properties within the 500-foot radius. Such list shall be certified as accurate and complete by the Clark County assessor or a title company. For non-owner-occupied properties, provide mailing labels addressed to "occupant" as can be determined from available county assessor records (two copies);*
- j. *Traffic Impact Analysis or Trip Generation and Distribution Report in compliance with VMC Title 11.*

Response: An environmental/SEPA checklist is included as Appendix F; a legal description is included in the deed history included as Appendix G; a geotechnical report is included as Appendix H; a Level V tree plan is included as Appendix I; preliminary grading and erosion prevention/control plans are included as Sheets EC-01 to EC-08 and EC-01A; stormwater plans are included as Sheets STM-01 to STM-03; an archaeological survey and DAHP concurrence with its findings are included as Appendix J; sales history to 1969 is included as Appendix G; a Clark County Public Health Development Review application is included as Appendix K; a certified mailing list and labels have been provided to the City under separate cover and are also included as Appendix L; and a Traffic Impact Analysis is included as Appendix D. Title 11 is addressed in Section VII of this narrative.

20.320.040 Preliminary Plat Approval Criteria.

Approval criteria. To grant approval of a preliminary short subdivision or subdivision, the applicant must demonstrate compliance with all of the following criteria:

- A. *Public facilities provision. Appropriate provisions to the extent necessary to mitigate an impact of the development have been made for transportation, water, storm drainage, erosion control and sanitary sewage disposal methods that are consistent with the City's current ordinances, standards and plans;*

Response: The City's current ordinances, standards, and plans include VMC Title 11, VMC Title 20, *City's General Requirements and Details for the Design and Construction of Water, Sanitary Sewer, and Surface Water Systems*, and the Transportation System Plan.

As described in Appendix A Pre-Application Report, Appendix D Traffic Impact Analysis, Appendix M Stormwater Technical Information Report, Appendix P Pump Station Preliminary Design Memo, and as shown on the civil engineering plans accompanying this submittal, the development proposes appropriate provisions to mitigate the impact of the development as

identified by City staff and by further analysis. Discussions with the City regarding sanitary sewer capacity and improvements to serve the full development build out are ongoing.

The City can find that this criterion is met.

B. Proposed improvements. Appropriate provisions have been made for proposed streets, alleys and public ways, utilities and other improvements that are consistent with the City's current ordinances, standards and plans, and Department of Health and/or Washington State Department of Transportation standards and plans, where applicable;

Response: The proposed preliminary plat includes right-of-way dedications for HQ Drive, Brady Road, Main Street, First Street, and North Loop Road. Proposed Street A will be a private street located within a tract. The width of the public street improvements are consistent with the City's requirements for these street classifications, as modified through the requested road modifications addressed in Section VII of this narrative.

Utility improvements are proposed consistent with applicable ordinances, standards, and plans. A Clark County Development Review application was submitted on July 1, and confirmation of this submittal is included as Appendix K.

The City can find that this criterion is met.

C. Open space and dedications. Appropriate provisions to the extent necessary to mitigate an impact of the development have been made for open space, parks, schools, dedications, easements and reservations;

Response: The proposed subdivision is subject to conformance with the open space requirements of the Riverview Gateway Subarea Plan and 20.680 VMC, which require that 7 percent of the site's developable area be dedicated to usable open space. The development provides a network of multiuse trails, pedestrian promenades, a landscaped buffer, and a civic plaza. In addition, Vancouver Parks & Recreation is requiring a 6-acre public park, which is included in the overall site plan as Tract E. As a result, the proposed open space on the site far exceeds the requirements of 20.680 VMC.

The Riverview Gateway Subarea Plan does not anticipate the need for schools within the Riverview Gateway area, and no schools are proposed within the HQ Master Plan area. Development will pay School Impact Fees to the Evergreen School District for each multifamily unit at the time of building permit issuance.

Park Impact Fees are also assessed for each multifamily dwelling unit. The applicant is in discussions with Vancouver Parks & Recreation about the disposition of the proposed public park on site. A letter of intent (LOI) between the applicant and the Vancouver Parks & Recreation was signed in December 2021.

The City can find that this criterion is met.

D. Physical characteristics. The design of the proposed short subdivision or subdivision site has taken into consideration the physical features of the site, including but not limited, to: topography, soil conditions, susceptibility to flooding, inundation or swamp conditions, steep slopes or unique natural features such as wildlife habitat or wetlands;

Response: The most marked physical characteristic of the site is its topography. The site, the former Fisher's Quarry, has been an active mining site for decades. As a result of mining activity, the northern and western ridges of the site are more than 100 ft. higher in elevation than the "floor" of the site. The ridges are proposed as a buffer, except for Lots 30-41, while the floor is proposed for larger lots for office, commercial, and mixed-use development.

The undevelopable portion of the quarry walls are in Tracts C and D and will serve as "buffer" areas.

The City can find that this criterion is met.

E. Re-platting of existing subdivisions. When re-platting an existing subdivision, the short subdivision or subdivision shall comply with all of the terms and conditions of the existing subdivision's conditions of approval;

Response: No replatting of existing subdivisions is proposed. This criterion is not applicable.

F. Compliance with all requirements of this title. The proposed short subdivision or subdivision complies with all applicable requirements of this title unless modified through the approval; and

Response: Applicable requirements of this title include those contained in Chapters 20.320; 20.430; 20.680; 20.710; 20.740; 20.770; 20.790; 20.925; and 20.945. Compliance with those criteria is described in the responses to those sections.

The City can find that this criterion is met.

G. Compliance with State requirements. That the proposed short subdivision or subdivision complies with the requirements of RCW 58.17.110.

Response: This section of the RCW requires the City to determine if "(a) If appropriate provisions are made for, but not limited to, the public health, safety, and general welfare, for open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds, and shall consider all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school; and (b) whether the public interest will be served by the subdivision and dedication."

The VCM identifies requirements for infrastructure needed to serve the proposed subdivision, and the proposal requires the provision of adequate facilities to serve both the proposed development and to mitigate any impacts the development may have on services within the city.

The City can find that this criterion is met.

H. Narrow Lot Additional Criteria. Land divisions which contain one or more residential lots having a width of less than 40 feet shall meet additional criteria of VMC 20.927.030 A, B and C. (Ord. M-4147 § 4, 12/07/2015; Ord. M-3778 § 3, 12/04/2006; Ord. M-3643, 01/26/2004)

Response: No narrow residential lots are proposed with this subdivision. This criterion is not applicable.

[...]

20.320.070 Technical Standards.

A. Subdivision Layout and Required Improvements.

1. *Principles of acceptability. The short subdivision or subdivision shall conform to the comprehensive plan. The short subdivision or subdivision shall conform to the requirements of the state law and to the standards established by this title.*

Response: The proposed subdivision conforms to the Riverview Gateway Subarea Plan, which has been adopted as part of the Comprehensive Plan by reference. As detailed in this narrative, the proposal also complies with State Law and the standards established by this title.

- a. *Street improvement standards. All proposed streets and street improvements shall comply with the provisions of VMC Title 11 and approved transportation standards details on file with the public works department.*

Response: All proposed streets and street improvements were designed to comply with the provisions of Title 11 and approved transportation standard details with the exception of modifications requested through the formal road modification process. With approval of the requested Road Modifications, this standard is met.

- b. *Blocks. The length, width and shape of blocks shall be designed with due regard to providing adequate building sites for the use contemplated; consideration of the needs for convenient access, circulation, control, safety of motor vehicular, bicycle and pedestrian traffic and recognition of limitations and opportunities of topography.*

Response: : The length, width, and shape of blocks have been designed to accommodate the mix of buildings and uses envisioned by the Riverview Gateway Plan and the proposed Master Plan for the site. This standard is met.

- c. *Blocks shall not exceed 1,300 feet in length between street lines, except blocks adjacent to arterial streets or unless a previous adjacent layout or topographical conditions justify variation. The recommended minimum distance between intersections of arterial streets is 1,800 feet. Minimum length of a block shall not be less than 180 feet.*

Response: Block length maximums are intended to encourage circulation and distribute vehicular traffic volume throughout the subdivision. The proposed subdivision meets this intent.

The overall proposed site layout reflects the Riverview Gateway Subarea Plan street circulation concept. As a result, most of the blocks are less than 1,300 ft. in length between street lines, and the length of each block exceeds 180 ft. However, existing topographical and infrastructure barriers result in two blocks that exceed 1,300 ft. in length between street lines:

- The block consisting of Lots 9 to 21: these lots follow the pattern indicated by the Riverview Gateway Subarea Plan. Topographical conditions including steep slopes

and a limited access state highway to the south prevent a street connection to SE Brady Rd. A multiuse path connection west of Tract E provides pedestrian and bicycle access through the block, which provides site circulation and meets the intent of these standards.

- The block consisting of Lot 15 and Tract A: These parcels are located at the base of the quarry walls, which rise approximately 100 ft. above the floor. A street connection north from SE Brady Rd is infeasible in this area. A multiuse path connects SE Brady Road with the multifamily loop path, which provides circulation in lieu of a street connection.

Given the connectivity provided by the extensive network of multiuse paths on these blocks, and the topographical constraints that prevent street connections, the Planning Commission can find that this standard is met.

d. *Easements*

1. *Utility lines. Easements for sewers, drainage, water lines, electric lines or other public use utilities shall be provided. The size and location of the easement shall be reviewed and approved by the appropriate utility provider.*

Response: Easements for public utilities will be included with the final plat submittal. This standard will be met.

2. *Watercourses. If a subdivision is traversed by a watercourse, such as a drainageway, channel or stream, there shall be provided a stormwater easement for the width of the watercourse plus 15 feet on each side of the watercourse. Streets or parkways parallel to a major watercourse may be required.*

Response: The subdivision is not traversed by a watercourse. This standard is not applicable.

3. *Pedestrian/bicycle ways in and through residential subdivisions. In blocks over 800 feet in length, a pedestrian/bicycle way with a minimum width of 16 feet shall be required through the middle of the block when required by the transportation manager for public convenience and safety; 12 feet of the 16-foot corridor shall be paved in a durable material. If unusual conditions require blocks longer than 1,200 feet in length, two pedestrian/bicycle ways shall be required. When required by the transportation manager for public convenience and safety, pedestrian ways shall be required to connect cul-de-sacs or to pass through unusually shaped lots.*

Response: The proposed subdivision is a mixed-use subdivision. A portion of the site – Lots 22-41 – are proposed for residential use. The proposed Lots/Blocks 22-29 measure between approximately 500 ft. and 600 ft. in length. This section of the site is accessed by a pedestrian promenade through the center and a multiuse loop trail around the perimeter. This standard is met.

- e. *Flag lots. Flag lots may be permitted, provided that the minimum width of the flag stem be 15 feet for a single lot and 20 feet for a shared flag access, and it is in compliance with fire access standards contained in VMC 16.04.150. No more than four lots may be accessed from a single flag stem. A private maintenance agreement shall be recorded for driveways which serve more than one lot.*

Response: Proposed Lot 1 will be accessed through a shared access between Lots 4 and 5 to the north and Lots 2 and 3 to the south. This access will allow vehicular access to the below-grade parking garage proposed to serve Lots 1-5.

Proposed Lot 30 is a single-family flag lot and will be accessed from the southern end of Street A. The width of the proposed frontage is 20 ft. See Sheet C-01A.

f. Lot side lines. Side lines, as far as practical, shall run at right angles to the street on which the lot faces.

Response: Much of the site design is directed by the adopted Riverview Gateway Subarea Plan and proposed HQ Master Plan. To accommodate the desired HQ Drive and Brady Road extensions into the site, and the conceptual street network of the Riverview Gateway Subarea Plan, some lots in the mixed-use core and the industrial area have side lot lines that do not run at right angles to the street.

g. Lot frontage. With the exception of flag lots, all lots shall abut on a public or private street with a minimum frontage of not less than 20 feet.

Response: Apart from Lot 1, all proposed lots abut on a public street with a minimum lot frontage of at least 20 ft. Lots 30-41 have frontage on proposed Street A, which connects to SE 41st Ave to the north.

h. Parks and playgrounds. The review authority shall see that appropriate provision is made for parks and playgrounds to serve the proposed subdivision.

Response: The proposed Master Plan and Subdivision complies with the usable open space requirements of the Riverview Gateway Master Plan and Chapter 20.680 VMC. Vancouver Parks & Recreation has requested a 6-acre park within the HQ Master Plan area, which is proposed as Tract E. This standard is met.

i. Narrow Lot Land Divisions. Land divisions which contain one or more residential lots having a width or less than 40 feet shall meet the development standards of VMC 20.927.040.

Response: No narrow residential lots are proposed. This standard is not applicable.

j. Existing trees. All subdivision developments shall comply with the tree and vegetation management provisions contained in Chapter 20.770 VMC, Tree, Vegetation and Soil Conservation.

Response: The standards of Chapter 20.770 VMC are addressed below. These standards are met.

- 2. Procedure for installation. In addition to other requirements, improvements installed by the developer of the short subdivision or subdivision, either as a requirement of these regulations or at his own option, shall conform to the requirements of this title and improvement standards, specifications, inspections and procedures as set forth by the city and administered by the department of public works and community and economic*

development department, and shall be installed in accordance with the following procedures:

[...]

- f. *Public improvements required. Improvements to be installed at the expense of the owner of the short subdivision or subdivision are as follows:*
 - i. *All full-width streets, sidewalks, curbs and gutters, including alleys, within or adjacent to the subdivision or short subdivision; streets adjacent but only partially within the short subdivision or subdivision; and the extension of short subdivision or subdivision streets to the intercepting paving line of existing streets with which short subdivision or subdivision streets intersect shall be graded for the full right-of-way width and improved to the city's improvement standards and specifications.*

Response: As shown in Sheets PP-01 to PP-25 and PP-01A and PP-02A, streets, sidewalks, curbs, and gutters within and adjacent to the proposed subdivision will be improved to the City's improvement standards and specifications, except as modified through the Road Modification process.

- ii. *Half-width roads. In situations where the property being developed does not permit full-width public streets, half roads having a minimum right-of-way or easement and roadway improvement width of one-half of the design width may be permitted when placed adjacent to adjoining property so long as there is no physical obstruction or development constraint prohibiting the completion of the street on such adjoining property; provided, that public street half-width shall be a minimum of 20 feet wide. Public half-width streets serving six or more parcels shall be required to dedicate additional right-of-way as necessary to provide for a minimum of one foot of right-of-way beyond the edge of the sidewalk. Further, additional right-of-way or easement may be required between the edge of the roadway and the property line for construction clearance, slopes or other features. Half-width public streets shall serve a maximum of 200 ADT. If the number of trips generated is greater than 200 ADT, the street shall be widened to full-width standards. Parking shall be prohibited along any half-width street and necessary signs and pavement markings shall be the responsibility of the developer.*

Response: No half-width roads are proposed adjacent to adjoining property.

- iii. *Bench marks. When required, elevation bench marks shall be established within the subdivision with elevations to U.S. Geological Survey datum.*

Response: Bench marks with elevations to USGS datum will be established prior to submittal of the final plat.

- iv. *Surface drainage systems shall be provided within the subdivision or short subdivision. The design of the drainage system within the short subdivision or subdivision shall be in accordance with the standards set forth by Chapter 14.25 VMC, as administered by the department of public works.*
 - v. *Erosion control and stormwater quality. Facilities shall be provided within the short subdivision or subdivision to enhance stormwater runoff and protect existing and future drainage facilities. The design of the erosion control and*

stormwater quality system shall be in accordance with the standards set forth by the city, pursuant to Chapters 14.24 and 14.25 VMC, as administered by the department of public works.

Response: As shown on Sheets PP-01 to PP-25 and STM-01 to STM-03, and as described in Appendix M, the development will provide erosion control, surface drainage, and stormwater facilities that meet City standards. Responses to Title 14 are provided below.

- vi. *Sanitary sewers. Sanitary sewers shall be installed to serve the short subdivision or subdivision and to connect the short subdivision or subdivision to existing mains. In the event that it is impractical to connect the short subdivision or subdivision to the city trunk sewer system, the review authority may authorize the use of septic tanks if the lot area is adequate, taking into consideration the physical characteristics of the area determined by the county health department.*

Response: As shown on Sheets UT-01 to UT-24 and UT-01A and UT-02A, sanitary sewer, including a pump station, will be designed and installed to serve the site and will connect to the existing public sewer system. The system will meet City requirements and standards. No septic systems are proposed.

- vii. *Water system. Water lines with valves and fire hydrants serving the short subdivision or subdivision and connecting the subdivision or short subdivision to the city mains shall be installed according to specifications of the city, pursuant to VMC Title 14, Water and Sewers, as administered by the department of public works.*

Response: As shown on Sheets UT-01 to UT-24 and UT-01A and UT-02A, a public water system will be designed and installed to serve the site and will connect to the existing public water system. The system will meet City requirements and standards. Responses to Title 14 are provided below.

- viii. *Sidewalks. Sidewalks shall be installed along both sides of each street within and/or adjacent to the short subdivision or subdivision, unless exempted by approval of a roadway modification, by the review authority and along pedestrian ways of the short subdivision or subdivision. Sidewalks shall be installed according to the specifications of the city, pursuant to VMC Title 11, Streets and Sidewalks, as administered by the department of public works.*

Response: As shown on Sheets T-01 to T-03, PP-01 to PP-25 and PP-01A and PP-02A, sidewalks will be installed along both sides of each street proposed within the subdivision. Sidewalks will be installed according to the specifications of the City. Responses to Title 11 are provided below.

- ix. *Street trees. Street trees shall be planted along both sides of each street within the short subdivision or subdivision and along any portion of the short subdivision or subdivision that fronts upon an existing street. Street trees shall be planted 30 feet on-center and be of a species approved by the city planning official.*

Response: As shown on Sheet L-01, street trees will be planted along both sides of each street, apart from Street A where they will be planted on one side, at 30 ft. on center, and will be selected from the City's street tree list.

- x. *Other. When special conditions are encountered in the plans for improvements such as fill section requiring the placement of guardrails, ditches requiring drainage appurtenances, or other protection against erosion such as slopes requiring use of sod and/or seeding, such improvements shall be considered as an integral part of the improvement construction. Such special improvements shall be approved by the director of public works or transportation manager prior to commencement of construction.*

Response: No special conditions requiring additional improvements have been Encountered to date, and no additional improvements are proposed.

[...]

D. Chapter 20.410 VMC Lower Density Residential Districts

Response: Staff has requested that the proposed development of Lots 30-41 reflect the standards of the R-6 zone to the west. Compliance with the lot size and dimension standards will be determined through the current subdivision review; compliance with site development and design standards will be reviewed at building permit review.

Per the provisions of 20.41.0.040.C.1.c, in a development of two or more lots, the minimum lot size can be averaged as long as no lot is smaller than 80 percent of the minimum lot size. The minimum lot size in the R-6 zone is 7,400 sq. ft., and 80 percent of 7,400 sq. ft. is 5,920 sq. ft. All of the proposed north ridge lots exceed 5,920 sq. ft. in area.

Excerpts from Table 20.410.050-1 Development Standards

STANDARD	R-6	PROPOSED
<i>Minimum Lot Size</i>	<i>7,400 sq. ft</i>	<i>6,103 – 9,507 sq. ft.</i>
<i>Maximum Average Size</i>	<i>10,500 sq. ft.</i>	<i>< 10,500 sq. ft.</i>
<i>Minimum Lot Width</i>	<i>50'</i>	<i>Varies</i>
<i>Minimum Lot Depth</i>	<i>90'</i>	<i>Varies</i>
<i>Maximum Height</i>	<i>35'</i>	<i>Dwellings will not exceed 35' in height as measured from the uphill side of the lot.</i>

E. Chapter 20.430 VMC Commercial and Mixed Use Districts

20.430.020 List of Zoning Districts

Response: The subject site is zoned Riverview Gateway Planned District (RGX). Though not formally listed within 20.430.020, List of Zoning Districts, the RGX zone is listed in Table

20.430.030-1, Commercial and Mixed-Use Districts Use Table. Therefore, the RGX zoning district is considered a zoning district within Chapter 20.430, Commercial and Mixed Use Districts. Applicable requirements and standards in the RGX are addressed below, including Uses under 20.430.030, Uses.

20.430.030 Uses

[...]

B. Use table. A list of permitted, limited, conditional, and prohibited uses in the commercial and mixed use zones is presented in Table 20.430.030-1.

Excerpts from Table 20.430.030-1. Commercial and Mixed-Use Districts Use Table

USE	Notes	RGX ⁴⁴
RESIDENTIAL		
Household Living		P ⁸
HOUSING TYPES		
Single Dwelling Units, Detached	This use is permitted in the RGX zone but limited in the Riverview Gateway Subarea. The applicant has requested a text amendment to allow this use in Fisher's Quarry	P
Multi-Dwelling Units		P
CIVIC (Institutional)		
Parks/Open Space		
- Neighborhood Parks		P
- Trails		P
Transportation Facility	Future gondola	P
COMMERCIAL		
Commercial and Transient Lodging		P
Eating/Drinking Establishments		P
Entertainment-Oriented		
- Indoor Entertainment		P/L ²⁴
General Retail		
- Sales-Oriented		P ²⁵ , ⁴⁶

USE	Notes	RGX ⁴⁴
- Personal Services		P
- Repair-Oriented		P
- Bulk Sales	The application has requested a text amendment to allow General Retail -Bulk Sales as a permitted use	C
Office		
- General		P
- Medical		P
- Extended	The applicant has requested a text amendment to allow Office – Extended as a permitted use	X
INDUSTRIAL		
Industrial Services	The applicant has requested a text amendment to allow some Industrial Services by right rather than as conditional uses	C
Manufacturing and Production		P ⁴¹
Research and Development		P

Note 41 *Printing, binding, lithography, repair shops for tools, scientific/professional instruments and motors, computer research or assembly, and manufacturing of optical, medical, and dental devices, goods and equipment permitted outright; all others prohibited.*

Note 44 *Allowed subject to guidelines of Riverview Gateway Plan District Standards, Chapter 20.680 VMC, and associated Master Plan adopted for the area of proposed development.*

Response: The subject site is zoned Riverview Gateway Planned District (RGX). Though not formally listed within 20.430.020, List of Zoning Districts, the RGX zone is listed in Table 20.430.030-1, Commercial and Mixed-Use Districts Use Table. As part of the Use Table, Note 44 provides reference to the guidelines of Riverview Gateway Plan District Standards, Chapter 20.680 VMC. Note 44 also references the associated Master Plan adopted for the area of proposed development, which is the requested HQ Master Plan submitted with this application. Chapter 20.680 and the HQ Master Plan are addressed specifically in this narrative below. This includes the use allocations covered in 20.680.030.C., Land Use Allocation.

The proposed Master Plan includes single-family residential, multifamily residential, civic, commercial, and industrial uses as permitted by the RGX zone and as required by the provisions of 20.680 VMC. Each use as part of a development project, with the exception of detached

single-family uses, will also be reviewed under Type II Site Plan Review, per the requirements of 20.210.050. Therefore, the requirements of this Section can be met.

20.430.040 Development Standards

- A. *Compliance Required. All developments must comply with:*
1. *All of the applicable development standards contained in the underlying zoning district.*
 2. *All other applicable standards and requirements contained in this title.*
- B. *Development standards. Development standards in are contained in Table 20.430.040-1. Additional development standards are contained in subsections VMC 20.430.040 (C)-(E) below. Additional development standards for the MX Zone are contained in 20.430.060 VMC.B. Use table.*

Response: Individual site development, with the exception of single-family residential, will be subject to Type II review and verification of conformance with the Development Standards of the RGX zone and the Riverview Gateway Design Standards and HQ Design Standards. Relevant standards are addressed below.

Excerpts from Table 20.430.040-1 Development Standards

STANDARD	RGX****	PROPOSED
<i>Maximum Lot Coverage</i>	<i>100%</i>	<i>Varies</i>
<i>Maximum Height</i>	<i>35' – 75' ⁶</i>	<i>The maximum height is up to 75' on site.</i>
<i>Minimum Landscaping Requirement (percentage of total net area)</i>	<i>15%, unless adjusted through master plan</i>	<i>The Master Plan requests reduction of this requirement to 0% for sites with structured parking.</i>

F. Chapter 20.680 VMC Riverview Gateway Plan District

[...]

20.680.020 Applicability.

These standards apply to the properties within the quarry area shown on Figure 20.680-1. These standards shall in addition to other applicable standards of Vancouver Municipal Code or state law and shall supersede those standards where they conflict.

Response: The HQ Master Plan area consists of the Fisher's Quarry area shown on Figure 20.680-1. The standards of this section are applicable.

20.680.030 Allowed Uses and Development Standards.

- A. *In areas not yet urbanized, mining and related uses are allowed as specified in VMC 20.540, Surface Mining Overlay District, and Development Agreement recorded as 4443223.*

Response: The proposal does not include a mining or related use and this Subsection is not applicable. In addition, mining operations have ended at Fisher's Quarry. This standard can be met.

- B. Future urban uses are allowed as specified in Table 20.430.030-1, subject to development standards in Table 20.430.040-1, and any further requirements established through Master Plans adopted pursuant to this chapter.

Response: As discussed above, the proposed urban uses are permitted as shown in Table 20.430.030-1 and per the development standards of Table 20.430.040-1. This standard can be met.

- C. Land Use Allocation. Future urban uses shall be allocated as follows, with specific locations determined through master plans submitted prior to or concurrent with development.

[...]

2. For the Fisher Quarry area as shown in Figure 20.680-1,
 - a. Multi-family residential uses shall account for a maximum of 40% of the total developable land area in the quarry as defined herein. There shall be no single-family uses.
 - b. Non-office Commercial uses shall account for a maximum of 35% of the total developable land area in the quarry.
 - c. Office and/or light industrial areas shall together account for minimum of 30% of the total developable land area in the quarry.
 - d. Parks and usable open space corridors shall account for a minimum of 7% of the total developable land area in the quarry, to be located generally as indicated in the Riverview Gateway Subarea Plan
3. Land allocation calculations shall be made as follows:
 - a. Land devoted to use types shall include buildings and associated structures, landscaping, and on-site parking and circulation.
 - b. Mixed use buildings may be assigned by the proponent to any of the use types in the building that occupy a full floor. For example, a multiple story office building with a first floor devoted entirely to commercial uses may be considered an office or commercial use for purposes of use allocation.
 - c. Total developable area shall be the full east or west quarry portion as identified herein, including parks and usable open space, but excluding planned public roads, buffers, or regional drainage facilities.

Response: Approval of a master plan demonstrating compliance with the above land use allocation is required prior to any development occurring in the Fisher Quarry Area. The HQ Master Plan identifies specific portions of the site as Household Living (Multifamily Residential) and certain portions as Office/Light Industrial and Non-Office Commercial. As detailed in the proposed HQ Master Plan (Sheet MP-01), the total site area is 98.55 acres, and the developable land area is 64.82 acres. The land use allocations of this section are based on the total developable site area of 64.82 acres as noted in C.1 above.

As detailed in Table 1 below and Appendix B, the proposed land use allocations meet the requirements of this section with approval of the proposed text amendments to allow single-family residential uses.

Table 1 – HQ Master Plan Land Use Allocations

Land Use	Allowed / Required	Proposed	% of TLDA	Finding
Multifamily Residential	40% maximum	35% maximum	30.64%	The Master Plan meets this requirement.

Single-Family Residential (proposed)	NA	5% maximum	3.22%	With the proposed text amendment, the Master Plan meets this requirement.
Non-Office Commercial	35% maximum	No change	23.64%	The Master Plan meets this requirement.
Office/Light Industrial	30% minimum	No change	30.64%	The Master Plan meets this requirement.
Usable Open Space	7% minimum	No change	12.37% ³	The Master Plan exceeds this requirement.

D. Buildings.

1. *Vertical Mixing. A minimum of 25% of all buildings in the WSDOT Quarry and 10% of all buildings in the Fisher Quarry, exclusive of single family residences, shall contain a mix of two or more use types.*

Response: As detailed in Sheet MP-07, there are 29 subject buildings within the HQ Master Plan area and 6 of those buildings, or 21 percent, contain a mix of two or more use types. This standard is met.

2. *Floor Area Ratios. All buildings other than single family residences shall achieve minimum Floor Area Ratios (FAR) as follows:*
 - a. *Buildings adjacent to 192nd Avenue; minimum 1.0.*
 - b. *Buildings in the westernmost area designated Industrial by the Comprehensive Plan; no minimum.*
 - c. *All other buildings; 0.5.*

[...]

 - e. *FAR calculation methodology. Individual buildings and associated attached structures, including attached structured parking constructed concurrently with the building, shall be counted as floor space. The site or portion of the site devoted to those buildings, not including public right-of-way, parks or pedestrian trails, shall be counted as site area. (Ord. M-3911, Added, 02/02/2009, Sec 4 – Effective 03/04/2009)*

Response: The HQ Master Plan area does not include lots adjacent to SE 192nd Ave. As shown on Appendix B Land Use and Development Summary , the lots within the area designated Multifamily Residential and Commercial achieve at least 0.5 FAR; lots within the area designated Industrial are exempt from minimum FAR. These standards are met.

20.680.040 Master Planning.

- A. *Overall. Master Plans covering the full Fisher or WSDOT quarry as described in this chapter are required prior to any urban development in all or part of that quarry, in order to ensure*

³ This open space includes a 6-ac public park as required by Vancouver Parks and Recreation.

cohesive development of the site in an attractive, integrated manner as it transitions. “Urban Development” in this subsection shall mean any development defined in VMC [20.150](#) undertaken to support allowed uses in the RGX zoning district at Table 20.430.030-1 excluding any mining uses as defined by [20.680.030](#). Mining activities are expected to continue on portions of this site for at least a decade, but portions are expected to redevelop in less than a decade. Master plans shall address long term development of the entire Fisher or WSDOT quarries as shown in Figure 20.680-1, and shall also include consideration of long term development of the entire subarea, particularly in regard to traffic impacts.

Response: This HQ Master Plan covers the full Fisher Quarry, and addresses the long-term development of the entire quarry and subarea. Traffic impacts of the proposed HQ Master Plan area are discussed in Appendix D.

B. Contents. Master Plans shall address the following:

1. Existing land uses, physical features, and topography

Response: Sheets EX-01 to EX-03 and EX-01A illustrate existing site conditions.

2. Proposed land uses, including the following:

a. Residential Uses: Location, type, height, square footage, number of dwelling units, and size of associated land area,

Response: Sheet MP-06 illustrates residential unit areas and metrics and Sheet MP-08 illustrates building height.

b. Commercial Uses: Location, type, height, square footage, size of associated land area, and projected Floor Area Ratio (FAR),

Response: Sheet MP-05 illustrates commercial square footage areas and metrics and Sheet MP-08 illustrates building height. Appendix B describes projected FAR.

c. Office and Light Industrial Uses: Location, type, height, square footage, size of associated land area, and projected Floor Area Ratio (FAR),

Response: Sheet MP-04 illustrates office and light industrial metrics and Sheet MP-08 illustrates building height. Appendix B describes projected FAR.

d. Schools or other public facilities, if any,

Response: No schools or other public facilities are proposed within the HQ Master Plan area.

e. Any other projected structures or uses,

Response: Uses and structures not described above include a sanitary sewer pump station and stormwater facilities, and a potential future gondola connecting the quarry floor to the north ridge. The proposed location of the sanitary sewer pump station and stormwater facilities are shown on Sheets C-01 and MP-01.

- f. A demonstration of how proposed uses, if any, which differ from the general subarea locations indicated on Figure 21 of the Riverview Gateway Subarea Plan, do not prevent or hinder realization of the overall subarea plan vision.*

Response: The proposed uses generally follow the subarea locations indicated on Figure 21. Office/Light Industrial uses are proposed within mixed-use portion of the site to support the anticipated residential, retail, and commercial uses, and a public park is proposed within the mixed use/office portion of the site at the request of Vancouver Parks and Recreation. This park replaces the open space in the residential area of the site.

Twelve (12) single-family residential lots are proposed in the northwest corner of the site, adjacent to the buffer shown on Figure 21. These single-family lots contribute to the overall subarea plan vision of providing a mix of uses and housing types while providing a landscaped visual buffer for existing homes to the west, and do not prevent or hinder the overall subarea plan vision.

3. *Mapping of the following proposed public and private infrastructure, description of their capacity, and resulting consistency with applicable City standards:*
- a. *Public and private roads, and parking and circulation areas. This shall include an exhibit of roadway functional classifications, typical section, and design parameters for local roadways.*

Response: Sheets MP-02 and MP-09 illustrate the road, parking, and circulation system on site. Sheets T-01 to T-03 and T-01A include roadway functional classifications, typical road sections, and design parameters. The street circulation pattern closely follows Figure 21.

The proposed cross-sections differ from the City's standard design for Collector or Minor Arterial Streets, as well as from Local Street and private street design. A Road Modification is requested to allow these revised public street cross sections.

- b. *Public sewer, water and public and private stormwater systems.*

Response: Sheets PP-01 to PP-25 and PP-01A to PP-02A, STM-01 to STM-03, and UT-01 to UT-24 and UT-01A and UT-02A illustrate the proposed public sewer and water systems, and the public and private stormwater systems. These systems are not shown in Figure 21 but generally follow the public street network.

- c. *Parks, open spaces and trails.*

Response: Sheets MP-10 and MP-13 illustrate the proposed park, open spaces, and trail systems. This system generally reflects the open space network shown in Figure 21, which some adjustments as described above.

- d. *Utilities.*

Response: Proposed dry utilities, including electrical and fiber optic cable, are available to the site and will be included in permit submittals. These systems are not shown in Figure 21 but generally follow the public street network.

e. *Schools, if any.*

Response: No schools are proposed within the HQ Master Plan area.

f. *A demonstration of how proposed uses, if any, which differ from the general subarea locations indicated on Figure 21 of the Riverview Gateway Subarea Plan, do not prevent or hinder realization of the overall subarea plan vision.*

Response: Generally, the proposed uses follow Figure 21. The open space network has been revised to incorporate a 6-acre public park as requested by Vancouver Parks & Recreation. As a result, the on-site open space concept generates from the park area rather than being distributed more widely. The proposed single-family homes in the northwestern portion of the site (the north ridge) will be served by extending public utilities from SE 41st Ave and will not require additional infrastructure from the quarry floor.

4. *Traffic Analysis and Mitigation Plan*

Response: A Traffic Impact Analysis is included as Appendix D. A parking study and mitigation plan are included as Appendix E.

5. *Consistency between the Master Plan with Riverview Gateway Subarea Plan in the following areas:*

a. *Major road networks.*

Response: The HQ Master Plan includes two new circulation roads and three local access/neighborhood roads; these roads were designed and located to reflect the desired street configurations for the Riverview Gateway Subarea. See Exhibit MP-9 for a vehicle circulation plan and Sheets T-01 to T-03 and T-01A for illustrations of the proposed cross-sections.

SE Brady Rd connects 192nd Avenue at the southeastern corner of the site through the site to the western boundary. The northern Collector Arterial street, named HQ Drive within the site, extends Columbia Palisades Dr east of 192nd Ave across 192nd Ave into the site and connects to Brady Rd. A local access street, North Loop Road, is proposed to serve the multifamily residential area north of the site. The locations of these roads are consistent with Figure 37.

In addition to the major road network shown in Figure 37, two additional connections are proposed. A north/south local Main Street connects HQ Drive and Brady Rd, and provides a focal point for the mixed-use area of the Master Plan area. An east/west local First Street connects Main Street with the proposed public park and provides frontage for the internal lots.

As proposed, the major road networks of the Master Plan are consistent with the system illustrated in Figure 37 of the Subarea Plan.

b. *Park, trails, and open spaces.*

Response: The conceptual location of parks, trails, and open spaces is included in Figure 48 of the Riverview Gateway Subarea Plan. Some minor differences exist between the proposed Master Plan and the Riverview Gateway Subarea Plan:

- In discussions with City staff, the applicant and the City determined that the bluff trail was not feasible or practical due to significant topographical changes, the difficulty of accessing the bluff from the rest of the trail system, and concerns about the safety of trail users
- A landscaped buffer is proposed in the northwest corner of the site along the north ridge; this buffer includes a public trail to a viewpoint. This buffer and trail provide visual separation between existing homes to the west and the proposed single-family homes to the east, while also providing a smaller section of bluff trail and a viewpoint.
- An alternative trail location is proposed along the toe of the bluff, providing accessible circulation throughout the site. This multiuse trail will provide connectivity throughout the site.
- A pedestrian trail connection from SE 41st Ave in the “north ridge” area of the site is proposed to a public overlook to provide the view opportunities envisioned from the buffer trail.
- Figure 38 shows a freeway buffer path along Hwy 14; however, a 6-acre public park is proposed in this area rather than a buffer. The park provides walking paths and view opportunities for users.
- A new 2-to-3-acre park in the northern portion of the site is shown in Figure 38; however, the proposed 6-acre public park in the southern portion of the site is intended to provide recreational opportunities for residents of the site and will be accessible through a series of landscaped promenades and a pathway from the multifamily residential area to the park.

See Sheet MP-13 for an overview of the parks, trails, and open space network and Sheet MP-11 for potential treatments of various parks and trails.

As proposed and modified, the parks, trails, and open spaces of the Master Plan are consistent with the intent of the system illustrated in Figure 48 of the Subarea Plan.

c. Pedestrian and Bicycle network.

Response: The proposed pedestrian and bicycle network consists of both on-street and separated facilities. As shown in Sheet MP-11 the multiuse trail system is designed to accommodate pedestrians and bicycles in safe, separate facilities of 12 ft. in width. This network of trails connects the various areas of the site with the Main Street plaza, the public park, and the future trail extension to Evergreen Hwy.

In addition, an 11-ft. separated bicycle/pedestrian facility is provided parallel to HQ Drive and Brady Rd, and a shared bicycle/vehicular facility is provided within the North Loop Road, Main Street, and First Street. See Sheets T-01 to T-03 for conceptual street cross-sections and Sheet MP-11 for conceptual trail cross-sections.

Additional pedestrian circulation will be provided as individual sites are developed. Conformance with pedestrian access and circulation requirements will be evaluated during Site Plan Review.

d. Subarea plan policies.

Response: The goals and policies of the Subarea Plan are contained in *Section III Plan Elements*. Relevant policies are in the Land Use and Urban Design; Transportation; Open Space, Trails, and Public Facilities; and Environment Elements of the Subarea Plan. Additional elements of the Subarea Plan that are not part of plan policies are addressed in Section IV of this narrative.

The proposed Master Plan is consistent with the relevant goals and policies contained in the four elements as described below.

1) *Land Use and Urban Design*

- a) *Goal LU-1: Promote the orderly transition from mining to a mix of uses on the quarry sites*

Response: The proposed Master Plan includes a mix of office, residential, and mixed-use buildings. The residential uses include a variety of housing types, including single-family, multifamily and mixed-use buildings. The office uses are in both standalone and mixed-use buildings, and commercial uses are focused in the “heart” of the plan area.

- b) *Goal LU-3 Create a unique “sense of place” reflected in site design, building and landscape forms, and the public realm within the quarry sites and establish the area as an attractive eastern gateway to the city*

Response: The proposed architectural guidelines create a “sense of place” through façade articulation, fine detailing, quality building materials, and an inviting appearance. The proposed landscaping guidelines provide direction for the use of landscaping to create a pedestrian-friendly street environment, establish distinct areas, and provide buffering between uses.

- c) *Goal LU-4 Promote quality development that serves as a model for sustainable development for the city and the region*

Response: The HQ Design Guidelines included as Appendix C include recommendations for the inclusion of sustainable site design, materials, and construction practices.

2) *Transportation*

- a) *Goal T-1 Connectivity: Develop a transportation grid that provides good connections to surrounding land uses and activity centers and allows for multiple circulation routes to/from each location. Close gaps and complete system connections through the development and capital improvement processes.*

Response: The HQ Master Plan connects existing roads from east to west and provides the final pieces of the transportation grid in the subarea. The extension of Columbia Palisades Dr/HQ Drive and Brady Road to the west will provide alternative routes for residents of the existing neighborhoods.

- b) *Goal T-2 Land use and transportation integration: Develop and implement innovative transportation investment, design, and program incentives to achieve the urban environment envisioned in the Comprehensive Plan.*

Response: Currently, the site is not well-served by public transit. The Master Plan does not propose incentives for transit investment or design, but does provide transit-supportive densities and pedestrian-friendly streetscapes to support future transit service. The applicant proposes implementing a smart cities approach, as described earlier, which will provide innovative transportation management and infrastructure approaches to the HQ Master Plan area.

- c) *Goal T-3 Livable streets: Design streets and sidewalks and manage vehicular traffic to encourage livability, interaction, and sense of neighborhood or district ownership in linkage with adjacent land uses. Encourage multimodal travel, and provide accessible, human scale opportunities for transferring between travel modes.*

Response: The Master Plan encourages bicycle and pedestrian travel, along with vehicular travel, through the guideline of bicycle facilities and shared-use pathways throughout the site. The proposed multimodal street network provides safe, protected options for bicycles and pedestrians, and the smart cities approach ensures that the technological infrastructure will be ready to respond to new travel modes as they emerge.

- d) *Goal T-4 Multi-modal: All city streets shall be designed to achieve safety and accessibility for all modes. Arterial streets shall provide facilities for automobile, bike, pedestrian and transit mobility, and shall include landscaping and adequate lighting.*

Response: All public streets will be designed to meet the standards of VMC Title 11 as revised through discussions with City staff and as requested by the included Road Modifications. HW Drive and Brady Rd include facilities for multimodal transportation and include landscaping and street lighting per City standards.

- e) *Goal T-5 Safety: Ensure high safety standards for motorists, pedestrians, and bicyclists through the development and capital improvement processes.*

Response: Public streets constructed by the development will meet the standards of VMC Title 11 as modified by the submitted Road Modification at the time of development.

- f) *Goal T-6 Accessibility: Build an accessible transportation system focused on inter-modal connectivity and removing barriers to personal physical mobility.*

Response: Public streets will meet the standards of VMC Title 11 as modified by the submitted Road Modification at the time of development. The transportation system includes guidelines for inter-modal connectivity and will comply with ADA standards.

- g) *Goal T-7 Vehicle miles traveled: Use transportation and land use measures to maintain or reduce single occupant motor vehicle miles traveled per capita to increase system efficiency and lower overall environmental impacts.*

Response: Currently, transit service to the Master Plan site is very limited. The Master Plan includes a connected system of pedestrian and bicycle routes, which provide alternatives to single occupant motor vehicle travel. In addition, a parking analysis to reduce the amount of site area dedicated to parking. See Appendix E.

- h) *Goal T-8 Parking: Adopt coordinated parking standards which maintain neighborhood integrity, promote the use of a multi-modal transportation system, encourage desired economic development and growth throughout the entire urban area, and which economize the use of urban land by reducing the need for any excess guideline of surface parking.*

Response: On-site parking will comply with the relevant standards of the VMC as well as the Riverview Gateway Subarea Design Guidelines. The proposed Master Plan street network maximizes on-street parking to encourage activity in the mixed-use area, and to reduce reliance on surface parking for retail users. In addition, a parking analysis has been prepared to reduce the amount of site area dedicated to parking. See Appendix E. This analysis shows that there is adequate parking within the Master Plan area to serve the proposed uses. Compliance with minimum and maximum parking standards will be verified at the time of Site Plan Review.

3) *Open Space, Trails, and Public Facilities*

- a) *Goal OS-1. Create a hierarchy of interconnected public and private open spaces, ranging from active centralized plazas to less formal gathering areas, quiet residential parks, and natural open spaces.*

Response: The Master Plan proposes a series of interconnected plazas, parks, pedestrian promenades and natural open spaces are designed as a sequence for users. The proposed public park and centralized plaza on Main Street are designed for neighborhood use, which the pedestrian promenades and trail network are intended to provide convenient access from the multifamily residential area to the rest of the site.

- b) *Goal OS-2. Construct a network of trails and pathways in the quarry areas that connect with surrounding neighborhoods.*

Response: The Master Plan proposes a network of trails and pathways within the HQ Master plan area connecting the site to 192nd Avenue to the east, Brady Road to the southeast, and allowing for future connections to adjacent neighborhoods in the future. The proposed multi-use pathway connects the site to the R-9 area to the west of the site, providing a connection between that neighborhood, the mixed-use HQ area, and 192nd Ave. A proposed buffer trail and overlook in the north ridge area of the site connects to the existing Fisher's Creek neighborhood to the north and west.

- c) *Goal OS-3. Construct a set of high-quality community, public service and recreational facilities to serve city residents.*

Response: The Master Plan includes a set of high-quality facilities to serve residents of HQ and of the city. Specifically, the Master Plan includes a 6-acre public park, a public trail network, and a public overlook accessed from SE 41st Ave.

4) *Environment*

- a) *Goal E-1 Incorporate exemplary environmental stewardship in the Riverview Gateway to the extent that it is a model for the region.*

Response: Development in the HQ Master Plan area will manage stormwater runoff on-site; the landscaping guidelines encourage the use of landscaped swales and other environmentally sensitive treatment options. The HQ Master Plan Design Guidelines include requirements for sustainable site and building design, and the applicant intends to implement Smart City approaches within the Master Plan area.

- b) *Goal E-2 Employ a variety of environmental management and low-impact development measures to improve ecological functions, such as the protection of surface and ground water quality and habitat.*

Response: The Master Plan encourages the use of rain gardens to manage stormwater runoff as well as the installation of stormwater ponds as amenities to the site. Green roofs are encouraged and may be used to meet minimum landscaping requirements.

6. *Architectural guidelines, including conceptual building elevations and description of consistency with the Riverview Gateway Design Guidelines.*

Response: Architectural guidelines are incorporated into the proposed HQ Design Guidelines included as Appendix C.

7. *Sign program and how it is consistent with the Riverview Gateway Design Guidelines.*

Response: A sign program is incorporated into the proposed HQ Design Guidelines included as Appendix C. The Riverview Gateway Design Guidelines address signage in Section G. This section is addressed in Section IV of this narrative.

8. *A master landscape plan and landscaping guidelines, consistent with the Riverview Gateway Design Guidelines.*

Response: A master landscape plan is included as Sheet MP-11 and landscaping guidelines are incorporated into the proposed HQ Design Guidelines included as Appendix C. Additional guidelines related to landscaping are addressed in Section IV of this narrative.

9. *Consistency with the intent of the Riverview Gateway Subarea Plan to create a distinctive, pedestrian-friendly, mixed-use urban center.*

Response: The intent of the Riverview Gateway Subarea Plan is addressed in Section III of this narrative.

10. *Anticipated phasing of development and potential site plan submittal timelines.*

Response: A proposed phasing plan is included as Sheet C-02. Generally, it is anticipated that the first site plan review applications for the phase containing Lots 30-41 will be submitted about 3 months after Master Plan approval, and site plan submittals for other phases will be submitted about 12 to 19 months after Master Plan approval, to accommodate site and public works permitting and construction of infrastructure.

11. Anticipated site ownership, or common management guidelines if any.

Response: The site is currently owned by the applicant. The applicant will establish one or more Owners' Associations to manage common site areas.

12. Guidelines for buffering adjacent mining activities if applicable, at a level of detail sufficient to judge adequacy of buffering from adverse noise, dust, and visual impacts.

Response: Mining activities in the quarry have ended.

13. Proposed site topography, individual building heights, and an assessment of potential impacts of views from surrounding properties. The assessment must include graphic visualization of any buildings which would block or partially block views of the Columbia River or Mt Hood, as seen from the Overlook park facility or the southeast corner of the Fisher's Creek neighborhood.

Response: Proposed site topography is shown in Sheets EC-01 to EC-08, and individual building heights are shown in Sheet MP-08. A visual assessment of views from the southeast corner of the Fisher's Creek neighborhood are included as Sheet MP-16.

14. Proposed parking management plan.

Response: A parking management plan is included as Appendix E.

15. Analysis of impacts to the adjacent quarry's ability to achieve development envisioned in the Riverview Subarea Plan.

Response: Development of the adjacent WSDOT Quarry was approved in 2016 through the Columbia Palisades Master Plan. In combination with the Columbia Palisades Master Plan, the HQ Master Plan achieves the development envisioned in the plan area.

16. SEPA Checklist.

Response: A SEPA checklist is included as Appendix F.

- C. *Review Criteria and Process. Master Plans shall be processed as a Type IV review. The Master Plan shall be approved, approved with conditions or denied based on compliance with each of the following:*
- 1. The Master Plan implements the Riverview Gateway Subarea Plan and the requirements of this chapter, and allows the adjacent quarry to implement the subarea plan, and the requirements of this chapter.*

Response: As described in Section IV, and earlier in this section, the proposed Master Plan implements the goals and policies of the Riverview Gateway Subarea Plan and the

requirements of this chapter. Development of the adjacent WSDOT quarry was approved through the Columbia Palisades Master Plan in 2016, and in partnership with the HQ Master Plan completes the Riverview Gateway Subarea development. This criterion is met.

2. *All applicable standards of Vancouver Municipal Code and other requirements are met.*

Response: The applicable standards of Vancouver Municipal Code (VMC) Title 20 are addressed in this section of the narrative. The applicable standards of VMC Title 11 and Title 14 are addressed in Section V of this narrative.

3. *There is or will be sufficient capacity in transportation system, and public sewer, water, police, fire and stormwater services to adequately serve all portions of the site at the time of development. Utilities should be placed underground to the fullest extent feasible.*

Response: As demonstrated in the Traffic Impact Analysis included as Appendix D, the sanitary sewer study included as Appendix P, and the preliminary stormwater report included as Appendix M, adequate infrastructure will be available to adequately serve the site at the time of full buildout.

4. *Off-site impacts including noise, glare, and traffic are minimized to the extent practicable and as required under the Vancouver Municipal Code and Revised Code of Washington.*

Response: The current use of the site is active mining. The proposed Master Plan concept is not anticipated to produce noise or glare, and will reduce both of those impacts upon development with a mixed-use urban community. A traffic impact study has been completed and is included as Appendix D. Off-site impacts will be mitigated as detailed in the study.

5. *The Master Plan is consistent with the Riverview Gateway Design Guidelines or proposes standards that will achieve at least equal quality site development.*

Response: Consistency with the Riverview Gateway Design Guidelines is addressed in Section IV of this narrative, and HQ Design Guidelines are included as Appendix D. Alternative standards have been proposed as noted within the document.

6. *The Master Plan achieves the following objectives:*
a. *Capitalizes on the unique topography and view potential of the site.*

Response: As shown in Sheets MP-13 and MP-14, the HQ Master Plan capitalizes on the unique topography and view potential of the site. The site design protects the primary north-south view corridor shown in Figure 26 of the Riverview Gateway Subarea plan using a north-south pedestrian promenade, wide sidewalks along Main Street to continue the views, and a proposed landscaped area at the terminus of Main Street.

The applicant also proposes 12 single-family lots on the North Ridge of the site, to be accessed from SE 41st Ave, as well as a public trail and viewpoint. This viewpoint will provide unrivalled views for trail users.

The high quarry walls are integrated into the site design through the placement of a multiuse path at their base. Significant unique rock formations are integrated into the

conceptual design of the neighborhood park, as shown in Sheet MP-12. Viewpoints will be incorporated into the park to provide visual access to the Columbia River below.

The City can find that the proposed Master Plan meets this objective.

- b. Establishes a built environment along 192nd Avenue that is in scale with the road and creates a gateway through use of distinctive architectural elements at major intersections.*

Response: The site does not have frontage along SE 192nd Ave. The City can find that this objective is not applicable.

- c. Establishes a built environment throughout the site that is urban rather than suburban in terms of building intensity, local street networks, and pedestrian amenities and activity. Drive-through uses shall be limited to within parking structures or building enclosures.*

Response: The proposed master plan is urban rather than suburban in nature, with a combination of single-use and mixed-use buildings and a dense mixed-use core. No drive-through uses are proposed with the Master Plan.

A combination of structured and surface parking is proposed to serve the development, with structured parking proposed on Lots 3, 4, 6, and 8 to serve the urban mixed-use buildings proposed for that location. A network of vehicular, bicycle, and pedestrian circulation creates compact blocks that are easily navigated on foot or by bicycle.

As shown in Sheet MP-08, urban densities are focused on the mixed-use core along Main Street. Five-story residential buildings are proposed north of HW Drive, with single-level buildings proposed in the western area of the site as the zoning transitions from RGX to R-9.

The City can find that the proposed Master Plan meets this objective.

- d. Includes design standards that ensures quality development and creates a sense of place, and avoids building architecture defined by individual corporate brands.*

Response: The applicant has proposed revised Design Guidelines and new design standards, which are included as Appendix C. Example building typologies are included to provide guidance for designers and developers within the HQ Master Plan area. Compliance with these standards and guidelines will be verified at the time of Site Plan Review for each building.

The City can find that the proposed Master Plan meets this objective.

- e. Reflects sustainable building and low impact development site planning principles and incorporates design standards to encourage energy efficiency, water conservation and waste reduction.*

Response: The proposed Master Plan includes low impact development site planning approaches including the master landscape plan included as Sheet MP-11, which

consists of native and drought-resistant plants; the stormwater management approach described in Appendix M; and the applicant’s proposed “Smart City” approach to managing energy and infrastructure.

The HQ Design Guidelines include further sustainability principles in Section H, including a commitment to energy efficiency, a requirement that buildings be designed to meet an acknowledged green building certification, and that on-site landscaping consist of native/adaptive and low water/drought tolerant plantings. Electrical vehicle charging infrastructure will be provided with site development as required by the Building Code.

The applicant's goal is to improve the environment in the community by working with area businesses, community leaders, and neighbors to create a clean and safe place to live and work. Hurley is trying to build a sustainable city that is water positive, energy efficient, and environmentally friendly. They plan to utilize technology to address energy, water, and climate challenges to enable sustainable growth. The HQ Master Plan development will deploy energy and water management technology in buildings and promote real-time data analytics to help residents and businesses conserve energy and water. Hurley will also rapidly deploy sensor technology on city streets and infrastructure and explore on-demand mobility apps to reduce GHG emissions. For example, smart parking will lower carbon production by eliminating unnecessary drive time to find parking spots. Also, space and occupancy utilization forecasting will enable optimization of food production within our community, hence carbon and waste will be minimal. See Figure 1 below for expected smart city outcomes.

Figure 1. Expected outcomes from the HQ smart micro smart city project



Source: Healing, LLC

The City can find that the proposed Master Plan meets this objective.

- f. *Includes the following standards or equivalent alternatives sufficient to ensure an active, safe and interesting sidewalk and streetfront environment*
1. *Buildings should be located adjacent to streets to the extent possible, with parking to the side or rear. Non-structured on-site parking and access drives shall account for no more than 35% of the major street frontage of any project. Alternative standards may be proposed for developments with multiple major street frontages, provided the overall objective of maximizing streetfront buildings is met to the fullest extent practicable;*

Response: As shown on Sheet MP-02, the conceptual buildings are located adjacent to the streets to the extent possible, with parking to the side or rear. Alternative parking standards are proposed in Section H for sites that are unable to meet the 35 percent street frontage requirements, and new landscaping guidelines for surface parking lots adjacent to the street are proposed in Section C1.2.

A definition of “Major Street Frontage” is included in Section I of the Design Guidelines, and clarifies that Main Street and First Street are the major streets within the HQ Master Plan area and the surface parking limitation applies on those frontages.

2. *Surface parking areas shall include landscaping;*

Response: VMC 20.945.040 includes standards for surface parking lot landscaping. No additional standards are proposed with this application. Compliance with the standards of VMC 20.925 will be reviewed at the time of Site Plan Review application.

3. *Blank walls visible from pedestrian streetfronts are prohibited. Buildings adjacent to the streetfront shall include pedestrian entrances facing the street, and at least 15% of the streetfront building facade shall be transparent, with the exception of light industrial uses;*

Response: Compliance with these standards is reviewed at the time of Site Plan Review application. Revisions to Riverview Gateway Design Guidelines Section E.3.1 are proposed in the HQ Design Guideline to allow more flexibility.

4. *To ensure human scale development and visual interest, larger buildings with front facades of 100 feet or longer shall include articulation or modulation of facades and rooflines*

Response: Compliance with these standards is reviewed at the time of Site Plan Review application. This requirement is included in the Riverview Gateway Design Guidelines. Revisions to Riverview Gateway Design Guidelines Section E.2 are proposed to separate non-residential and residential building articulation guidelines, and provide alternatives to meeting this standard.

- g. *Includes tree and landscaping standards that will create an attractive community and meets the City's Urban Forestry Management Plan overall target canopy goal of 28%.*

Response: The Tree Plan included as Sheet L-02 and Sheet demonstrates compliance with the City's tree canopy requirements, which require a canopy of 30 percent. This requirement differs from the City's Urban Forestry Management Plan targets, but demonstrates that the Master Plan can meet the target canopy goal of 28 percent as well.

Compliance with these standards is reviewed at the time of Site Plan Review application.

h. Includes parks and public natural areas, trails and recreational areas that meet the standards of the Vancouver Comprehensive Parks, Recreation and Natural Areas Plan.

Response: As shown in Sheet MP-13, the HQ Master Plan includes a connected network of parks, public natural areas, trails, and recreational areas as illustrated in the Riverview Gateway Subarea Plan:

- A multiuse trail system connects the multifamily residential buildings in the northern portion of the site to the park, mixed-use core, and future Evergreen Hwy trails beyond.
- A bluff trail and viewpoint provide commanding views of the Columbia River Gorge from the site's north ridge
- A landscaped pedestrian promenade connects HQ Dr to the south with the multiuse trail to the north
- The significant rock features in the proposed park may be incorporated into the final park design as a viewpoint and a natural area

The 2014-2020 Vancouver Comprehensive Parks, Recreation, and Natural Areas Plan does not include standards for natural areas and trails. However, surveys collected during the Comprehensive Plan preparation indicate that having access to a trail system within ½ mile was desirable. The proposed trail network is within ¼ mile of all residential units – in many cases much closer.

Vancouver Parks & Recreation staff have indicated that a 6-acre neighborhood park is required to be located within the HQ Master Plan development. Typically, neighborhood parks are 3-5 acres in area and designed to serve users within 0.5 mile (or a 10-minute walk). The park is located within 0.4 miles of the furthest multifamily residential building within the HQ Master Plan area (Building/Lot 23) and approximately 0.4 miles from the residential neighborhood to the west.

This park is proposed south of Brady Rd and north of SR-14, in a central location that includes dramatic natural features and will provide views of the Columbia River. A conceptual park design is included as Sheet MP-12. The park provides a view terminus at the western end of First St and Brady Rd, and provides a connection between the proposed multiuse trail north of Brady Rd and the future Evergreen Hwy facilities to the south. The final park design will be determined in collaboration with Vancouver Parks & Recreation.

i. Includes standards ensuring that at least 10% of residential units in the master plan area are affordable to moderate income households, as defined by RCW [84.14](#).

Response: The RCW 84.14 definition⁴ of affordable housing is:

(1) "Affordable housing" means residential housing that is rented by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty percent of the household's monthly income. For the purposes of housing intended for owner occupancy, "affordable housing" means residential housing that is within the means of low or moderate-income households.

The RCW 84.14 definition of moderate-income households is:

(9) "Moderate-income household" means a single person, family, or unrelated persons living together whose adjusted income is more than eighty percent but is at or below one hundred fifteen percent of the median family income adjusted for family size, for the county, city, or metropolitan statistical area, where the project is located, as reported by the United States department of housing and urban development.

Therefore, to comply with this criterion, 10 percent of the residential units in the Master Plan area must be priced at a rate that does not exceed 30 percent of the monthly income of households earning between 80 percent and 115 percent of the median family income adjusted for family size.

The RCW refers to the County, City, or metropolitan statistical area (MSA) where the project is located as reported by the United States Department of Housing and Urban Development (HUD). HUD includes Vancouver in the Portland-Vancouver-Hillsboro MSA, and does not provide data for Clark County or the City of Vancouver.

HUD establishes the fiscal year 2021 median family income (MFI) at \$96,900 per year for a family of four;⁵ 80 percent MFI is \$77,350 for a family of four and 115 percent MFI is \$111,435. The applicant understands that the Clark County area median income (AMI) is lower than the Portland-Vancouver-Hillsboro MSA MFI; however, demonstrating compliance with this standard requires following the current RCW definitions. See Table 3 below.

Table 3 – Portland-Vancouver-Hillsboro MSA Income

Income Level	Income (family of 4)	Maximum Monthly Rent (30% of income)
80 percent	\$77,350	\$1,934
100 percent (median)	\$96,900	\$2,423
115 percent	\$111,435	\$2,786

The applicant proposes the following approach to demonstrate compliance with this criterion at the time of each Site Plan Review:

1. Ten (10) percent of the constructed units will be "affordable housing" or for "moderate income households," as those terms are defined in RCW 84.14.010.

⁴ Available online at <https://app.leg.wa.gov/RCW/default.aspx?cite=84.14.010>. Retrieved January 11, 2022.

⁵ Available online at <https://www.huduser.gov/portal/datasets/il/il2021/2021summary.odn>. Retrieved January 11, 2022.

2. Affordable Units are not required in each individual building but measured as ten (10) percent of the total constructed units within the HQ Master Plan development. Affordable Units may be dispersed throughout the HQ Master Plan development or may also be in a single building.
3. The applicant will endeavor to ensure that the Affordable Units will have the same level of smart living experience as the other units to ensure equity and inclusivity. It is anticipated that the smart energy innovation will keep utility bills comparable while reducing greenhouse gas emissions.
4. With each site plan application for a development within the HQ Master Plan development, the applicant will provide a report and inventory of Affordable Units within the HQ Master Plan area to the City.

Compliance with this standard, as proposed above, will be evaluated at the time of each Site Plan Review. The applicant intends to propose specific standards related to the provision of the

- j. Includes standards or legal agreements ensuring shared parking is utilized to the maximum extent practicable throughout the master plan area. The number of nonstructured parking spaces provided for individual uses shall be no less than indicated in VMC Table 20.945.070-2, Minimum Off-Street Vehicle Parking Requirements, and no more than 115 percent of that amount.*

Response: The applicant has contracted with RBT Consultants, a firm specializing in parking and transportation demand management, to prepare a parking demand evaluation for the mixed-use core of the site. See Appendix E. This evaluation finds that the Master Plan is providing adequate parking for the projected demand and that shared parking within the mixed-use core can adequately serve the anticipated users. Note that the Riverview Gateway Design Guidelines allow parking maximums up to 125 percent of the parking minimums.

Compliance with the minimum and maximum parking requirements of VMC Table 20.945.020-2 will be evaluated at the time of each Site Plan Review application and shared parking agreements will be entered as needed to meet the parking requirements.+

- k. Ensures that the environmental impacts of the master plan and subsequent development projects within it are disclosed consistent with SEPA review requirements, including a site-specific hydrogeologic analysis.*

Response: A SEPA checklist is included as Appendix F; a site-specific hydrogeologic analysis is included as Appendix N.

- l. Buildings proposed or allowed by the Master Plan shall mitigate visual impacts to the adjacent area, in balance with the Subarea Plan development vision. At minimum this shall require the following:*
 - 1. Buildings in the western portion of Fisher Quarry designated Industrial by the Comprehensive Plan shall not exceed maximum height of 35-75 feet per VMC 20.430.040-1;*

Response: As shown in Sheet MP-08, the buildings in the western portion of the site are anticipated to be single-story buildings, consistent with the needs of light industrial uses. Depending on the final user, the buildings may increase up to 75 ft. as permitted by the height transition provisions of Table 20.430.040-1 footnote 6.

2. *Buildings of any height extending above the farthest visible shore of the Columbia River, as seen from the Overlook facility or the southeast corner of the Fisher Quarry bluff, shall:*
 - a. *Be located towards the southern portion of the quarries to the fullest extent practicable;*
 - b. *Be separated from one another such that the east-west coordinates of the portions of the buildings impacting river views are a minimum of 200 feet apart;*
 - c. *Be discouraged from extending above the farthest visible Oregon ridge line. Only one such building shall be permitted per quarry; and*

Response: As shown in Sheet MP-16, the proposed buildings range in height from 22 ft. to 75 ft. None of the proposed buildings extend above the farthest visible shore of the Columbia River as seen from the southeast corner of the Fisher Quarry bluff.

3. *The Master Plan shall include an assessment of how buildings will prevent off-site glare impacts from direct or reflected light sources as required by VMC 20.935.[030.]D*

Response: Compliance with these provisions will be reviewed at the time of Site Plan Review application. Off-site glare impacts are typically presented by direct or reflected light sources. Site lighting for individual lot development will be selected to meet the requirements of other sections of VMC Title 20 along with this section.

The City can find that all of these criteria and requirements are met as described above.

G. Chapter 20.710 VMC Archaeological Resource Protection

20.710.020 Applicability.

- A. *Universal. Notwithstanding 20.710.020(B) and (C) VMC below, the guidelines of this chapter shall apply:*
 1. *When any item of archaeological interest is discovered during the course of a permitted ground-disturbing action or activity (20.710.090 VMC).*
 2. *When the planning official determines that reliable and credible information indicates the probable existence of an archaeological site in a disturbance area for which an application for a permit or approval for a ground-disturbing action or activity has been submitted to the planning official.*
- B. *General. The guidelines of this chapter shall apply to all applications for ground-disturbing actions or activities for which a permit or approval is required:*
 1. *Where any portion of the disturbance area is within Predictive Model Probability Level A as shown in Figure 20.710-1.*
 2. *Where the disturbance area is at least five acres in size and wholly within Predictive Model Probability Level B as shown in Figure 20.710-1.*
 3. *Regardless of disturbance area size or Predictive Model Probability Level, when the disturbance area is within 1/4 mile of a known, recorded archaeological site as measured*

on a horizontal plane extending in all directions. (See 20.710.020©(11) VMC for a possible exemption.)

Response: The site includes areas within the Predictive Model Probability Level A. City staff recommended completion of a full archaeological survey rather than a pre-determination. The survey and DAHP concurrence are included as Appendix J.

- C. *Exemptions. Applications for the following permits, approvals or other ground-disturbing activities shall be exempt from the guidelines of this Chapter, except where the guidelines of 20.710.020(A) VMC apply:*
1. *Land use permits handled as Type 1 actions under 20.210.040 VMC, except grading and tree removal permits; or*
 2. *Sign permits (20.960 VMC); or*
 3. *Conditional use permits (VMC 20.245) for a change in use only, not involving ground-disturbance for structural modification.*
 4. *Zoning variance approvals (VMC 20.290).*
 5. *Ground-disturbing actions or activities classified as exempt actions under VMC 20.210.030 except landscaping activities and single-family and duplex dwellings not requiring an environmental review; or*
 6. *Ground-disturbing actions or activities where the planning official determines that the disturbance area was adequately investigated and documented [20.710.050(A) VMC] in the past and the existence of an archaeological site was determined not to be probable (prior predetermination) or not to be actual (prior survey); or*
 7. *Applications for permits or approvals for ground-disturbing actions or activities which have vested prior to the effective date of this chapter; or*
 8. *Ground-disturbing actions or activities where the guidelines of this chapter were previously applied to a related application for a larger, more comprehensive, ground-disturbing action or activity which encompasses the scope of the current application; or*
 9. *Ground-disturbing actions or activities where a prior application for a larger, more comprehensive ground-disturbing action or activity which encompasses the scope of the current application was exempt from the guidelines of this chapter pursuant to 20.710.020(C) VMC; or*
 10. *Ground-disturbing actions or activities where the disturbance area is within 1/4 mile of a known, recorded archaeological site as measured on a horizontal plane extending in all directions may be exempted by the planning official when appropriate due to the effects of a geographic barrier; or*
 11. *Ground-disturbing actions or activities proposed in areas in which the planning official determines that previous substantial disturbance has been documented.*

Response: The proposed development is not exempt from the provisions of this chapter and the requirements of this chapter have been addressed.

- D. *Predictive Model Application. When more than one Predictive Model Probability Level traverses a disturbance area, the entire disturbance area shall be considered to be within the level with the greatest probability rating.*

Response: The site contains Predictive Model Probability Levels A and B.

- E. *Coordination.*

1. *Where the guidelines of this chapter conflict with each other or with other local, state, or federal laws, ordinances, or programs, the more restrictive guidelines shall apply.*
2. *The guidelines of this ordinance shall apply throughout the city, including areas regulated by Vancouver's Shoreline Management Master Program.*
3. *The regulations of the State Environmental Policy Act SEPA shall supplement the guidelines of this ordinance.*
4. *The guidelines of this chapter are intended to coordinate with and supplement the related guidelines of state law. [RCW Chapters 27.34, 27.44, 27.48, and 27.53.] (Ord. M-3701 § 20, 05/02/2005; Ord. M-3643, 01/26/2004)*

Response: The site is subject to SEPA and the responses to this section have been coordinated with SEPA responses.

20.710.030 Development Review Applications.

- A. *A development application shall not be determined counter complete until any required predetermination has been completed and the predetermination report has been submitted to the Planning Official.*

Response: As noted in the pre-application conference notes included as Appendix A, the City recommended that a full archaeological survey be conducted in place of a predetermination report. The survey and DAHP concurrence are included as Appendix J.

[...]

H. Chapter 20.740 VMC Critical Areas Protection

[...]

20.740.130 Geologic Hazard Areas.

- A. *Designation. Designated or potential Geologic Hazard Areas include Landslide, Seismic, and Erosion Hazard Areas. With the exception of bank erosion hazard areas and fault rupture hazard areas, their potential locations are shown on maps available from the planning official. Final designations shall be based on site conditions and other available data or information.*
 1. *Landslide Hazard Areas. Potential landslide hazard areas are identified from the sources listed below.*
 - a. *Slopes greater than 25% on the property and adjacent areas within 100 feet, except engineered slopes such as cut and fill slopes along transportation routes (including trails), railroad and other berms, or dikes.*
 - b. *Areas of historic or active landslides, potential instability, or older landslide debris identified on the 1975 map by Allen Fiksdal of the Washington State Department of Natural Resources entitled, Slope Stability: Clark County Washington as revised or superseded, or identified from other available data or in the field by a qualified professional and adjacent areas within 100 feet.*

Response: The site contains slopes of greater than 25 percent around the perimeter and the guidelines of this chapter are applicable.

2. *Seismic Hazard Areas. Seismic Hazard Areas include Liquefaction or Dynamic Settlement, Ground Shaking Amplification, and Fault Rupture Hazard Areas.*

[...]

Response: Per Clark County GIS, the site contains soils of NEHRP Class B and B-C. There is an area of erosion hazard south of SR-14, but that portion of the site is not included in this Master Plan application. The guidelines of this subsection are not applicable.

B. Additional Critical Areas Report Requirements.
[...]

Response: A critical areas report prepared by GeoDesign/NV5 and addressing the requirements above is included as Appendix H.

[...]
20.740.140 Wetlands.

Response: Clark County GIS mapping indicates the potential presence of wetlands on the site (Wetland areas C and D) that were created as part of the former quarry operations on the site. A wetland scientist conducted an evaluation of the potential wetlands and determined that they were constructed and were not jurisdictional wetlands.

The City of Vancouver, Clark County, and the Washington Department of Ecology concurred. Therefore, a critical areas application is not required to impact those areas. See Appendix O for details.

Wetland B was identified on the Fisher's Creek Subdivision site to the west. Though the wetland is offsite, a portion of the wetland buffer crosses onto the HQ Master Plan site. This buffer area is subject to some of the provisions of this section.

[...]
B. Additional Critical Areas Report Requirements.
[...]

Response: A Critical Areas Report addressing the wetland buffer is included as Appendix R.

C. Performance Standards.
[...]

Response: As described in Appendix R:

"Wetland B is rated Category III with a habitat score of 5, which is considered to be low habitat function per VMC 20.740.140. Therefore, Wetland B has a buffer width of 80 feet for high intensity land uses.

Wetland buffer averaging in accordance with VMC 20.740.140(C)1.b.ii is proposed in the northwest corner of the proposed site to accommodate the new SE Brady Road improvements. Approximately 71 square feet (SF) of wetland buffer will be reduced due to the grading and hardscape surfacing of SE Brady Road. To compensate for the reduction of 71 SF of scrub-shrub buffer, approximately 142 SF of the outer forested wetland buffer will be added. This additional forested wetland buffer area added will equate to a 2:1 mitigation ratio, which will be a net gain in buffer function over the existing buffer area surrounding Wetland B."

See Appendix R for more details.

I. Chapter 20.770 VMC Trees, Vegetation, and Soil Conservation

[...]

20.770.020 Applicability.

- A. *Permit required. No person or representative, directly or indirectly, shall remove, or destroy any tree, within the city, without first obtaining a tree removal permit as provided in this Chapter, unless the activity is exempted in Section 20.770.030 VMC.*

Response: The proposed development will require the removal of trees and the provisions of this chapter are applicable.

- B. *Tree, Vegetation, and Soil Plan required Unless otherwise exempted in Section 20.770.030 VMC, any site subject to a development within the City of Vancouver shall be required to develop a tree, vegetation, and soil plan and shall be required to meet the minimum tree density herein created.*

Response: A Tree, Vegetation, and Soil Plan is required and is included in this application as Appendix I and Sheet L-02.

20.770.050 Tree, Vegetation, and Soil Plan Required.

[...]

5. *Level V Tree, Vegetation, and Soil Plan. A level V tree, vegetation, and soil plan is required for proposed residential subdivisions, commercial, industrial, multi-family (more than four units), parks, conditional use sites in which existing trees are proposed for removal, could be damaged by construction activities, and/or could become hazardous. If the activity includes tree retention and necessary protection adjacent to the development activity, the plan must be developed with the assistance of a qualified professional. The plan shall include the following information:*
- a. *Site plan. Drawn to scale on the site plan shall be a map delineating vegetation types. Each type shall include the following information:*
 1. *Average number of trees and basal area per acre, by species and 2" diameter class for significantly wooded areas, which all or a portion of the stand is to be retained. For nonforested areas with individual trees, provide an inventory including size (dbh), species and condition of each tree and a general description of the vegetation present.*
 2. *Narrative description of the potential for tree preservation for each vegetation type, and for individual trees that are or will be standalone. This report shall include soils, wind throw potential, insect and disease problems, and approximate distance to existing and proposed targets.*
 3. *Description of any off-site tree or trees which could be adversely affected by the proposed activity, and the proposed mitigation for such impact.*

Response: The subject application is for a proposed commercial, industrial, and multi-family development and proposes the removal of existing trees. A Level V tree plan is required, and included as Appendix I.

- b. *Tree, vegetation, and soil protection plan: Drawn to scale on the grading and erosion control plans the tree, vegetation, and soil protection plan shall be made for trees to be preserved. It shall include the following information:*

1. *Surveyed locations, conducted by a surveyor licensed by the State of Washington, of perimeters of groves of trees or tree tracts and individual trees to be preserved outside of groves or tree tracts, adjacent to the proposed limits of construction. General locations of trees proposed for removal. The critical root zones of trees to be preserved shall be shown on the plan.*
2. *Limits of construction and existing and proposed grade changes on site.*
3. *Narrative description, graphic detail of tree, vegetation, and soil protection, and tree maintenance measures required for the preservation of existing trees to be preserved.*
4. *Timeline for clearing, grading and installation of tree, vegetation, and soil protection measures.*

Response: A tree, vegetation, and soil protection plan is included in Appendix I and as Sheet L-02.

- c. *Tree planting plan: The planting plan shall include the following information:*
 1. *Location, size, species and numbers of trees to be planted.*
 2. *Narrative description and detail showing any site preparation, installation and maintenance measures, necessary for the long-term survival and health of the trees.*
 3. *Timeline for site preparation, installation and maintenance of trees.*
 4. *Cost estimate for the purchase, installation and 3-years maintenance of trees.*

Response: A tree planting plan is included as Sheet L-02. Additional information will be provided with right-of-way permits.

- d. *Tree density. The following information shall be included on the site plan: Area of site for tree density, tree density calculation for the existing trees proposed for preservation, and tree density calculation for trees proposed for planting.*

Response: The required information is included on Sheet L-02.

20.770.080 Tree Density Requirement.

- A. *Minimum tree density requirement established. The required minimum tree density is 30 tree units per acre for new development; 30 tree units per acre of site disturbance for commercial, industrial and multiple-family (more than four units) development; and 200 tree units for Conversion Option Harvest Forest Practices. For properties within the City Center District, the minimum tree density does not apply.*
[...]

Response: The proposed development is new development, and the required minimum tree density is 30 tree units per acre. As shown in Sheet L-02, the proposed development meets this requirement.

- B. *Tree density calculation. For the purpose of calculating required minimum tree density, city right-of-way, areas to be dedicated as city right-of-way, and required pervious surface where trees are not appropriate as determined by the City (e.g., athletic fields and water quality facilities), shall be excluded from the area used for calculation of tree density.*
 1. *Tree density calculation for individual trees.*

- a. *Diameter Breast Height (DBH) shall be measured in inches at 4.5 feet above the ground line.*
- b. *The tree unit value that corresponds with DBH shall be found in Table 20.770.080-1.*

Response: The tree density calculation has been prepared as detailed above. The tree density is shown on Sheet L-02.

[...]

3. *Certain areas of a site are required to be improved or set aside for specific purposes. One major objective of the ordinance is to offset the impacts of impervious surfaces with tree canopy. For required pervious areas where trees cannot reside, such as drainage facilities and ball fields, the tree canopy is not critical and therefore, these areas are excluded from the tree density calculation.*

Response: The tree density calculation does not include these areas.

4. *The required minimum tree density for an applicable parcel is 30 tree units per acre, unless it is a Conversion Option Harvest Forest Practice which will require a minimum of 200 tree units per acre. For proposed additions or site disturbances on existing commercial, industrial, multi-family sites the required minimum tree density is 30 tree units per acre of site disturbance. Specific tree density calculations and replacement tree standards are delineated in the Urban Forestry Manual.*

Response: The proposed development is new development, and the required minimum tree density is 30 tree units per acre. As shown in Sheet L-02, the proposed development meets this requirement.

5. *Trees required in order to meet minimum tree density shall be planted according to the following priority:*
 - a. *On-site;*
 - b. *Off-site. When room is unavailable for planting the required trees on-site, then they may be planted at another approved location in the city;*
 - c. *City Tree Account. When on-site and off-site locations are unavailable, then the applicants shall pay the estimated cost of the current market value of the trees, including installation and maintenance costs, into the City's Tree Account established for purchase, installation, and maintenance of such trees.*

Response: Trees required to meet minimum tree density will be planted on site as shown on Sheet L-02.

Table 20.770.080– 2				
Planting Stock Size Requirements				
Development Type	Planting Location	Tree Type	Required Min. Size	Tree Unit Value
Commercial, Industrial, Multi-	All developed locations	Deciduous	2" caliper	"1"

Table 20.770.080– 2

Planting Stock Size Requirements

Development Type	Planting Location	Tree Type	Required Min. Size	Tree Unit Value
<i>Family (4 or more units)</i>				
<i>Commercial, Industrial, Multi-Family (4 or more units)</i>	<i>All developed locations</i>	<i>Conifer</i>	<i>6'tall</i>	<i>"1"</i>
<i>Commercial, Industrial, Multi-Family (4 or more units)</i>	<i>Undeveloped locations (i.e. woodland interplanting, etc.)</i>	<i>Deciduous</i>	<i>1" caliper</i>	<i>"1"</i>
<i>Commercial, Industrial, Multi-Family (4 or more units)</i>	<i>Undeveloped locations (i.e. woodland interplanting, etc.)</i>	<i>Conifer</i>	<i>3' tall</i>	<i>"1"</i>

[...]

J. Chapter 20.790 VMC SEPA Regulations

20.790.220 Environmental Checklist.

- A. When required. Except as provided in Subsection (B) of this Section, a completed environmental checklist or a copy, in the form provided in 197-11-960 WAC, shall be filed at the same time as an application for a permit, license, certificate or other approval not specifically exempted in this Chapter.

[...]

- C. Other guidelines.

[...]

2. For private proposals, the City will require the applicant to complete the environmental checklist, providing assistance as the City determines necessary.

Response: The proposed development is a private development. The applicant has completed a SEPA checklist, which is included as Appendix F.

[...]

K. Chapter 20.925 VMC Landscaping

20.925.060 Street Trees.

[...]

- C. Size, and spacing and placement of street trees. The specific spacing of street trees by size of tree shall be as follows:

Response: A conceptual street tree plan is included as Sheet L-01. Compliance with these standards will be verified at the time of right-of-way permit review.

20.925.070 Buffering, Screening and Open Storage.

20.925.080 Interior Parking Areas.

20.925.100 Water Conservation Standards.

Response: Compliance with these standards will be verified at the time of Site Plan Review. A conceptual landscape plan is included as Sheet MP-11.

20.925.110 Landscape Plan Requirements.

- A. *General. Any development, except individual lots for single family or duplex structures, requiring landscape installation shall require the submission of a landscape development plan. The landscape development plan shall become part of the Site Plan required elsewhere in this Title for the purposes of review, approval, and compliance for any land use development permit, building permit and / or certificate of occupancy.*

Response: A conceptual landscape plan is included as Sheet MP-11. Detailed landscape plans will be submitted at the time of Site Plan Review.

L. Chapter 20.945 VMC Parking and Loading

20.945.020 Applicability of Guidelines.

- A. *General. When land is used for motor vehicle and/or bicycle parking, the guidelines of this chapter shall apply unless otherwise noted.*

Response: The proposed Master Plan includes land for motor vehicle and/or bicycle parking, and the guidelines of this chapter are applicable.

- B. *Types of parking. For the purposes of this chapter, there are three types of parking:*
- 1. Accessory parking is parking associated with a specific development that is reserved for the use of the customers, residents, employees, students and/or visitors associated with the development. Accessory parking shall be subject to the minimum vehicle parking ratios contained in Table 20.945.070-2 and all of the other design and development standards in this chapter.*

Response: The proposed parking within the HQ Master Plan is accessory parking and is subject to the ratios contained in Table 20.945.070-1.

- 2. Non-Accessory Parking, which is any private or public vehicle and bicycle parking, either paid or free, which is not accessory to a specific development, including public and private parking structures and lots; transit park-and-ride lots; and free-standing fleet vehicle parking lots, per the definition in Section 20.160.020 VMC. Non-accessory parking shall be subject to all of the design and development standards in this chapter but exempt from the minimum parking ratios contained in Table 20.945.070-2.*

Response: No non-accessory parking is proposed.

[...]

20.945.030 General Guidelines.

A. *Location of accessory vehicle parking in relation to the primary use. The location of off-street parking will be as follows:*

1. *Whenever possible, the required accessory parking shall be located on the same site as the primary use to which it is accessory.*

Response: The required accessory parking is located on the same site as the primary use to which it is accessory on Lots 8-29 (zones A, B, D, E, and F in the parking management plan included as Appendix E). Lots 1, 2, 3, 4, and 5 will share parking among the sites, as will Lots 6 and 7. These shared spaces will be formalized through a shared parking agreement.

2. *When it is not feasible to locate all or part of the minimum accessory parking on the same site, the following shall apply:*

- a. *Off-street accessory parking spaces for detached and attached single-family and duplex dwellings shall be located on the same lot with the dwelling(s), unless otherwise approved as part of a planned development, per Chapter 20.260 VMC.*
- b. *Off-street accessory parking for multi-family dwellings shall be located no more than 300' from the building that they serve.*
- c. *Off-street accessory parking lots for all other uses shall be located no further than 300' from the building or use that they are required to serve, measured in a straight line from the building with the following exceptions:*
 1. *Commercial, institutional and industrial uses which require more than 40 parking spaces may provide for the spaces in excess of the required first 20 spaces up to a distance of 500' from the primary site, except that marine-related industrial uses such as Ports may locate all parking not associated with an office up to 1,000' from the use it is intended to serve;*
 2. *Parks and recreational trails, where no maximum distance requirements are established.*
 3. *Primary uses jointly using one or more parking facilities, as provided for in Subsection (B) below shall be required to comply with the requirements in Subsection (2)(a-c) above.*

Response: No accessory parking is proposed for the single-family dwellings or the multifamily dwellings. The parking for the commercial uses within Zone C (Lots 1-5) will be provided by Zones D, E, and F.

As noted in Appendix E, Zone C requires 1,690 parking spaces and provides 1,573, or 273 spaces less than required. It is assumed that the residential and hotel spaces will be provided within Zone C, and the remainder of the required commercial spaces will be provided on Lots 6, 7, 8, 9, 16, 17, 18, 19, 20, and 21 through a shared parking agreement. Many of these spaces are located more than 500 ft. from Zone C.

As shown in the Phasing Plan included as Sheet C-02, all of Zones C, D, E, and F (Lots 1-9 and 16-21) are part of proposed Phase 1. In order to provide parking for Zone C and full buildout, all of Zone D and Zone E or Zone F will need to be developed. It is anticipated that multiple sites will be developed concurrently, and compliance with the minimum and maximum parking requirements for each site will be verified at the time of site plan review and may be conditioned on completion of development on other sites.

B. *Joint parking. By means of a Type I procedure, as governed by Section 20.210.040 VMC, owners of two or more uses with legally established parking, may agree to utilize jointly the same parking and loading spaces on one or more lots when the peak hours of operation of the uses do not overlap, subject to the following:*

1. *The joint parking facility(ies) shall contain the same number of vehicle parking spaces required by the use which requires the greatest amount of parking per Section 20.945.070 VMC;*

Response: A joint parking agreement will be submitted for the benefit of Lots 1-9 and 16-21. As discussed in the parking management plan included as Appendix E, the site proposes sufficient parking to meet the parking demands of the uses proposed for the mixed use core.

2. *Satisfactory legal evidence shall be presented to the Planning Official in the form of deeds, leases or contracts to establish the joint use and be recorded with the Clark County Auditor's Office against all properties involved;*

Response: The application shall present satisfactory legal evidence with the joint parking agreement.

[...]

C. *Parking in mixed-use projects.*

1. *Mixed-use projects shall include either uses that are contained in a building (vertical mixed-use) or in a group of single-purpose buildings that share a single parking facility (horizontal mixed-use).*

Response: Proposed Lots 2-6 and 8 are anticipated to contain vertical mixed-use buildings. The parking demands of these projects have been calculated as noted below.

2. *The required minimum vehicle parking shall be determined using the following formula.*
 - a. *Primary use, i.e., that with the largest parking demand within the development, at 100% of the minimum vehicle parking required for that use in Section 20.945.070 VMC;*
 - b. *Secondary use, i.e., that with the second largest parking demand within the development, at 90% of the vehicle parking required for that use in Section 20.945.070 VMC;*
 - c. *Subsequent use or uses, at 80% of the vehicle parking required for that use(s) in Section 20.945.070 VMC.*

Response: The required parking for the mixed-use core (Zones C-F) was calculated using the formula above. As noted on page 7 of the parking management plan included as Appendix E, "The calculation of the code-required minimum parking, including allowed mixed-use reductions, was applied to each zone [A-F] independently. Using this approach, after allowed reductions, Zone C does not meet the minimum amount of parking required by code (273 stall deficit). However, when all four zones are combined, the proposed parking supply of 3,492 stalls exceeds the 3,423 minimum parking stalls required by code 6 by 69 stalls (see Table 5). In addition to exceeding the off-street parking requirements, 300 on-street stalls are proposed for the streets within this area, which would primarily serve the land uses in this mixed-use core. Additionally, 300 on-street stalls are proposed for the streets within this area, which would primarily serve the land uses in this mixed-use core, increasing the effective parking supply to 3,787 stalls."

D. Disabled-accessible parking and access. All parking areas and accessible routes of travel for the disabled shall comply with the standards of the State of Washington and the City of Vancouver applicable building code.

Response: The proposed parking will demonstrate compliance with these guidelines at the time of Site Plan Review application.

20.945.040 General Design Standards for Surface Parking Areas.

Response: Compliance with the guidelines of this subsection will be verified at the time of Site Plan Review application.

20.945.050 Bicycle Parking Design Standards.

Response: Compliance with the guidelines of this subsection will be verified at the time of Site Plan Review application.

20.945.070 Minimum Off-Street Parking Requirements.

[...]

- D. Exclusions to minimum vehicle parking requirements. The following shall not be counted towards the computation of the minimum parking spaces as required in Table 20.945.070-2 below:*
- 1. On-street parking. Parking spaces in the public street or alley shall not be eligible as fulfilling any part of the parking requirement except as provided elsewhere in this title;*
 - 2. Fleet parking. Required vehicle parking spaces may not be used for storage of fleet vehicles, except when a use can show that employee and fleet parking spaces are used interchangeably, (e.g., the employee drives the fleet vehicle from home, or the spaces are used for fleet storage only at night and are available for employee use during the day). For the purposes of this title, space exclusively devoted to the storage of fleet vehicles will be considered as outdoor storage.*

Response: On-street parking is not included in the minimum required parking spaces. However, as noted in the parking analysis included as Appendix E, on-street parking will provide convenient parking for visitors to the HQ site.

E. Reductions in minimum required vehicle parking.

- 1. The planning official may reduce the minimum off-street vehicle parking spaces required in Table 20.945.070-2 by up to 10 percent in new nonresidential developments by means of a Type I procedure, when an applicant for a development permit can demonstrate in a parking study prepared by a traffic consultant or in parking data from comparable sites that:*
 - a. The requested reduction in parking will not have an adverse impact on uses in the immediate vicinity.*
 - b. Use of transit, demand management programs, and/or special characteristics of the customer, client, employee or resident population will reduce expected vehicle use and parking space demand for this development, as compared with Institute of Transportation Engineers (ITE) vehicle trip generation rates and minimum city parking requirements.*

- c. *The city shall not be responsible for providing parking for a development should a reduction in required parking under this section result in a deficit in parking that is not desirable to the owner of the property or use.*
 2. *The planning official may reduce the minimum off-street vehicle parking spaces required in Table 20.945.070-2 up to 20 percent if the required conditions detailed in VMC 20.945.070(E)(1) and (2) are met. Reductions in parking minimums shall be cumulative and inclusive of reductions allowed under any guideline of VMC Title 20.*
 - a. *For every five bicycle parking spaces provided which meet bicycle parking design standards or for each bicycle locker (two-bicycle capacity), the minimum motor vehicle parking requirement may be reduced by one space up to seven percent of total required vehicle parking spaces. Mixed-use developments using this guideline shall provide bicycle parking indoors.*
 - b. *Sites where at least 20 parking spaces are required and where at least one street lot line abuts a designated arterial roadway, transit supportive plazas may be substituted for up to five percent of required vehicle parking.*
 1. *The plaza must be adjacent to the arterial street. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop.*
 2. *The plaza must be at least 300 square feet in area and be shaped so that a 10-foot-by-10-foot square will fit entirely within the plaza.*
 3. *The plaza must be open to the public, contain a bench or other sitting area, contain a shelter or other weather protection covering at least 20 square feet, and shall have at least 10 percent and no more than 25 percent landscaping.*
 - c. *Building Orientation/Site Design Incentive. Developments which incorporate all of the following building orientation/site design characteristics into the site plan shall be eligible for a five percent reduction in required on-site parking.*
 1. *Build to the Sidewalk. Buildings located as close as possible to the public street and sidewalk, preferably at the minimum required setback. Primary entrance shall be oriented toward the street.*
 2. *Provide public spaces. Commercial development should provide spaces for civic interaction. To make these more accessible and accommodating to the public, pedestrian plazas, street furniture and landscaped open spaces should be incorporated as site amenities.*
 3. *Build to the corner. Buildings on corner lots should be located on the street corner with building frontage on both streets with primary entrances oriented toward the intersection. If no buildings are located at street corners, pedestrian plazas and amenities should provide a focus for the area. Intersection vision clearance standards shall apply.*
 4. *Pad Development. Pad development should be located at the corners of a development or at the intersection created by the site driveway with the public street. The location and site design of pad development should integrate seamlessly with the on-site pedestrian circulation plan and all off-site pedestrian, bicycle and transit facilities.*
 3. *A request to reduce the required minimum parking more than 20 percent is subject to a Type II Variance procedure.*

Response: No reduction to off-street parking is requested at this time. The applicant proposes shared parking among the uses in the mixed-use center to meet the overall parking requirements of the proposed uses. Compliance with minimum and maximum parking requirements will be reviewed at the time of Site Plan Review. Individual site developments may request parking reductions per the provisions of this section.

[...]

H. *Application of Parking Requirements.*

1. *Notwithstanding any other requirement of this chapter, no parking shall be required for any commercial use located in an existing structure which abuts Main Street between Fifth Street and McLoughlin Boulevard, up to and including the first two floors above street level, and any basement levels. The requirements for uses in all floors of three stories or above shall be the same as that in all other areas in the City Center District (CX).*
2. *In addition, notwithstanding any other requirements of this chapter, requirements for off-street parking shall not apply within the Community Commercial District (CC) extending from McLoughlin Boulevard to Fourth Plain Boulevard in the event of a change in commercial occupancy of a building or of a remodeling of a commercial structure if the original floor area is not exceeded by 25 percent. This guideline does not apply to conversion of residential occupancy to commercial occupancy. The requirements for off-street parking for the Community (CC) Commercial District within this area shall be based on the City Center (CX) District Parking Requirements of Table 20.945.070-1 and shall only be for the total area of additions in excess of 25 percent of the floor area in existence on July 19, 2010.*
3. *Commercial uses in the CN, Neighborhood Commercial District may count available on-street parking spaces which are immediately adjacent to the development toward the minimum on-site parking requirement.*
4. *Parking stalls used for Electric Vehicle Basic Charging Stations and Rapid Charging Stations shall be counted toward the minimum number of required parking stalls in a development.*
- I. *Use of Public Parking. The requirements for off-street parking can be satisfied by execution of a long-term lease for a segment of equivalent parking in an existing public or private parking facility. Lease fees in public facilities would be at market rates as established and adjusted by the Vancouver city council after considering the advice of the parking advisory committee. Continued leasing of such space shall be required, and failure to provide the required parking shall be cause for revocation of the occupancy permit for the structure involved.*
- J. *Specific requirements for minimum parking. Parking shall be provided for uses as per Table 20.945.070-2 below.*

Response: As summarized in Appendix B Land Use Development Summary and on Sheets MP-04 to MP-06, a mix of uses is proposed.

As shown in Sheet MP-09 and further detailed in the parking analysis included as Appendix E, the uses in the mixed-use core intend to share parking facilities. Compliance with these standards will be verified at the time of individual Site Plan Review application, based on the ultimate users and/or tenants of the buildings.

A minimum of 5,127 off-street parking spaces are required to support the proposed mix of uses; as shown in Sheet MP-09, a total of 5,543 spaces are required. Uses denoted as "Mixed-Use Core" below propose to share parking as outlined in Appendix E. See Table 4 for details.

Table 4 – Required and Proposed Vehicle Parking

Use	Minimum	Proposed Units/Square Footage	Required Parking Spaces	Proposed Parking Spaces
HOUSING TYPES				
<i>Multi-Dwelling Units</i>	<i>1.5/DU</i>	760 – Multifamily Residential 1,178 – Mixed-Use	1,140 spaces	1,473 spaces Mixed-Use Core
CIVIC (Institutional)				
<i>Basic Utilities</i>	<i>None</i>	0.22 ac (sanitary sewer pump station)		None
<i>Parks/Open Space</i>	<i>Parks Department to Determine</i>			
<i>- Neighborhood Parks</i>	<i>Parks Department to Determine</i>	6-acre neighborhood park		None, per Vancouver Parks & Rec direction
<i>- Trails</i>	<i>Parks Department to Determine</i>	Multiple		None
<i>Transportation Facility</i>	<i>None</i>	Potential gondola		
COMMERCIAL				
<i>Commercial and Transient Lodging</i>	<i>1.0/lodging unit</i>	120 rooms	120 spaces	Mixed-Use Core
<i>Eating/Drinking Establishments</i>	<i>1/250</i>	44,320 sf	177 spaces	Mixed-Use Core
<i>Entertainment-Oriented</i>				
<i>- Skating Rinks/Arcades</i>	<i>1.0/150</i>	76,875 sf	513 spaces	Mixed-Use Core
<i>General Retail</i>				
<i>- Sales-Oriented</i>	<i>1/300</i>	132,970 sf	443 spaces	Mixed-Use Core
<i>- Personal Services</i>	<i>1/400</i>	TBD		
<i>- Repair-Oriented</i>	<i>1/400</i>	TBD		
<i>Office</i>				
<i>- General</i>	<i>1/400</i>	43,230 sf	108 paces	108 spaces

Use	Minimum	Proposed Units/Square Footage	Required Parking Spaces	Proposed Parking Spaces
- Medical	1/200	41,600	208 spaces	Mixed-Use Core
INDUSTRIAL				
Industrial Services	1/600	TBD		
Manufacturing and Production	1/800	TBD		
Research and Development	1/600	75,409 sf	126 spaces	126 spaces
Total			4,890	5,308 (shared per Appendix E)

20.945.080 Off-Street Loading Requirements.

- A. Berths required. Except in the City Center District (CX), new or substantially renovated buildings or structures that require receipt, delivery or distribution of materials and merchandise by trucks, shall provide and maintain off-street loading berths according to prescribed standards. The Planning Official may through a Type 1 procedure waive off-street loading requirements for uses that demonstrate a loading berth is not needed. The applicant shall demonstrate that either the proposed use does not require receipt, delivery or distribution of materials and merchandise by truck that only small delivery trucks will access the site, or that large trucks will only access the site outside of normal business hours.

Response: Compliance with off-street loading requirements will be verified at the time of Site Plan Review application.

[...]

VII. Compliance with Associated Chapters of the VMC

Title 11 VMC Streets and Sidewalks

A. Chapter 11.60 VMC Street Use Permits

[...]

11.60.060 Types of right-of-way use permits.

- A. The Director shall classify each application by determining whether the use applied for is similar in nature and degree to those uses described under each permit type in this section. An applicant may appeal the Director's classification as provided in Section 11.60.190.

Response: The applicant requests programmatic approval of an encroachment permit to allow building footings and private utilities to be located within the mixed-use core area, where buildings may be constructed at the lot line. As noted in B.5 below, this is a Type E permit.

- B. The following types of right-of-way use permits are established:

[...]

5. *Type E – Material Encroachment Permit.*
 - a. *Type E permit uses include, but are not limited to, communications and cell towers; permanent structures including, but not limited to, any use of the right-of-way for a building foundation, private stormwater facilities or other essential appurtenant infrastructure or structure that could not practicably be altered or removed without significantly impacting the use or value of the property served; or, if removed, would cause the underlying use to violate any condition of approval of a development permit.*
 - b. *Type E permits may be issued for use of the right-of-way for structures, facilities, and uses that involve substantial capital investment and long-term commitment of use.*
 - c. *Type E permits shall expire according to their terms or with any substantial change to the use as approved under Title 17 or Title 20.*

Response: The application requests programmatic/conceptual approval for the HQ Master Plan area to permit permanent structures within the rights-of-way, including building foundation, infrastructure, and private utilities. See Sheet MP-14 for examples of potential encroachments. The applicant understands that individual encroachment permits will need to be submitted with specific details of the encroachment, and seeks a conceptual approval of the encroachments as part of the Master Plan application to provide certainty regarding site development options.

11.60.080 Application for right-of-way use and occupation permit.

- A. *To obtain a right-of-way use permit, the applicant shall file an application with the Director not more than 1 year prior to the date of the commencement of the proposed use and not less than:*
[...]
 5. *One hundred twenty (120) days prior to the commencement of a Type E permit use.*
 6. *Notwithstanding the foregoing, the Director may, upon good cause shown, accept an application for a Type A, B, C, D or E permit at any time prior to commencement of the use.*

Response: This application is being filed concurrently with the Master Plan and Subdivision applications for the site, at least 120 days and expected to be less than 1 year prior to the date of the commencement of construction on the HQ site. This standard is met.

- B. *The applicant shall pay an application fee as provided in Section 11.60.160.*

Response: Per City of Vancouver requirements, application fees were paid prior to application submittal through ProjectDox. This standard is met.

- C. *An application for a right-of-way use permit is deemed complete when the applicant has paid the right-of-way use permit application fee and provided all of the information required in Section 11.60.090, including any additional information required by this chapter or the Director. Notwithstanding the Director's acceptance of a complete application, the date of commencement of a use shall be the date of commencement specified in a permit.*

Response: Required information will be submitted prior to commencement of work. This standard will be met.

- D. *Incomplete Application. The responsible official will notify the applicant within 10 business days of receiving a right-of-way use permit application if the responsible official has*

ascertained that the application does not include sufficient information. An application shall not be deemed complete and will not be considered until the applicant has submitted all information necessary for review.

Response: This application is being submitted concurrently with the HQ Master Plan and Subdivision applications, and will be reviewed per those application timelines.

11.60.090 Content of right-of-way use and occupation permit application.

The application for a right-of-way use and occupation permit shall include, at a minimum, the following:

- A. *The name, address, telephone number, cell phone number, facsimile number, and e-mail address of the applicant.*

Response: This information is included on the land use application form and in the project background portion of this narrative.

- B. *A certification that the applicant will be financially responsible for any City fees or costs that may be imposed for use of the right-of-way.*

Response: The application will submit this certification prior to issuance of the Type E permit.

- C. *If the right-of-way use is for or on behalf of any organization other than the applicant, the applicant shall file a written communication from such organization that:*
1. *Authorizes the applicant to apply for the right-of-way use permit on its behalf, and*
 2. *Certifies that the applicant will be financially responsible for any costs or fees that may be imposed for the right-of-way use.*

Response: The right-of-way use will be on behalf of the applicant, and may be on behalf of future site purchasers. The required authorization will be submitted.

- D. *Proof of Informational Notification. The Director may require proof that the applicant has notified property owners and tenants within 200 feet of the edge of the proposed use or occupation whose access may be affected by the proposed use. The notice shall consist of a declaration signed by the applicant that the required notice was issued within 28 days prior to submittal of the permit application, a list of property owners and tenants notified, and a sample of the message of notification.*

Response: This application is being submitted with the Type IV Master Plan application and Type III Subdivision application. Notice will be provided to property owners and tenants within 500 ft. of the subject site using the mailing labels provided by the applicant. This standard will be met.

- E. *A description of the proposed use that includes:*
1. *A statement describing the proposed use of the right-of-way, including the date, time, and duration of the proposed use; and*
 2. *A drawing illustrating the specific location(s) of the proposed use and occupation; and (If applicable, the drawing should include the proposed route for the use and proposed alternate routes, sites, or times, if any. Generally, the drawing should be dimensioned and should include existing fixtures and immovable objects in the proposed use location (e.g., street trees/wells, signs, power poles, etc.) to demonstrate that clearances can be*

met. However, the Director in his or her sole discretion may waive all or part of this application requirement.)

3. A proposed plan for garbage and recycling collection during and upon termination of the use; and
4. Information documenting compliance, if needed, with ADA requirements for accessibility, parking, and restrooms; and
5. A description of equipment or services necessary to conduct the use with due regard for participant and public health and safety; and
6. A traffic control plan pursuant to VMC 11.40, if the use will affect vehicle or pedestrian traffic; and
7. Evidence of liability insurance and bonding as required by this chapter; and
8. A hold harmless and indemnity agreement in such form as may be issued by, or acceptable to, the Director; and
9. Any other information required by the Director to make a determination.

Response: The RGX zone encourages construction of mixed-use buildings in the mixed-use area of the site at the lot line. As a result, some integral building components and franchise utilities would need to be located within the public right-of-way as there would not be space on site to accommodate them. This condition is anticipated to occur on Main Street, First Street, and the portions of HQ Drive and Brady Rd within the mixed-use center.

The proposed uses include, but are not limited to, building footings/foundation, underground parking garages, and franchise utilities. These uses will be permanent. Additional encroachments into the right-of-way may be proposed above grade, including decks or balconies and awnings. Separate permits will be required for these encroachments. See Sheet MP-15 for conceptual encroachments.

The franchise utilities would be installed at the time of roadway construction within the master plan area, and would not affect vehicle or pedestrian traffic as there is currently no transportation infrastructure on site. Future building construction may require additional excavation for underground parking garages, foundations, or footings.

11.60.120 Approval criteria.

- A. *If the director finds that the application for a right-of-way use permit conforms to the requirements and procedures of this chapter and to other applicable city code or regulations, and that the proposed use will not unduly interfere with the rights and safety of the public, the official may approve the permit and impose such conditions as are reasonably necessary to protect public health, welfare, and safety and mitigate any impacts resulting from the use.*

Response: As described herein, the application meets the requirements of this chapter. Verification of building conformance with these requirements will be completed at the time of Site Plan Review.

- B. *The director may approve, approve with conditions, or deny a right-of-way use permit. Approval of a proposed use is subject to compliance with all the following criteria:*
1. *The proposed use must not:*
 - a. *Impede reasonable ingress and egress to abutting properties; or*

Response: The proposed permanent encroachment will be located below grade and will not impede ingress and egress to abutting properties. This criterion is met.

- b. Create the imminent possibility of conduct likely to endanger public safety or to result in significant property damage; or*

Response: The proposed permanent encroachment will be located below grade and will not endanger public safety or result in property damage. This criterion is met.

- c. Be conducted in the traveled way unless a portion of the traveled way is closed to vehicle traffic for the duration of the activity; or*

Response: The proposed permanent franchise utility encroachment will be conducted within the public right-of-way. Future building foundations, footings, or underground parking may require closure to vehicle traffic during the duration of the activity. This criterion will be met.

- d. Violate public health or safety or laws; or*

Response: The proposed encroachments will meet applicable public health and safety laws. This criterion will be met.

- e. Have a significant adverse impact upon residential or business access and traffic circulation in the area governed by the permit.*

Response: The HQ Master Plan site is largely vacant, and the applicant will construct the public street network prior to building construction. There will be no adverse impact upon residential or business access. This criterion is met.

2. *The proposed use must:*

- a. Comply with the requirements for and implement a traffic control plan as directed by Chapter 11.40 VMC; and*
- b. Obtain the approval of other agencies with authority over the proposal (e.g., the Clark County health department, Washington State Department of Transportation, etc.) if required by law for the proposed use; and*
- c. Provide for safety and operations as approved by the director; and*
- d. Conform to the requirements of law or duly promulgated city regulations.*

Response: The proposed use will be subject to review and approval by City of Vancouver engineering, planning, and building staff prior to construction and will comply with all applicable requirements.

3. *If a right-of-way use permit was previously issued to the applicant for the same or similar purposes, the permittee must demonstrate compliance with any material term of this chapter or condition of the previously issued permit.*

Response: No right-of-way use permit has been previously issued to the applicant for this request.

4. *Where the use includes a structure or appurtenance in the right-of-way, the proposed use must be approved by the city building official as meeting VMC Title 17 standards.*

Response: The proposed use includes structures and/or appurtenances in the right-of-way. As noted above, the proposed use will be subject to review and approval by City of Vancouver engineering, planning, and building staff prior to construction and will comply with all applicable requirements.

5. *No new right-of-way use permit may be issued if an earlier right-of-way use permit has been issued for the same right-of-way to be used at the same time, except if the applicant for the later permit establishes that the two uses will not conflict.*

Response: There is no earlier right-of-way use permit for the same right-of-way. There is no conflict.

6. *The applicant must demonstrate ability and willingness to conform to the terms and conditions of this chapter.*

Response: The applicant is willing and able to conform to the terms and conditions of this chapter.

[...]

B. Chapter 11.70 VMC Transportation Concurrency

[...]

11.70.060 Transportation Concurrency Required.

- A. *No development application may be approved by the Development Review Authority unless transportation concurrency is established in compliance with this chapter.*

Response: This application is a development applicant, and transportation concurrency must be established. The provisions of this section are applicable.

- B. *Transportation facility improvements, strategies, or other measures which are to be provided by an applicant in order to establish transportation concurrency shall be made a condition of development approval.*

Response: Acknowledged.

- C. *A voluntary agreement pursuant to RCW 82.02.020 between the City of Vancouver and an applicant, in which the applicant agrees to make a payment in lieu of an identified transportation measure necessary to meet a direct impact of development in order to establish transportation concurrency, shall be made a condition of development approval.*

Response: Acknowledged.

11.70.070 Application.

- A. *A development application shall include the information required by the Director to make a finding of transportation concurrency. The application shall include, at a minimum:*
 1. *The location and type of the development based upon classification categories as set forth in the ITE Manual;*
 2. *An estimate of the projected net new average weekday PM peak hour trips that will be generated by the development prepared as set forth in the ITE Manual;*

3. *A trip distribution for project-generated average net new weekday PM peak hour trips, prepared in compliance with generally-accepted traffic engineering methods.*

Response: The Traffic Impact Analysis included as Appendix D provides this information.

- B. *The Director may require submission of additional information prior to making a finding of transportation concurrency.*

Response: Acknowledged.

C. Chapter 11.80 VMC Street and Development Standards

11.80.040 Public roadway functional classifications.

[...]

- B. *Functional Classifications and Street Types. Subsections 1-5 below provide a broad general description of the purpose and function of street types. Required design specifications for each street type are set forth in Table 11.80.040.C-1 and in the standard details, plans, and design criteria prepared by the City, available at www.cityofvancouver.us; and in the standard specifications and reference documents adopted at Section 11.80.030.*

1. *Principal Arterial. This is the basic element of the City's road system. All other functional classifications supplement the principal arterial network. It carries large volumes of traffic over long distances. Access is generally limited to intersections with other arterials and collectors. Signalized intersection spacing is regulated. Direct land access is minimal and managed. Spacing is typically 2 to 5 miles.*

Response: SE 192nd Ave is classified as a Principal Arterial in Figure 37 of the Riverview Gateway Master Plan. No new Principal Arterials are proposed within the HQ Master Plan area.

2. *Minor Arterial. This street collects and distributes traffic from principal arterials to streets of lower classifications and may allow traffic to access destinations directly. Minor arterials provide for movement within City subareas whose boundaries are largely defined by principal arterial roadways. Minor arterials serve through traffic and provide direct access to large commercial, industrial, office, and multi-family development but generally do not provide access to single-family residential properties. Spacing is typically less than 2 miles.*

Response: SE Brady Rd is classified as a Minor Arterial in Figure 37 of the Riverview Gateway Subarea Master Plan, and will be extended through the site. A Road Modification to revise the standard Minor Arterial street cross-section is requested through the provisions of VMC 11.80.160.

3. *Collector. This type of street provides for land access and traffic circulation within and between residential neighborhoods and commercial and industrial areas. The collector street also collects traffic from local streets and channels it into the arterial system. Direct access to adjacent land uses, however, is still subordinate to traffic movement. Access to abutting properties is controlled through driveway spacing and pavement markings. Typically, collectors are not continuous for any great length, nor do they form a connected network by themselves. Spacing is typically less than 2 miles.*

Response: SE HQ Drive is classified as a Collector Arterial by Figure 37 of the Riverview Gateway Subarea Plan. This street is an extension of the “Ring Road” (Columbia Palisades Blvd) east of SE 192nd Ave. A Road Modification to revise the standard Collector Arterial street cross-section is requested through the provisions of VMC 11.80.160.

[...]

5. Access.

- a. *Neighborhood Circulator. This type of street distributes traffic from collectors and provides direct access for abutting properties. Through trips are discouraged and parking is allowed. In general, these streets connect local access streets to collectors.*

Response: Though not identified in Figure 37 of the Riverview Gateway Subarea Plan, the proposed Main Street and First Streets function as Neighborhood Circulators.

A Road Modification to revise the standard Neighborhood Circulator street cross-section is requested through the provisions of VMC 11.80.160.

- b. *Local Access. These streets provide direct access to adjoining properties within a neighborhood. Through trips are discouraged and parking is usually allowed. In general, these streets do not connect directly to arterials or collectors. Local access streets are designed to serve 26 or more dwelling units.*

Response: North Loop Drive is classified as a Local Access road by Figure 37 of the Riverview Gateway Subarea Plan. North Loop Drive provides access to the multifamily residential uses north of HQ Dr. It does connect directly to HQ Dr, a Collector Arterial, and serves approximately 813 dwelling units.

Street A is not identified in Figure 37 but is proposed as a private street and will serve Lots 30-41. The proposed street section shown on Sheet T-01A includes an 8-ft. sidewalk adjacent to the landscaped buffer, and a 5-ft. planter strip that exceeds the 4-ft. planter strip shown on detail T10-17.

A Road Modification to revise the standard Local Access street cross-section for North Loop Dr is requested through the provisions of VMC 11.80.160.

[...]

C. Design Requirements.

1. *Design Criteria. The design criteria shown in Table 11.80.040.C-1 are adopted as a portion of the City's standard plans and specifications. These criteria are intended for normal conditions. The Director may require higher standards for unusual site conditions; these may include, but are not limited to topographic features or sight distance constraints. Additionally, higher standards or limitations may be required by adopted plans including but not limited to those listed below. These higher standards may include, but are not limited to, additional right of way or easements and specific design standards to enhance safety, provide design solutions responding to unique neighborhood characteristics, and facilitate maintenance. The following adopted plans have specific requirements and guidelines:*

[...]

- d. *Riverview Gateway Plan including the Riverview Gateway Plan District (VMC 20.680) and design guidelines*
[...]

Response: The HQ Master Plan development is within the Riverview Gateway Subarea Plan area and the Riverview Gateway Plan District. The Riverview Gateway Design Guidelines call for wider sidewalks within the Plan area, specifically:

- Mixed-Use Center: 12 ft. wide
 - Within the HQ Master Plan area, the streets within the Mixed-Use Center are Main Street, First Street, and the portions of HQ Dr and Brady Rd west of SE 192nd Ave and east of the HQ Dr/Brady Rd intersection.
 - The Main Street sidewalks are 16.5 ft. wide, and the First Street sidewalks are 12 ft. wide as shown on Sheet T-02.
- Residential Area: 8 ft. wide
 - Within the HQ Master Plan area, the North Loop Road serves the residential area; private Street A will serve the North Ridge (Lots 30-41).
 - The North Loop Road sidewalks are 8 ft. wide as shown on Sheet T-03.
 - The sidewalk on one side of private Street A is 8 ft., and on the other side is 5 ft. consistent with private street standard details.
- Western Industrial Area: 8 ft. wide
 - Brady Rd west of the neighborhood park will serve the Western Industrial Area of the site
 - As shown in Sheet T-01, the standard Brady Rd cross-section includes 6-ft. sidewalks on the north side of the street and 10-ft. sidewalks on the south side of the street. These sidewalks will transition to the Fisher's Creek Subdivision sidewalk widths at the west end of the site.

As shown in Sheets T-01, the proposed sidewalk widths for HQ Dr and Brady Rd exceed the standard City standards of 6 ft. but are less than the Riverview Gateway dimensions of 12 ft., to accommodate on-street parking and protected bicycle facilities. Road Modifications to revise the standard street cross-sections is requested through the provisions of VMC 11.80.160.

Table 11.80.040.C-1. Design Table

Response: Per this table, the following Vancouver standard plans apply to each street within the HQ Master Plan area:

- Minor Arterial/Collector Arterial: T10-12
- Neighborhood Circulator: T10-14
- Local Access: T10-15A/B
- Private Streets: Not included

As noted in Table 5 below, the proposed street cross sections differ from the City's standard details due to the urban nature of the HQ Master Plan site design, as well as the desire to incorporate protected bike lanes along HQ Drive and Brady Rd. See Sheets T-01, T-02, T-03, and PP-09 for details.

Road Modifications to revise the standard street cross-sections are requested through the provisions of VMC 11.80.160.

Table 5 – Street Cross-Sections

Street Classification	City Standard Detail	City Standard Cross-Section	Riverview Gateway Guidelines	Proposed
Collector Arterial (HQ Drive)	T10-12	70-ft. right-of-way 2 11-ft travel lanes and center turn lane 6-ft. bike lanes 5-ft. planter strip 6-ft. sidewalk - No on-street parking	12-ft. sidewalks	72-ft. right-of-way 2 11-ft. travel lanes 2 8-ft. parking lanes 4-ft. planter strip 5-ft. separated bike lanes 10-ft. sidewalk (south) 6-ft. sidewalk (north)
Minor Arterial (Brady Rd)	T10-12			
Minor Arterial (Brady Rd) at western property line	T10-12		8-ft. sidewalks	54-ft. right-of-way 2 11-ft. travel lanes 4-ft. planter strip 5-ft. sidewalk
Neighborhood Circulator (Main Street)	T10-14	54-ft. right-of-way 2 10-ft. travel lanes 8-ft. parking or bike lane 4-ft. planter strip 5-ft. sidewalk	12-ft. sidewalks	90-ft. right-of-way 2 12-ft. shared bike/car travel lanes 16.5-ft. angled parking - No planter strip 16.5-ft. sidewalk
Neighborhood Circulator (First Street)	T10-14			60-ft. right-of-way 2 10-ft. shared bike/car travel lanes 2 8-ft. parking lanes - No planter strip 12-ft. sidewalk
Local Access (North Loop Road)	T10-15A/B	50-ft. right-of-way 2 10-ft. travel lanes 8-ft. bike or parking lane 4-ft. planter strip 5-ft. sidewalk	8-ft. sidewalks	52-ft. right-of-way 2 10-ft. shared bike/car travel lanes 2 8-ft. parking lanes - No planter strip 8-ft. sidewalks

[...]

11.80.110 Property Access.

A. Access to Arterial Streets – General Requirements. The following standards apply to all driveways that provide access to an arterial street. Driveways providing access to commercial

properties will not be permitted to access onto an arterial unless no other access to the site is available. If the property can be accessed from more than one arterial, access will be permitted to the arterial with the lowest functional classification, lowest volume, or as approved by the Director. When access to arterials is permitted, the following requirements will apply.

Response: As shown on Sheet MP-02, access is proposed to both HQ Drive and Brady Rd. Access to Lots 1, 4, 5 and 17 is proposed on HQ Drive, and access to lots 9, 10, 11, 12, 13, 14, 15, 18, 19, 10, and 21 is proposed to Brady Rd. In most cases, no other access is available. In others

1. *Spacing. Driveways providing access to arterials must be spaced in accordance with the distances shown in Table 11.80.110.A-1.*

Table 11.80.110.A-1. Driveway Spacing

Arterial Type	Distance from Intersection Curb Return* to Driveway (ft)	Distance between Driveways (ft)	Distance from Nearest Property Line (ft)
<i>Principal</i>	115	115	20
<i>Minor</i>	75	75	15
<i>Collector</i>	50	50	10

* Back of curb return = BCR

Distances between adjacent one-way driveways with the inbound drive upstream from the outbound drive may be one-half the distance shown. Shared driveways are encouraged in order to meet the required separation. Driveways should align with existing driveways on the opposite side of the street.

Response: The final location of the driveways will be determined with public right-of-way improvements. Shared driveways have been proposed where possible, and align with proposed driveways on the opposite side of the street.

2. *Corner Clearance. To provide adequate corner clearance, the tangent curb length between the nearest edge of a driveway on an intersecting side street and an arterial street, or a driveway on an arterial street and an intersection with a cross street, will be 50 feet. Where the intersection is signalized or is planned for signalization, driveways will be limited to right-turn movements only if located within 125 feet on a collector and 250 feet on principal and minor arterials.*

Where frontage is less than the required spacing, the driveway must be placed adjacent to the far property line in accordance with the property line spacing requirements specified in Section 11.80.110(A)(1).

Driveways providing access to arterial streets must be constructed in accordance with these requirements and the appropriate City standard plans. Distances for spacing and

corner clearance will be measured between the BCR of the intersecting street and the nearest edge (wing) of the driveway.

Response: Compliance with these standards will be verified at the time of public street permitting and/or Site Plan Review.

3. *Width. Driveways providing access from a residential property to an arterial must be 15 to 25 feet in width. Shared driveways serving two residential lots may not exceed 35 feet in width. When permitted, a commercial two-way driveway onto an arterial will be 25 to 40 feet in width.*

Response: Compliance with these standards will be verified at the time of public street permitting and/or Site Plan Review.

4. *Number of Driveways.*
 - a. *One driveway is permitted for a frontage of 125 feet or less.*
 - b. *One additional driveway is permitted for frontage over 125 feet.*
 - c. *Requests for additional driveways beyond what is permitted in this section must be justified by a traffic engineering study.*

Response: Compliance with these standards will be verified at the time of public street permitting and/or Site Plan Review.

[...]

11.80.130 Traffic impact analysis.

- A. *Required Traffic Impact Analysis. The City will limit required traffic impact analysis as follows:*
 1. *No off-site traffic impact analysis will be required for developments generating fewer than 20 net new weekday PM peak hour trips.*
 2. *Traffic impacts will be evaluated only at intersections identified by the Director to a maximum distance from the proposed development as follows:*
 - a. *For developments generating 20 to 300 net new weekday PM peak hour trips, 0.5 mile from each property line;*
 - b. *For developments generating 301 to 500 net new weekday PM peak hour trips, 1 mile from each property line; and*
 - c. *For developments generating more than 500 net new weekday PM peak hour trips, 2 miles from each property line.*
 3. *An analysis of significant traffic hazards that would be caused or materially aggravated by the proposed development may be required, even if no traffic condition analysis is required under this section.*

Response: The development will generate more than 20 net new weekday PM peak hour trips, and a traffic impact analysis is required. The Traffic Impact Analysis included as Appendix D includes evaluation of intersections identified by the City.

- B. *A proposed development that adds at least five net new peak hour trips to an intersection approach operating at an LOS E or lower within the required traffic impact analysis area may be denied based upon any of the following:*
 1. *For signalized intersections, when off-site intersection conditions are at a LOS F, or*
 2. *For signalized intersections, when the LOS E and the volume to capacity ratio is greater than 0.95, or*

3. *For unsignalized intersections, when the volume to capacity ratio for any lane on any approach is greater than 0.95, or*
4. *When significant traffic hazards would be caused or materially aggravated by the proposed development, or*
5. *Notwithstanding “a” through “d” of this subsection, traffic impacts to intersections on corridors built to ultimate capacity will be evaluated against the LOS standards identified in an adopted Corridor Management Plan.*

Response: As noted in Table 4 of the TIA, the proposed development is expected to add between 1,135 and 1,762 net new peak hour trips to the transportation system. As noted in the Traffic Impact Analysis:

“As presented in Table 9, all intersections currently meet City of Vancouver, the City of Camas, and agency standards during the PM peak hour except the SR-14 WB Ramp terminal at SE 192nd Avenue, which is estimated to currently operate at an LOS F for the westbound movements. With the planned signalization and geometric changes at the ramp intersections, operation will meet both City and WSDOT standards.”

Therefore, the proposed development can be approved.

- C. *A proposed development that is subject to denial pursuant to this section may be approved subject to conditions of approval that address the impact of traffic generated by the proposed development.*

Response: As noted above, the proposed development meets the City’s standards and can be approved.

- D. *In order to assess the off-site traffic impacts of a proposed development, the director or development approval authority may require submittal of a Traffic Impact Analysis undertaken by an engineer licensed to practice in the state of Washington with special training and experience in traffic engineering and transportation. The Director shall develop guidelines, in accordance with recognized traffic engineering and transportation principles, regarding the necessity for and content of such studies.*

Response: A Traffic Impact Analysis has been prepared by Brent Ahrend, PE, of Mackenzie and is included with this submittal as Appendix D.

[...]

11.80.160 Modifications of this chapter.

In cases where unusual topographic conditions, nature of existing construction, unique or innovative development design or similar factors would make strict adherence to the width, design or alignment defined in any chapter of Title 11 and the City’s standard plans undesirable or impracticable, their requirements may be modified by the Director or designee. The Director may establish administrative rules and regulations to implement this section.

- A. *Submission Requirements. The request for a modification may be initiated upon formal submittal of the appropriate application form and a narrative that states the factors which would make approval of the request reasonable, and how the development proposal differs from other developments and adopted standards. The request shall also include at least a map showing the applicable conditions and topographic features, existing and proposed traffic patterns, any unusual or unique conditions not generally found in other developments*

and all proposed utility connections and street improvements for the development. All proposed modifications and utility connections shall be indicated on the civil plans submitted with the development application. An applicant for road modification shall submit the requisite fee as specified in Chapter 20.180.

Response: The applicant requests five Road Modification requests to reflect the street cross-sections developed in collaboration with City Transportation staff. These cross-sections differ from the standard City cross-sections as noted in Table 2 above, and Road Modification requests are required. Generally, these modifications are requested to tailor the City's standard details to the unique environment of the HQ Master Plan area, which is an urban, mixed-use development.

The requested revisions are listed below and described further in response to specific criteria:

- HQ Dr cross-section: revised Collector Arterial cross-section (see Sheet T-01)
- Brady Rd cross-section: revised Minor Arterial cross-section (See Sheet T-01)
- Main Street cross-section: revised Neighborhood Circulator cross-section (see Sheet T-02)
- First Street cross-section: revised Neighborhood Circulator cross-section (see Sheet T-02)
- North Loop Rd cross-section: revised Local Access cross-section (see Sheet T-03)

B. Classifications of Road Modifications. Modification requests shall be classified as a minor deviation, a technical road modification, or a major road modification. Acceptance of a request under one category shall not preclude the City from reclassifying the request upon further review.

- 1. Minor Deviation. The purpose of a minor deviation is to allow minor modifications that occur routinely and that clearly meet the general approval criteria in Section 11.80.160.C. In order for a modification to be considered a minor deviation, the modification proposal shall meet all the following:*
 - a. Does not require engineering analysis to demonstrate compliance with the approval criteria;*
 - b. Does not involve safety or off-site impacts;*
 - c. Involves minimal review to approve and document;*
 - d. Does not involve the broad public interest; and*
 - e. Is similar to other approved modifications that have shown to have no adverse impacts.*

Response: The following requested Road Modifications fall within the category of minor modifications:

- Main Street cross-section: revised Neighborhood Circulator cross-section (see Sheet T-02)
- First Street cross-section: revised Neighborhood Circulator cross-section (see Sheet T-02)
- North Loop Rd cross-section: revised Local Access cross-section (see Sheet T-03)

The Neighborhood Circulator and Local Access cross-sections have been revised to increase the sidewalk width within the required right-of-way to reflect the Riverview Gateway Design Guidelines and to increase pedestrian accommodations within the mixed-use core area. Main St includes back-in angled parking, which departs from the standard parallel parking spaces identified for Neighborhood Circulator; Main Street, First Street, and North Loop Road propose shared bicycle and vehicular lanes with low speeds.

The proposed revisions do not require engineering analysis; do not involve safety or off-site impacts; involve minimal review; does not involve the broad public interest as the streets are

being constructed within a vacant site; and is similar to other approved modifications within the City.

These criteria are met.

2. *Technical Road Modifications. Technical road modifications may be approved for minor changes to standards that include, but are not limited to access, safety, road cross-sections or construction materials. Due to an increased potential for on-site or off-site impacts, these modifications require a greater level of review, discretion and documentation than minor deviations. In order for a modification to be considered a technical road modification, the proposal shall meet one or more of the following applicable criteria:*
 - a. *Limited engineering analysis by the applicant is sufficient to demonstrate the proposal meets the approval criteria in Section 11.80.160.C;*
 - b. *Potential safety impacts are expected to be minimal;*
 - c. *City review and approval requires moderate analysis, discretion, and documentation, and requires multiple review staff; and*
 - d. *The proposed modification is expected to generate minimal public interest.*

Response: The following requested Road Modifications fall within the category of Technical Road Modifications:

- HQ Dr cross-section: revised Collector Arterial cross-section (see Sheet T-01)
- Brady Rd cross-section: revised Minor Arterial cross-section (See Sheet T-01)

The proposed Road Modifications have been vetted by a multidisciplinary team of City engineers and planners, and were designed to meet the Riverview Gateway Subarea Design Guidelines, the City's Complete Streets policies, and provide multimodal circulation throughout the Master Plan area. They incorporate separated bicycle/pedestrian facilities and include on-street parking, which are departures from the standard Collector Arterial and Minor Arterial cross-sections.

Limited engineering analysis by Otak is sufficient to address the approval criteria of 11.80.160.C; potential safety impacts are expected to be positive as the separated bicycle facility provides additional protection for cyclists, the City's transportation infrastructure review is conducted by multiple staff, and the proposed modifications are expected to generate minimal, if any, public interest as the streets will be constructed by the developer to serve a new community.

These criteria are met.

3. *Major Road Modifications. Major road modifications are those unique cases that have the potential for significant impacts to the public or the City and require extensive analysis and documentation. When one or more of the following apply, the modification will qualify as a major road modification:*
 - a. *The proposed modification requires an extensive analysis of public impacts; rough proportionality and nexus issues;*
 - b. *Extensive engineering analysis by the applicant is required to demonstrate the proposal meets the general approval criteria;*
 - c. *The potential exists for material impacts to public safety;*

- d. *The potential exists for shifting improvement obligations on to future developers or the City;*
- e. *The proposal may have material impacts to future development patterns;*
- f. *The proposal requires significant City review and documentation;*
- g. *The proposed modification can be expected to generate considerable public interest; and*
- h. *Approval of the proposal may have public policy implications.*

Response: No major road modifications are proposed.

C. *Approval Criteria.*

- 1. *In reviewing a modification request, the City shall consider the applicable factors that include, but are not limited to, the following:*
 - a. *Public safety, durability, cost of maintenance, function, and appearance;*

Response: The primary driver between the proposed Main Street modifications is to maximize pedestrian facilities within the mixed-use core by widening the sidewalks to 16.5 ft., and to provide additional on-street parking to support the mix of retail and service uses expected to locate in the mixed-use area. Increased pedestrian infrastructure will increase public safety, and the proposed angled parking will be back-in at the request of City staff to minimize conflicts with bicycles and other vehicles.

Shared vehicle and bicycle travel lanes proposed on Main Street, First Street, and North Loop Road will be supported by traffic calming design to maintain a vehicle speed of 15 to 20 miles per hour (MPH). The wider proposed sidewalks are intended to meet the Riverview Gateway Design Guidelines and support a vibrant mixed-use area by allowing space for sidewalk seating, displays, and other activities along Main Street and First Street.

The separated shared pedestrian and bicycle facilities adjacent to HQ Drive and Brady Rd are also expected to increase public safety by providing a buffered bicycle network.

The street improvements will be constructed with standard materials and are expected to be as durable as the standard street cross-sections. Likewise, the cost of maintenance is expected to be similar to the City's standard details. As described above, the proposed modifications will improve the safety and function of the streets within the plan area, and will be an attractive addition to the HQ Master Plan area.

The City can find that these considerations have been addressed and met.

- b. *Advancing the goals of the comprehensive plan as a whole;*

Response: The Comprehensive Plan does not directly address the Riverview Gateway Subarea, but the Riverview Gateway Subarea Plan and the Riverview Gateway Design Guidelines identify some Comprehensive Plan policies related to the street network in the area. Applicable policies are:

- Goal T-3: Livable streets
- Goal T-4: Multi-modal
- Goal T-5: Safety
- Goal T-6: Accessibility

The proposed Road Modifications create livable streets by providing separated bicycle facilities along HQ Drive and Brady Road, and providing wider sidewalks within the mixed-use area per the Riverview Gateway Design Guidelines.

The various street components are accommodated within right-of-way that is similar in width (HQ Drive and Brady Road) or less than required by the standard details, which reduces impervious area (North Loop Road, First Street). Main Street has a wider right-of-way width than required by the standard details to accommodate wider pedestrian facilities and additional visitor parking in the street, and HQ Drive and Brady Rd have been designed to provide on-street parking to support the mixed-use core and future employment uses.

Speed reduction techniques will be used to ensure safety of bicyclists sharing travel lanes with vehicles. These techniques are shown on Sheets PP-01 to PP-25.

Though the site is not currently served by transit, the proposed HQ Drive and Brady Road street designs will accommodate transit service if it is extended to the site.

The City can find that these considerations have been addressed and met.

c. Any modification shall be the minimum necessary to achieve the stated purpose;

Response: The requested modifications are intended to increase bicycle safety, increase sidewalk widths per the Riverview Gateway Design Guidelines, and provide on-street parking to support the mixed-use core and employers.

As noted above, the HQ Drive and Brady Rd rights-of-way exceed the standard right-of-way width by 2 ft., and accommodate multimodal facilities as well as street trees and street lights.

The proposed modifications to Main Street are the minimum required to accommodate additional on-street parking and to extend the north-west pedestrian promenade from north of HQ Drive.

The proposed modifications to First Street and North Loop Road are intended to meet the Riverview Gateway Design Guidelines and provide wider sidewalks. Planter strips in these areas are replaced with tree grates to reflect the urban character of the HQ Master Plan area, and to maintain tree canopy along the street.

The City can find that these considerations have been addressed and met.

d. Potential benefits of low impact development or innovative concepts; and

Response: The applicant team worked closely with the City's transportation group to identify street cross-sections that implemented the City's Complete Streets policies while meeting the needs of the development. The City has presented, and the applicant team has incorporated, innovative transportation concepts regarding shared street design and separated bicycle facilities. The proposed street cross-sections implement innovative concepts related to multimodal facility design.

The City can find that these considerations have been addressed and met.

e. Self-imposed hardships shall not be used as a reason to grant a modification request.

Response: The modification requests are largely driven by the applicant's desire to create a vibrant, urban environment within the HQ Master Plan area. The street designations and designs for the Collector Arterial and Minor Arterial focus on moving vehicles through the site rather than accommodating multimodal users and providing on-street parking to support retail and employment uses. No self-imposed hardships exist, but rather an evolving understanding of the role of the HQ Master Plan area street network.

The City can find that these considerations have been addressed and met.

2. *Modifications to the standards contained in Title 11 may be granted when the applicant demonstrates at least one of the following:*
- a. Topography, right of way, existing construction or physical conditions or other geographic conditions make compliance with standards clearly impractical for the circumstances, or*

Response: Though the Fisher's Quarry/HQ Master Plan area includes a number of topographical and physical conditions that could make compliance with the standards impractical, this is not the primary reason for the request.

- b. A change to a specification or standard is required to address a specific design or construction problem which, if not enacted, will result in an unusual hardship, or*

Response: This provision is not applicable to this request.

- c. An alternative design in proposed which will provide a plan that is functionally equivalent or superior to these standards, or*

Response: The alternative designs proposed for the HQ Master Plan street network are intended to be functionally superior to the City's standards. Generally, the City's standards are appropriate for suburban or residential neighborhoods, but the character of the HQ Master Plan is urban and mixed-use, and modifications to these standards are appropriate.

The Collector Arterial and Minor Arterial cross-sections prioritize movement of vehicles, and include 6-ft. bike lanes and no street parking. The revised cross-sections narrow the vehicle lanes, include vehicle parking on both sides, provide a protected/separated bicycle and pedestrian facility, and propose curb-tight sidewalks with tree grates in place of planter strips. This reflects the urban environment anticipated and encouraged by the Riverview Gateway Subarea Plan, and provides a safer multimodal experience for all users.

The City's Neighborhood Circulator and Local Access cross-sections require a choice between on-street parking and bike lanes, and include a planter strip. The revised cross-sections include on-street parking and traffic calming to allow bicycles to safely share the travel lane with vehicles. The sidewalks are wider than the standard to reflect the

Riverview Gateway Design Guidelines, and curb-tight sidewalks and tree grates are proposed to reflect the mixed-use urban environment.

- d. Application of the standards of Title 11 to the development would be grossly disproportional to the impacts created; or*

Response: This provision is not applicable to this request.

- e. A change to a specification or standard is required to ensure consistency with features adjacent to or affected by the site where those existing features are not expected to change over time.*

Response: The Fisher's Creek Subdivision to the west was recently approved by the City. The final street design within the subdivision will affect the design of the western end of Brady Rd, which will be addressed prior to permitting.

- 3. In addition to sections 11.80.160.C (1) and (2) above, in considering a road modification request, the City recognizes that the Growth Management Act requires the City to prevent urban sprawl by focusing development in the underdeveloped portions of an urban area. Consistent with that legislation, the City will require that in the absence of geographic or development constraints, sufficient right of way must be dedicated and frontage improvements and cross-circulation roads be constructed in the City such that frontage and cross-circulation roads will be substantially completed within the 20-year period provided in RCW 36.70A.110.*

Response: Acknowledged.

D. Approval Process.

- 1. Road modification requests shall be proposed in conjunction with the application for any related or underlying development proposal, and shall be processed in conjunction with that application according to the procedures require by Title 20 for such underlying development proposal.*

Response: These road modification requests are proposed in conjunction with the preliminary subdivision application included in this application.

[...]

Title 14 Water and Sewers

A. Chapter 14.04 VMC Water and Sewer Use – Regulations and Charges

Response: Compliance with the provisions of 14.04.280 will be addressed at the time of permit review.

B. Chapter 14.24 VMC Erosion Control

Response: The proposed subdivision includes land-disturbing activities related to the installation of utility and transportation infrastructure, and is subject to the provisions of this chapter. A Stormwater and Erosion Control Plan has been prepared in conformance with the City's General Requirements and the Stormwater Manual is included as Sheets EC-01 to EC-08.

C. Chapter 14.25 VMC Stormwater Control

Response: The proposed subdivision constitutes development activity, and is subject to this chapter. A Preliminary Stormwater Report is included as Appendix M and a Stormwater and Erosion Control Plan is included as Sheets EC-01 to EC-08.

Proposed stormwater improvements will mimic the existing stormwater management strategy for the site, and involve constructing multiple detention and infiltration facilities spread throughout the site as described in the Appendix M.

D. Chapter 14.26 VMC Water Resources Protection

Response: The subject site is located within the City of Vancouver, the entirety of which is within a Critical Aquifer Recharge Area, and is subject to this chapter at the time of site development. No prohibited uses or activities listed in 14.26.115.C are proposed.

Title 16 VMC Fire Code

Response: The HQ Subdivision provides fire access roads with at least the minimum 20-foot roadway width required by the Fire Code. The project team will work with the City of Vancouver Fire Department throughout the development of the detailed plans for individual sites to assure that all portions of the proposed development are designed and operated consistent with the applicable standards of the Fire Code.

VIII. Conclusion

The request for approval of the HQ Master Plan and associated applications has been shown to be consistent with the applicable standards of the Vancouver Municipal Code and the Riverview Gateway Subarea Plan. The applicant respectfully requests approval of the application.

Letter of Intent – HQ (Fisher’s Quarry)

City of Vancouver – Hurley Development

1. **Effective Date:** December 22, 2021.

2. **Parties:** An affiliate of Hurley Development, HQ Vancouver, LLC (“Seller”) hereby offers to sell the property referenced below to the City of Vancouver (“Buyer”) for a public Neighborhood Park (“Neighborhood Park”) and Open Space (Open Space) based upon the following terms and conditions (“LOI”).

3. **Properties to be Conveyed:**

The future Neighborhood Park is part of the Fisher’s Quarry development project located in the Riverview Gateway Subarea Plan and zoned as RGX. The Open Space is located outside the subarea plan and RGX zone

3.1 Neighborhood Park: Approximately 6.48 acres and a view easement as illustrated in Exhibit A, and part of Fisher’s Quarry master plan (“Neighborhood Park”) will be sold to the Buyer. The park property includes a native rock outcropping, that provides a buffer from the adjoining state highway. In the event that there are additional boulders available after the development, the remaining boulders will be placed in the park area upon mutual agreement of the parties.

3.2 Seller will at its expense complete the necessary survey and subdivision final platting process to create the Neighborhood Park parcel to be sold to the city.

3.3 The seller will complete ‘Pad-Ready’ improvements to the park parcel prior to Closing. Pad-Ready improvements will include, but are not limited to, park parcel frontage improvement with curb, bicycle lanes and utility stubs for power, water (2” service, 1-1/2” water meter), sewer, and rough graded with native soils. The locations for the utility connections will be determined through the masterplan process in coordination with the Buyer.

3.4 Purchaser is responsible for any design and construction specific to the park use, other than what is specifically included in the delivery condition in addition to all public outreach, to be further detailed in the Purchase and Sale Agreement.

3.5 Open Space and Regional Trail Access: Seller shall donate approximately 4.49 acres, located south of State Route 14 as illustrated in Exhibit B, to provide a visual buffer and access from Evergreen Highway along Quarry Road to serve pedestrian, bicycle, and maintenance vehicle access to the future park and project area, mutually referred to as “Open

Space". The Open Space will be donated to the City concurrent with the final closing on the Neighborhood Park, including Quarry Road and its improvements.

Seller will provide Purchaser with a completed IRS Form 8283 or other appropriate document on which Purchaser can provide written acknowledgement that Purchaser received the Property Donated. Purchaser will execute such document within fifteen (15) days after Purchaser receives the document from Seller and Seller requests that Purchaser sign the acknowledgement.

4. Purchase Price:

4.1. Neighborhood Park: Approximately 3.0 acres of the Neighborhood Park land will be valued as developable based on highest and best use for comparable Light Industrial/Office zoned land as determined by an independent MAI appraiser at the City's sole expense ("Buyer's Appraisal"). Both the appraiser and the appraisal must be approved by Buyer. Buyer shall provide a copy of Buyer's Appraisal to Seller no later than three (3) days after it has been received. Seller's costs for installation of frontage improvements including all stubbed utilities and mass grading costs ("Pad Ready Improvements") shall be included in the property appraisal valuation.

(a) In the event Seller does not accept Buyer's Appraisal as the Purchase Price, then Seller may order its own appraisal, at Seller's sole cost ("Seller's Appraisal"). If Buyer's Appraisal and Seller's Appraisal are more than ten percent (10%) different, then the Parties will engage a third appraisal, at shared costs between the Parties ("Third Appraisal"). If the Third Appraisal is not lower than the Buyer's Appraisal and not greater than Seller's Appraisal, then the Parties agree, in this event, that the Third Appraisal shall establish the Purchase Price. As an alternative to the third appraisal, the Parties may agree to mutually consent to a price in between the two prior appraisals.

(b) If Buyer's Appraisal and Seller's Appraisal are within ten percent (10%) of each other, then the two appraisal's values shall be averaged and the Parties agree the average value shall establish the Purchase Price, subject to each Party's approval.

(c) All appraisers must be MAI certified.

4.2 Approximately 3.5 acres of the proposed Neighborhood Park includes a rock outcropping that will be valued as undevelopable open space for appraisal purposes. The final acreage of the outcropping will be confirmed through the seller's survey.

4.3 The Buyer has the option to inspect the property condition within 10-days prior to the appraisal.

5. **Payment of Purchase Price.** The Purchase Price will be paid as follows:

5.1. The purchase value for the Neighborhood Park land and Pad-Ready Improvements may be paid by the Buyer to the Seller through a combination of Park Impact Fees (cash to a maximum of \$1,000,000.00) and Park Impact Fee Credits.

5.2. **Park Impact Fee Credits.** Park Impact Fee credits issued to the Seller may be used as credits against park impact fees related to any parcel within the Fisher's Quarry development and not transferrable outside of the Fisher's Quarry project area.

6. **Closing.**

6.1 Park Pad Ready Improvements will be completed no later than final occupancy of the first 30% of the residential units (excluding Lot 30). Park Impact Fees shall be released to Seller upon completion of the Pad Ready Improvements, with closing as specified in the final Purchase and Sale Agreement.

7. **Contingencies:** Council approval of the HQ Master Plan, Purchase and Sale Agreement, and acceptance of the Open Space donation.

8. **Purchase and Sale Agreement:** If Seller accepts this LOI by executing below, the parties will act in good faith to negotiate and enter into a mutually acceptable Purchase and Sale Agreement within sixty (60) days after the completion of the appraisal process and mutual acceptance of the purchase price.

8.1 Buyer will prepare a draft Purchase and Sale Agreement.

8.2 The Purchase and Sale Agreement will be finalized within 60 days of Council approval of the Purchase and Sale Agreement.

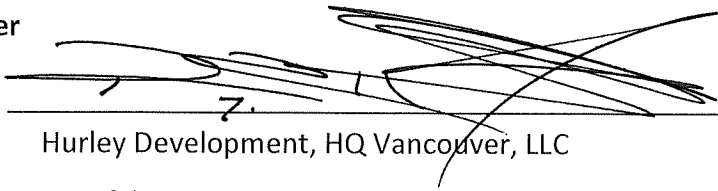
9. **Acknowledgements:** This proposal is specifically conditioned upon: (i) the acknowledgement by both parties that this Letter of Intent is not a legally binding document and that material additional terms must be negotiated before a legally binding document is reached; and (ii) the preparation of a Purchase and Sale Agreement in a form mutually acceptable to the Seller and Buyer.

If Seller is interested in pursuing a transaction consistent with these terms, please indicate such fact by signing a copy of this Letter of Intent and returning it to us.

Agreed and Accepted by:

Seller

By:


Hurley Development, HQ Vancouver, LLC

Title: Member

Date: 12/22/21

Buyer

By: _____

City of Vancouver

Title: _____

Date: _____



October 27, 2021

Keith Jones, Sr. Planner
City of Vancouver
Community Development Department
PO Box 1995
Vancouver WA 98668-1995

Email: Keith.Jones@cityofvancouver.us

Re: Vancouver HQ – Fishers Quarry

Dear Keith,

Thank you for your recent inquiry as to how Evergreen Public Schools would accommodate students generated from **Vancouver HQ – Fishers Quarry, Vancouver WA**. As part of our long range planning efforts, we appreciate working with the development community to track land use changes and residential development to help us respond to future growth and help our community strike a balance of commercial and residential properties to help create parity in the tax base between businesses and homeowners. The majority of funding for planned improvements are secured through voter approved bonds, which impacts the tax burden of District residents.

The following information reflects high school, middle school, and elementary schools that would be affected by the proposed project site. These figures do not reflect the cumulative impact of previously approved, unoccupied building lots. That information should be considered as part of the review process.

School	October 2021 Enrollment	Proposed Lots/Projected # of Students *	Permanent Enrollment Capacity	Temporary Enrollment Capacity	Enrollment Over (Under) Permanent Capacity**
Fisher's Landing ES	466	2,103 SFR/ 469 students	483	243	(17)
Shahala MS	901	2,103 SFR/ 223 students	853	343	48
Mountain View HS	1,569	2,103 SFR/ 307 students	1,694	63	(125)

**Projected number of students is based on the District's "student factor" (the number of students historically generated by a dwelling unit in the District). The projected student number is not calculated into the Enrollment Over (Under) Permanent Capacity count.*

*** Permanent Enrollment Capacity includes "bricks and mortar" facilities, due to limits on core services such as dining space, restrooms, media center, etc. Temporary Enrollment Capacity includes the number of portables available when permanent capacity is exceeded. Both capacity figures are based on the District's current educational program.*

Historically, the District has provided portable classrooms when enrollment exceeds the capacity of a school's permanent facility. As a result, we house students in portable classrooms at all but three of our thirty-seven (37) schools. It is imperative that developers and/or builders share this information with buyers as even the State Superintendent of Public Instruction does not consider portables to be equal to permanent facilities. Unfortunately, the state funding mechanism for school facilities requires districts to be over capacity before they are eligible for state funding.

Bus transportation is provided for elementary students who live more than 1/2 road mile from school, and for secondary students who live more than a road mile from school. If unsafe walking conditions exist, bus transportation is provided for students within the prescribed distance. Bus stops are determined as parcels are developed.

Please note that approval of a proposed subdivision, when combined with previously approved, unoccupied building lots, may result in a projected enrollment in excess of the enrollment capacity that would negatively affect the quality of the school's instructional programs or result additional costs to transport students to another school with available capacity. Again, it is essential that the developer and prospective residents of this subdivision understand that students residing there may not be allowed to enroll in their neighborhood school.

Please note that enrollment numbers represented may be temporarily skewed due to the COVID-19 pandemic.

Please feel free to contact Evergreen Public Schools Facilities Department at (360) 604-4077 if additional information is required.

Sincerely,


Susan Steinbrenner
Executive Director of Facilities

SS/rg

c: Bryan Snodgrass, City of Vancouver/Community Development, Principal Planner
Heather Fowler, Evergreen Public Schools, Senior Director Secondary Education
Scott Munro, Evergreen Public Schools, Senior Director Elementary Education
Bobbi Hite, Evergreen Public Schools, Senior Director Elementary Education
Yvonne Gaylord, Evergreen Public Schools, Director Transportation Dept.

From: [Taylor Eidt](#)
To: [Jones, Keith \(CED\)](#)
Subject: RE: HQ Master Plan (Fishers Quarry)
Date: Wednesday, October 20, 2021 3:19:32 PM
Attachments: [image001.png](#)

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Keith,

Thanks for taking the time to meet with me and discuss that Fishers Quarry Master Plan project. I've included C-TRAN comments below.

C-TRAN service resources are most effective when they provide access to a variety of land use types (retail, employment, residential, mixed use, etc.) and multiple trip generators throughout the day. Higher density land use and major activity centers typically serving transit dependent populations along established corridors are common market attributes for successful transit service. In addition, linear street design with limited barriers, maximum connectivity, curb access, and ample pedestrian/bike facilities all promote fast, convenient, and safe access to transit services. During the service development process, C-TRAN will prioritize resource distribution to these types of development characteristics in order to promote cost-effective use of agency resources.

The closest existing C-TRAN route to the Master Plan area is Route 37, approximately .75 miles north of the intersection of SE 192nd Avenue & SE Brady Road. This segment of Route 37 has a weekday peak frequency of 30 minutes. In January 2022 C-TRAN will launch a new service in Camas and Washougal, known as The Current. The Current is a microtransit service, that can be used by anyone, for any purpose, within a defined service area. The service area for Camas and Washougal will be approximately .25 miles east of the Master Plan area. The boundary of this service area is subject to change based on ridership demand and future development. Additional changes to the C-TRAN network in this area are expected with the opening of Mill Plain Bus Rapid Transit (BRT) and the Mill Plain Transit Center (anticipated late 2023) near the intersection of Mill Plain Boulevard and SE 184th Avenue. Mill Plain BRT will replace route 37, including the current segment along SE 34th Street and SE 192nd Avenue. C-TRAN anticipates replacing service along SE 192nd Avenue with a route change to Route 92, which will provide service between Mill Plain Transit Center and Camas/Washougal along SE 192nd Avenue and SR-14. Service frequency will be defined based on the adopted C-TRAN service standards.

Let me know if there is anything else I can provide.

Thanks,
Taylor

Taylor Eidt
Senior Planner
(360) 906-7331
taylor.eidt@c-tran.org

From: Jones, Keith (CED) <Keith.Jones@cityofvancouver.us>
Sent: Wednesday, October 20, 2021 8:27 AM
To: Taylor Eidt <Taylor.Eidt@c-tran.org>
Subject: FW: HQ Master Plan (Fishers Quarry)

Hi Taylor,

I was hoping to get C-Tran comments on this. Let me know if it would be helpful to setup a Teams meeting for me to go over it with you?

Thank you

From: Jones, Keith (CED)
Sent: Friday, September 3, 2021 7:16 AM
To: Taylor Eidt <Taylor.Eidt@c-tran.org>
Subject: HQ Master Plan (Fishers Quarry)

Hi Taylor,

Scot Brantley from Hurley indicates he has talked to you about this project. I attached the current master plan.

Could you provide C-Tran comments for this project?

Let me know if there is other information you need?

Thank you

Keith Jones | Senior Planner
CITY OF VANCOUVER, WASHINGTON
Community and Economic Development Department
415 W. 6th St. | Vancouver, WA 98668-1995
P: 360-487-7887 | TTY: 360-487-8602
www.cityofvancouver.us



Permit Center Moves to Virtual Operations in Response to Virus. Please visit our [website](#) for more information.

From: stevenhaygood@mac.com
To: [Ledell, Marjorie](#); [Schulte, Steve](#); jack.harroun@cityofvancouver.us; jim.atkins@cityofvancouver.us; [Blaufus, Larry](#); [Pyle, Zachary](#); tim.schauer@cityofvancouver.us; [Nortz, Jason](#); [Kennedy, Rebecca](#); [Jones, Keith \(CED\)](#); [Lopossa, Ryan](#)
Cc: [City Council](#); [Hansen, Bart](#); [Stober, Ty](#); [Glover, Linda](#); [Lebowsky, Laurie \(City Council\)](#); [Paulsen, Erik](#); [Fox, Sarah](#)
Subject: Community concern regarding proposed ADA compliant trail accessing Lot 30 from quarry bottom. - HQ Development Master Plan
Date: Friday, January 14, 2022 10:20:01 AM
Attachments: [Trail Integration.pdf](#)

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Vancouver City Council
Vancouver Planning Commission
City of Vancouver Departmental Staff
Jason Nortz, Development Review Manager

RE: HQ Development Plan Buffer Area Development Proposal

First, I want to take a moment to thank you all and recognize the amount of effort and work necessary to consider development plans and how they align with the vision for the City of Vancouver, the impacted neighborhoods and the sub-area plans created to provide guidance to new development. I am continually amazed by the number of people and considerations necessary to review and approve significant projects. Thank you for your efforts.

I am writing today on behalf of the Hiddenbrook Terrace Community Association (HCTA) which is a homeowners association contained within the Fishers Creek Neighborhood Association (FCNA). Both organizations appreciate the support from City of Vancouver Staff and the Hurley Development group on finding a solution to the community concerns with respect to Lot30 of the HQ development proposal. We are very happy to support the current proposal for transforming Lot30 into 12 single family housing lots connected to SE 41st Dr.

The review of the Lot30 proposal illustrated a new potential feature connecting Lot 30 to the bottom of the quarry with an ADA accessible trail navigating the steep quarry wall to a lookout point. While this trail is not on Lot30, directly adjacent to our community boundaries, this trail if developed has raised some of the same concerns from the community that the former 165 unit multifamily housing product that was proposed for lot 30.

There are two main concerns that were discussed with respect to a connecting trail that navigates the steep quarry wall from Lot 30 to the bottom of the quarry.

First is a concern for safety or people utilizing this trail. To be fair, we are making a few assumptions. Primarily that as an ADA accessible trail the trail may be paved, somewhat wider than a typical steep grade hiking trail, and the grade will be managed by switchbacks such that it is easily navigable by people with physical disabilities. All of these design considerations make sense to support disabled community members to allow them to enjoy the trail and viewpoint. However, all of these design considerations also may make this trail an interesting pathway for bikes, skateboards and sledding when snow is present. It is very common in our neighborhood to see children sled down the few

roads and hills when snow is present. These roads and hills are relatively small, do not contain steep drop offs when off the path and do not have turns and switch backs. In addition, as a single-family housing development, the number of children living within immediate walking distance to the hills come from perhaps 100 homes per hill site. The proposed path will be directly adjacent to over a thousand multi-family housing units. The illustration shows the path entrance from the quarry bottom adjacent to the HD development multi-family development zone, which is coincidentally the furthest area from the proposed park development in the HD development plan. This leads us to assume that children who may find a long "ride" down the path will find this an attractive feature and thus a potential safety issue.

The second concern also relates to the density of the housing units at the bottom of the quarry and the relative distance to the HQ development park and green spaces. The concern is that the proposed trail specifically has been illustrated to join the bottom high-density housing to Lot 30, where the lot 30 illustration continues the trail to terminate directly across the street from HCTAs community trail system. HCTA maintains the trail and three bridges crossing fisher's creek and two contributories. All the expenses for trail grading, gravel and bridge maintenance are paid for by HCTA which contains approximately 450 housing units. While we respect that the HQ development housing units span multiple lots and includes housing units in the "commercial" zone, we also expect that most of the housing units may be focused on lots 22-29 in the multi-family housing area of the HQ plan. Our concern is that having a trail connection that is created specifically to provide a connection to the top of the quarry (Lot30) and directly aligns with the HCTA community trail system may have significant maintenance impacts to the exiting community.

In a recent conversation with Scot Brantley (Hurley Dev) Scot mentioned that they are still trying to work through some challenges with being able to engineer and plan that connecting trail due to the grade. When I mentioned that the community did not see the connecting trail as a desirable attribute of the plan and that we would be happier if the connecting trail was removed from the plan, he indicated that the trail connector is a feature the City has an interest in.

The purpose of this letter is to present the community concerns and perhaps open a dialog with the City of Vancouver Staff that may be seeking the connector trail as a desired feature. We would prefer no connector trail that scales the quarry wall, removing the connecting trail that joins the high-density urban concept designed community with the low-density existing community. We can appreciate the desire to promote integration with the surrounding community, however we anticipate that this integration leads us to unique concerns given the elevation difference the connector trail must navigate and the fact that the trail specifically connects to a community-maintained trail system.

Thank you for your time and consideration of this information, please let me know if you have further questions or would like to discuss these concerns.

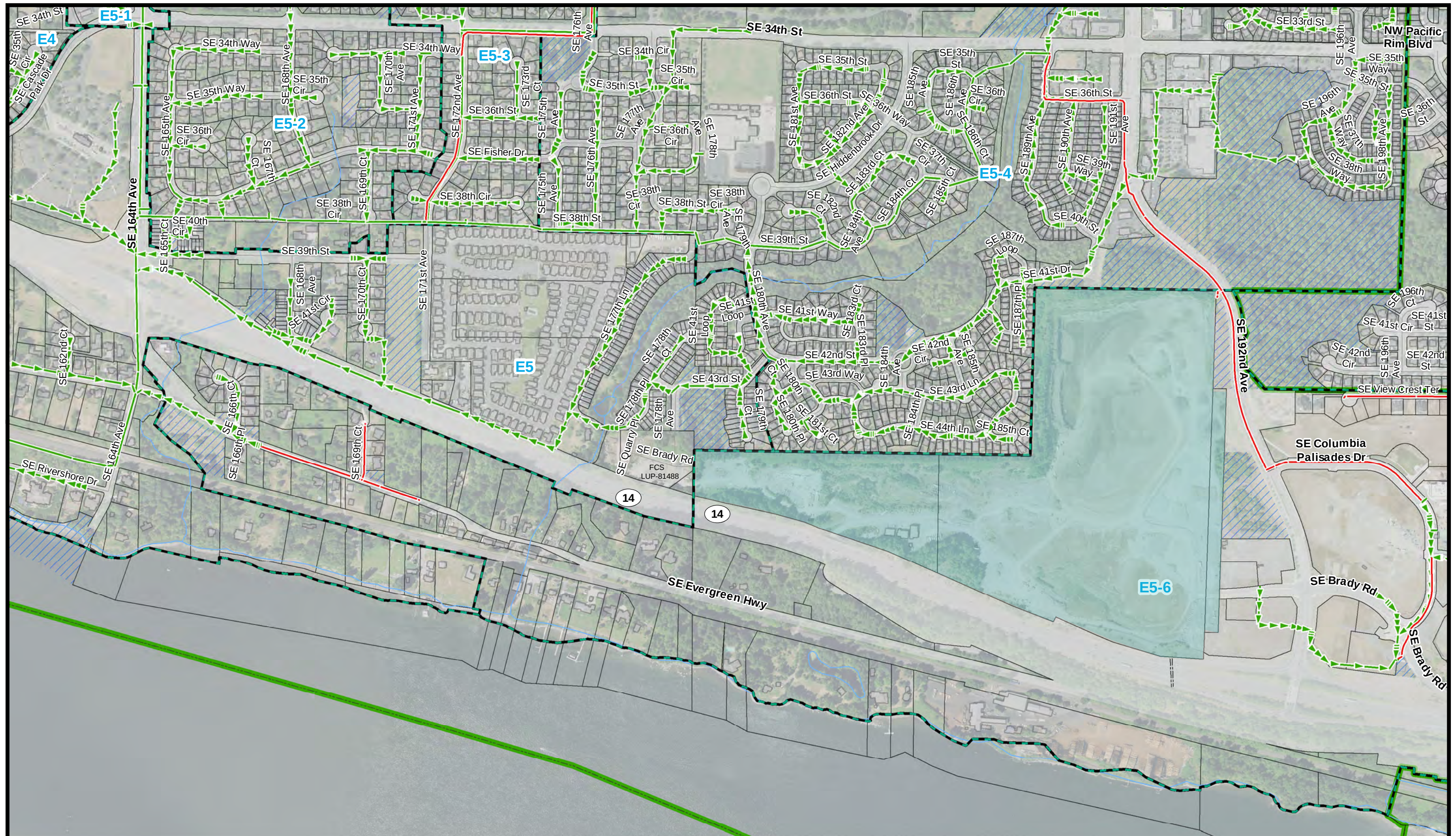
Steven Haygood

503 437-2995

stevenhaygood@mac.com

Fishers Creek Neighborhood Association - Chair

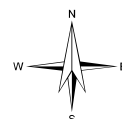
Hiddenbrook Terrace Community Association - Treasurer



Public Sanitary Sewers



Around a Land Application in Basin E5-6
LUP-81596 HQ Master Plan and Subdivision



THE UTILITY INFORMATION SHOWN ON THIS MAP DOES NOT INDICATE OR IMPLY AVAILABILITY. CONTACT THE ENGINEERING COUNTER STAFF AT THE CDD PERMITS CENTER AT (360) 487-7804 OR 415 W. 6TH ST. FOR AVAILABILITY OF SERVICE.

THIS INFORMATION IS COMPILED FROM A VARIETY OF SOURCES. THE CITY OF VANCOUVER ASSUMES NO RESPONSIBILITY FOR MAP ACCURACY.

NTS 04Nov2021 aao



February 7, 2022

Keith Jones, AICP, Senior Planner
City of Vancouver
Community & Economic Development
PO Box 1995
Vancouver, WA 98668

Dear Keith Jones:

Thank you for the opportunity to comment on the optional determination of nonsignificance/notice of application for the HQ Master Plan and Subdivision Project (PRJ-165963/LUP-81596) located at 17784 Southeast Evergreen Highway as proposed by Hurley Development. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

SOLID WASTE MANAGEMENT: Derek Rockett (360) 407-6287

The applicant proposes to demolish an existing structure(s). In addition to any required asbestos abatement procedures, the applicant should ensure that any other potentially dangerous or hazardous materials present are removed prior to demolition. It is important that these materials and wastes are removed and appropriately managed prior to demolition. It is equally important that demolition debris is also safely managed, especially if it contains painted wood or concrete, treated wood, or other possibly dangerous materials. Please review the "Dangerous Waste Rules for Demolition, Construction, and Renovation Wastes," on Ecology's website at: [Construction & Demolition Guidance](#). All removed debris resulting from this project must be disposed of at an approved site. All grading and filling of land must utilize only clean fill. All other materials may be considered solid waste and permit approval may be required from your local jurisdictional health department prior to filling. Contact the local jurisdictional health department for proper management of these materials.

**WATER QUALITY/WATERSHED RESOURCES UNIT:
Greg Bengé (360) 690-4787**

Erosion control measures must be in place prior to any clearing, grading, or construction. These control measures must be effective to prevent stormwater runoff from carrying soil and other pollutants into surface water or stormdrains that lead to waters of the state. Sand, silt, clay particles, and soil will damage aquatic habitat and are considered to be pollutants.

Any discharge of sediment-laden runoff or other pollutants to waters of the state is in violation of Chapter 90.48 RCW, Water Pollution Control, and WAC 173-201A, Water Quality Standards for Surface Waters of the State of Washington, and is subject to enforcement action.

Construction Stormwater General Permit:

The following construction activities require coverage under the Construction Stormwater General Permit:

1. Clearing, grading and/or excavation that results in the disturbance of one or more acres **and** discharges stormwater to surface waters of the State; and
2. Clearing, grading and/or excavation on sites smaller than one acre that are part of a larger common plan of development or sale, if the common plan of development or sale will ultimately disturb one acre or more **and** discharge stormwater to surface waters of the State.
 - a) This includes forest practices (including, but not limited to, class IV conversions) that are part of a construction activity that will result in the disturbance of one or more acres, **and** discharge to surface waters of the State; and
3. Any size construction activity discharging stormwater to waters of the State that Ecology:
 - a) Determines to be a significant contributor of pollutants to waters of the State of Washington.
 - b) Reasonably expects to cause a violation of any water quality standard.

If there are known soil/ground water contaminants present on-site, additional information (including, but not limited to: temporary erosion and sediment control plans; stormwater pollution prevention plan; list of known contaminants with concentrations and depths found; a site map depicting the sample location(s); and additional studies/reports regarding contaminant(s)) will be required to be submitted. For additional information on contaminated construction sites, please contact Carol Serdar at Carol.Serdar@ecy.wa.gov, or by phone at (360) 742-9751.

Additionally, sites that discharge to segments of waterbodies listed as impaired by the State of Washington under Section 303(d) of the Clean Water Act for turbidity, fine sediment, high pH, or phosphorous, or to waterbodies covered by a TMDL may need to meet additional sampling and record keeping requirements. See condition S8 of the Construction Stormwater General Permit for a description of these requirements. To see if your site discharges to a TMDL or 303(d)-listed waterbody, use Ecology's Water Quality Atlas at: <https://fortress.wa.gov/ecy/waterqualityatlas/StartPage.aspx>.

The applicant may apply online or obtain an application from Ecology's website at: [http://www.ecy.wa.gov/programs/wq/stormwater/construction/- Application](http://www.ecy.wa.gov/programs/wq/stormwater/construction/-Application). Construction site operators must apply for a permit at least 60 days prior to discharging stormwater from construction activities and must submit it on or before the date of the first public notice.

WATER RESOURCES: Charlotte Lattimore (360) 407-6066

Under RCW 90.03.350, a Dam Safety construction permit is required for those dams or ponds that can impound a volume of 10 acre-feet or more of water or other liquids above ground level. If the Hurley Development project includes the construction of onsite retention ponds that meets or exceeds the above referenced criteria, you will need to apply for a dam construction permit. To determine if a Dam Safety construction permit is required for your project, the applicant must submit a set of construction plans to:

WA Department of Ecology
Dam Safety Office
P.O. Box 47600
Olympia, WA 98504-7600

For more information, please contact Charlotte Lattimore by e-mail at clat461@ecy.wa.gov or by telephone at (360) 407-6066.

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology
Southwest Regional Office

(GMP:202200074)

cc: Derek Rockett, SWM
Greg Bengé, WQ
Charlotte Lattimore, WR

February 7, 2022

Attn: Keith Jones
City of Vancouver
P.O. Box 1995
Vancouver WA 98668-1995

RE: HQ Master Plan and Subdivision; PRJ-165963/LUP-81596; SEPA 202200074

Keith Jones:

The Southwest Clean Air Agency (SWCAA) has learned that your agency has issued/will issue a SEPA Determination for the above project. Please be advised that SWCAA administers/enforces a number of regulations that may apply to the proposed project. The applicability of these regulations depends on the exact nature of the project in question. The following sections provide brief summaries of the requirements for the general types of activity that may be affected by this project.

Demolition / Asbestos [SWCAA 476]:

- Prior to **demolition or renovation** of a structure, a thorough asbestos inspection must be conducted by an AHERA-certified inspector in order to determine the presence of asbestos containing material (ACM) in all affected structure(s) or area(s).
A copy of the AHERA asbestos inspection report must be posted for viewing at the project site.

Asbestos Containing Material PRESENT

If the asbestos inspection reveals ACM to be present in the affected structure(s) or area(s) –

Required documents/reports: (for each structure)

- Notification of Demolition
- Notice of Intent to Remove Asbestos
- AHERA asbestos inspection report

There is a 10-calendar day waiting period from the time the notices are submitted before asbestos removal or structure demolition may begin.

All asbestos must be completely removed from the affected structure(s) or area(s) prior to structure demolition taking place.

ACM must be removed by certified personnel in full accordance with the Southwest Clean Air Agency's Regulations SWCAA 476 (Standards for Asbestos Control) and with 40 CFR Part 61 Subpart M (National Emission Standards for Asbestos).

Asbestos Containing Material NOT PRESENT

If the asbestos inspection does not reveal ACM to be present in the affected structure(s) or area(s)...

...and the structure is to be demolished –

Required documents/reports:

- Notification of Demolition
- AHERA asbestos inspection report

There is a 10-calendar day waiting period from the time the notification is submitted before the demolition may begin.

...and the project involves only renovation and that renovation does not involve the removal of load bearing walls –

Required documents/reports:
none

Construction Dust [SWCAA 400: General Regulations for Air Pollution Sources]:

- Construction and earthmoving activities have the potential to generate excessive dust emissions if reasonable control measures are not implemented. SWCAA Regulation 400-040(2) requires that “no person shall cause or permit the emission of particulate matter from any stationary source to be deposited beyond the property under direct control of the owner or operator of the stationary source in sufficient quantity to interfere unreasonably with the use and enjoyment of the property upon which the material is deposited”. Furthermore,

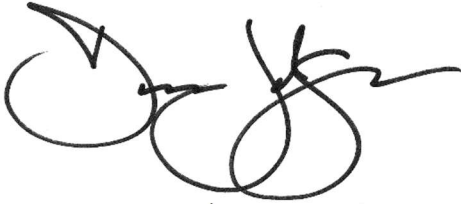


SWCAA Regulation 400-040(8)(a) requires that “the owner or operator of any source of fugitive dust shall take reasonable precautions to prevent fugitive dust from becoming airborne and shall maintain and operate the source to minimize emissions”.

- Common control measures to mitigate the emission of dust from construction and earthmoving activities include: application of water before and during earthmoving operations, application of water to disturbed surface areas (including access roads and staging areas) after earthmoving operations, application of chemical dust control products and/or surfactants, limiting access to open/disturbed areas, reducing equipment/vehicle speeds, establishing vegetative cover on inactive areas and ceasing operations altogether during high wind events.
- Violations of SWCAA Regulation 400-040 may result in civil penalties being assessed against the project operator and/or property owner.

The proponent of this project may contact SWCAA at 360-574-3058 for more information regarding the agency’s requirements. Notification forms, permit applications, air quality regulations and other information are available on the internet at <https://www.swcleanair.gov>.

Sincerely,

A handwritten signature in black ink, appearing to read 'Duane Van Johnson', with a large, stylized loop at the end.

Duane Van Johnson
Air Quality Specialist II

From: [Smith, Amaia A \(DFW\)](#)
To: [Jones, Keith \(CED\)](#)
Cc: [Ray, Charles](#); li.alligood@otak.com; scot@hurleydev.com; todd@teragan.com
Subject: HQ Master Plan and Subdivision Site Visit
Date: Friday, January 28, 2022 10:43:37 AM
Attachments: [image001.png](#)

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi everyone,

I am following up with our site visit on 1/26/2022 where Li Alligood, Scot Brantley, Charles Ray, Todd Prager, and myself looked for Oregon White Oaks (OWO) that were mapped on the WDFW Priority Habitat and Species webapp. The OWO mapped location is on the SW corner of Parcel # 125839000 in Vancouver, Washington. After walking the mapped location, Todd and Charles, the arborist and City of Vancouver forester, determined that no OWOs were present on site. This aligns with the tree inventory where no OWOs were documented.

This follow-up is to confirm that no Oregon White Oaks will be impacted by this project. Please let me know if there are any additional questions.

Thank you,



Amaia Smith

(she/her)

Habitat Biologist, WDFW Habitat Program

5525 S 11th St Ridgefield, WA 98642

amaia.smith@dfw.wa.gov

360-839-3508

From: [Nortz, Jason](#)
To: [Jones, Keith \(CED\)](#); [Lopossa, Ryan](#); [Kennedy, Rebecca](#)
Subject: Fwd: Community Concerns with HQ development proposal
Date: Thursday, August 12, 2021 5:33:22 PM
Attachments: [Screen Shot 2021-08-12 at 4.44.50 PM.png](#)
[Screen Shot 2021-08-12 at 4.17.44 PM.png](#)

FYI

From: Steven Haygood <stevenhaygood@mac.com>
Sent: Thursday, August 12, 2021 5:10:17 PM
To: Nortz, Jason <Jason.Nortz@cityofvancouver.us>
Subject: Community Concerns with HQ development proposal

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Mr. Nortz

I am the Chair of the Fishers Creek Neighborhood Association and a board member for Hiddenbrook Terrace Community Association.

You are listed as the Development Review Manager for the HQ Development Agreement and this development directly impacts my associations.

My community is extremely concerned with the illustrative plan diagrams showing a current city lot being represented as a parking lot and main road access to one of the proposed multifamily units in this proposal.

While our community members are already upset with the removal of all of the trees and hillside on the developer property that has provided them privacy, a larger population of the community has concerns about the impact to traffic at SE 41st Dr and SE 192nd which is already stressed at times, safety of the community along this blind curve adjacent to the lot and increased burden upon our community maintained properties adjacent to the area along with waling trail and three bridges which will be directly across from this development if access to SE 41st Dr from the development is approved. Perhaps needless to say we are opposed to the transformation of this city lot into a parking lot and roadway access to the development.

The developers are already using equipment and working on their property accessing the property from within their property, we ask that access to the multi family housing unit at the top of the hill continue to be tied into the transportation services within the rest of their development and leave this lot unchanged.

This lot pictured below is within our community and is along the main entrance to our community. Hiddenbrook Terrace has over 100 homes accessed before you get to this lot from 192nd and 300 or so homes accessed after this lot along SE 41st Dr. This is one of the two access points to Hiddenbrook Terrace, The Gentrys, Hiddenbrook at Fishers Creek and the Gables development. As the main transportation corridor it is the only access from SE 192nd to the interior of our community. We have planted all the trees on this lot working with Urban Forestry and Friends of Trees, we mow the grass next to the sidewalk and at one time had discussed putting irrigation onto the property and transitioning the field grass to managed lawn.

I am not 100% sure what your role entails, I am hoping part of your role contributes to ensuring the existing community impacts are understood and helping find a solution that supports the City of Vancouver goals as well as maintaining an livable and vibrant community.



The HQ Development Agreement presentation shows the following graphic:



From: [Nortz, Jason](#)
To: [Lopossa, Ryan](#); [Kennedy, Rebecca](#); [Jones, Keith \(CED\)](#)
Subject: FW: HQ Development Plan traffic access concerns from Fishers Creek Neighborhood Association and Hiddenbrook Terrace Community Association
Date: Monday, August 16, 2021 10:14:12 AM
Attachments: [SE41stAccess.PNG](#)

FYI

From: Steven Haygood <stevenhaygood@mac.com>

Sent: Monday, August 16, 2021 6:45 AM

To: Nortz, Jason <Jason.Nortz@cityofvancouver.us>; Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>; McEnerny-Ogle, Anne <Anne.McEnerny-Ogle@cityofvancouver.us>; Hansen, Bart <Bart.Hansen@cityofvancouver.us>; Stober, Ty <Ty.Stober@cityofvancouver.us>; Glover, Linda <Linda.Glover@cityofvancouver.us>; Lebowsky, Laurie (City Council) <laurie.lebowsky@cityofvancouver.us>; Paulsen, Erik <erik.paulsen@cityofvancouver.us>; Fox, Sarah <sarah.fox@cityofvancouver.us>; john@johnblom.com; info@votekimharless.com; FriendsOfDavidGellatly@gmail.com; ElectDianaPerez@gmail.com

Subject: HQ Development Plan traffic access concerns from Fishers Creek Neighborhood Association and Hiddenbrook Terrace Community Association

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.



Thank you for your time and consideration of this letter submitted on behalf of the Fishers Creek Neighborhood Association (FCNA). FCNA historically has represented the area bounded by SE 176th Ave to SE 192nd Ave and SE 34th St to SR14. It is unclear if the proposed residential development within the HQ Development Proposal will be considered part of our association, up to now there have been no residential lots within that area.

I am submitting this letter with direct community concerns related to the transportation plans of the HQ Development proposal with respect to the Multi-Family Housing unit planned for the upper boundary of HQ Developments property line and proposed land use of the City of Vancouver Lot on SE 41st Dr. SE 41st Dr is the main transportation corridor for access to the Hiddenbrook Terrace Community Association (HCTA) and its sub-associations.

It is my understanding that the intent of the development proposal is to transition the City of Vancouver lot into a parking lot as well as the only transportation access to the Multi-Family complex at the top of the quarry unlike the other 8 Multi-Family complexes that will be served by transportation infrastructure contained within the HQ development area exiting at Brady Road.

While there certainly are aesthetic concerns about the main drive to our community being developed into a parking lot, there is also an emotional connection many members of the community have with this city lot as we have invested many volunteer hours and dollars in cooperation with Urban Forestry and Friends of Trees on that City of Vancouver owned lot.

The main concerns however, relate to transportation safety, on road parking and anticipated impact to the SE41st Dr / SE 192nd Ave. intersection as well residential road use. We feel all of these concerns could be easily mitigated by having all Multi Family housing transportation serviced from within the HQ development lot and maintaining the City of Vancouver Lot as is. We do not feel our community should have to bear the burden of increased transportation safety risks, residential traffic and potential street parking issues for a development plan that has significant space and infrastructure to support their units on their own lot.

As a board member of the Neighborhood Association and the impacted Homeowners' Association - I am unaware of any outreach, traffic plan studies or community education on the proposed changes to our community. I do believe transportation impacts were considered when reviewing the Columbia Palisades overall plan, but that that plan projected impacts to SE 192nd from SR 14 to SE 34th and Brady Rd. There was no proposal at that time to provide multi-family housing transportation access via SE 41st Dr and its impact to the community. My understanding is this transportation access from SE 41st Dr is being introduced by the HQ Development Agreement

The proposed plan does not specify the specific number housing units nor of count vehicles anticipated to be supported by this housing complex. We assume given the viewpoint - this building will be a prime location and therefore they will seek to maximize the unit counts. Our estimate is that we could expect around 400 additional vehicles that will be required to use our community roads to reach SE 192nd Ave..

Here are a few points on the area surrounding the proposed access point from the City property:

The area is directly adjacent to a blind corner, the road is very close to a 90* corner

where the interior of the corner is a heavily wooded protected natural area containing contributories to Fishers Creek and ultimately the Columbia River.

The area is directly adjacent to multiple school bus stops where it is common that parents need to stay with the children as they play and wait for the bus. These multi-family units will contribute to the number of children at these stops as well as the number of vehicles driving adjacent to the children.

This segment of SE 41st Dr already has traffic and safety issues where drivers speed and frequently only roll stop at the 4 way stop sign at SE 41st Dr and SE 187th Loop. This area is already a safety issue.

The residential roads in the community are too narrow to allow for parking on both sides, they are typically marked parking on one side of the road with the other side designated as a fire lane.

It is not uncommon to have vehicle restrictions in multi-family housing parking lots. We wonder then, where will overflow parking or oversized vehicles used by residents or visiting these units be parked?

This is not the place to go through all the community concerns. We welcome a discussion and further exchange of information and planning. I ask that these considerations be taken into account when evaluating the proposed change of use of the City Lot.

Steven Haygood
503 437-2995
stevenhaygood@mac.com
Fishers Creek Neighborhood Association - Chair
Hiddenbrook Terrace Community Association - Treasurer

Dear Mr. Nortz:

I hope you and your family are staying safe and healthy.

This is regarding the recently released plans on the HQ Development/192nd Street Quarry Development plans you will review at tonight's City Council Workshop. We welcome our new neighbors but ask for one accommodation in the planning. Please do not approve the sale of city land on 41st Drive. Safety is a major concern and I outline a few points for you:

Parking Lot: Hurley Development wants to add an additional building (#30) with access for parking through the land on 41st that the City of Vancouver owns. Hurley's new plan is to level that hill and create a parking lot directly across from the school bus stop. This is unsafe for the children to walk safely to the school bus stop and/or walk to school and cause dangerous traffic congestion.

Safety of Children: This parking lot, which is estimated to have 200+ cars, is directly across from a school bus stop, and would cut into the middle of the bike lane and sidewalk which will increase the likelihood of an unnecessary risk to neighbors.

41st Drive: 41st Drive is only 25 feet wide with no ability to expand. The original design of the subdivision does not support this traffic flow. It was not built to accommodate 250+ additional cars. That neighborhood only has 400 homes now so it would more than double the traffic. It is unsafe.

Choke Points: There are two stoplights (192nd & Brady) and (192nd & HQ Drive) for traffic to enter and exit the HQ Development. Having a large amount of traffic travel to 192nd & 41st Drive will cause major backups coming and leaving the neighborhood.

Existing Traffic Issues: In 2015, the Neighborhood association requested a traffic calming study be completed at the 4-way stop on the corner of 41st & 187th Loop. The study was done - but after school was out. One of the concerns was the school bus stop and so many children who have had scary close calls because of drivers not stopping. The study was not reflective of the traffic through the neighborhood but it does show a pattern of concerns about that particular street (41st).

Pedestrian Death Rate: Since Vancouver already has twice the Pedestrian Death Rate as any city in Washington, I hope City Council will consider the safety of cyclists, children, and neighbors walking up the street to the QFC or bank.

Can you please:

1. Have the City of Vancouver conduct a traffic study?
2. Confirm that Building 30 was not in the original, approved plans.
3. Provide a multimodal connectivity plan?
4. Ask Hurley to provide an alternative plan for traffic flow.

Thank you very much for your time and commitment to our neighborhoods.

Maureen **Winningham** | 818.472.5439 | maureenwinningham@gmail.com

From: stevenhaygood@mac.com
To: [Lopossa, Ryan](#)
Cc: MontRE2ECS@aol.com; [Porter, Brooke](#); ["Johnny Winningham"](#); [Hahn, Eric](#); [Turner, Greg](#); [Nortz, Jason](#); [Jones, Keith \(CED\)](#); [Snodgrass, Bryan](#); [Kennedy, Rebecca](#)
Subject: RE: Traffic trip counts
Date: Wednesday, September 29, 2021 3:30:24 PM
Attachments: [image001.png](#)
[image003.png](#)

Thank you Ryan for your help.

We did see two radar boxes placed along SE 41st Dr that were removed this past week. I assume these were the traffic counters you had requested. Will the results be available to us?

Related to the overall impact at that intersection, can you speak to the timing and controls of the traffic light timing at SE 41st Dr / SE 192nd Dr?

I assume that to some extent the lights are "smart" controlled based upon the oncoming (green light) traffic volume and (red light) vehicle queue times. I know I frequently observe the light change to green quickly after a vehicle queues on SE 41st Dr at night and there is little traffic on SE 192nd. When it comes to peak hours, are there guidelines or parameters that can help suggest the average wait time in queue from SE 41st Dr as well as the length of time the light remains green (again from SE 41st Dr onto SE 192nd.) I am trying to form an estimate of how significant of an impact to the queue times and the max queue length (# of vehicles) we may observe if we were to see an increase in vehicle trip counts at peak hours.

Clearly if the queue clears frequently – then there is less concern. If given the increasing volume of flow on SE 192nd the SE 41st queue times may increase – that is the impact we are trying to understand. My only concern is if the queue time increased such that the length of the queue obstructs the right hand turn access on to Southbound SE 192nd and ultimately if it encroaches upon the entry way to the Gables community. We do have a decent amount of space to the entry way, so I don't expect this will be an issue.

From: Lopossa, Ryan <ryan.lopossa@cityofvancouver.us>
Sent: Tuesday, September 7, 2021 9:58 AM
To: Steven Haygood <stevenhaygood@mac.com>
Cc: MontRE2ECS@aol.com; Porter, Brooke <Brooke.Porter@cityofvancouver.us>; [Johnny Winningham](mailto:JohnnyWinningham@icloud.com) <johnnywinningham@icloud.com>; [Hahn, Eric](mailto:Eric.Hahn@cityofvancouver.us) <Eric.Hahn@cityofvancouver.us>; [Turner, Greg](mailto:Greg.Turner@cityofvancouver.us) <Greg.Turner@cityofvancouver.us>; Nortz, Jason <Jason.Nortz@cityofvancouver.us>; [Jones, Keith \(CED\)](mailto:Keith.Jones@cityofvancouver.us) <Keith.Jones@cityofvancouver.us>; Snodgrass, Bryan <Bryan.Snodgrass@cityofvancouver.us>; [Kennedy, Rebecca](mailto:Rebecca.Kennedy@cityofvancouver.us) <Rebecca.Kennedy@cityofvancouver.us>
Subject: RE: Traffic trip counts

Good Morning Steven

I'll have our traffic engineering folks set out counters at two locations along SE 41st Drive – one before SE 40th Street and another after SE 40th Street. That should give us a good baseline. I believe the developer's traffic study included existing and proposed peak hour counts at the intersection of 41st Drive and 192nd Avenue so we have those to draw on as well.

Let me know if you have any questions. Thank You.

Ryan Lopossa, P.E. | Streets & Transportation Manager



CITY OF VANCOUVER, WASHINGTON
Public Works/Streets & Transportation Division
Marine Park Engineering – 4500 SE Columbia Way
P.O. Box 1995 • Vancouver, WA, 98668-1995

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From: Steven Haygood <stevenhaygood@mac.com>

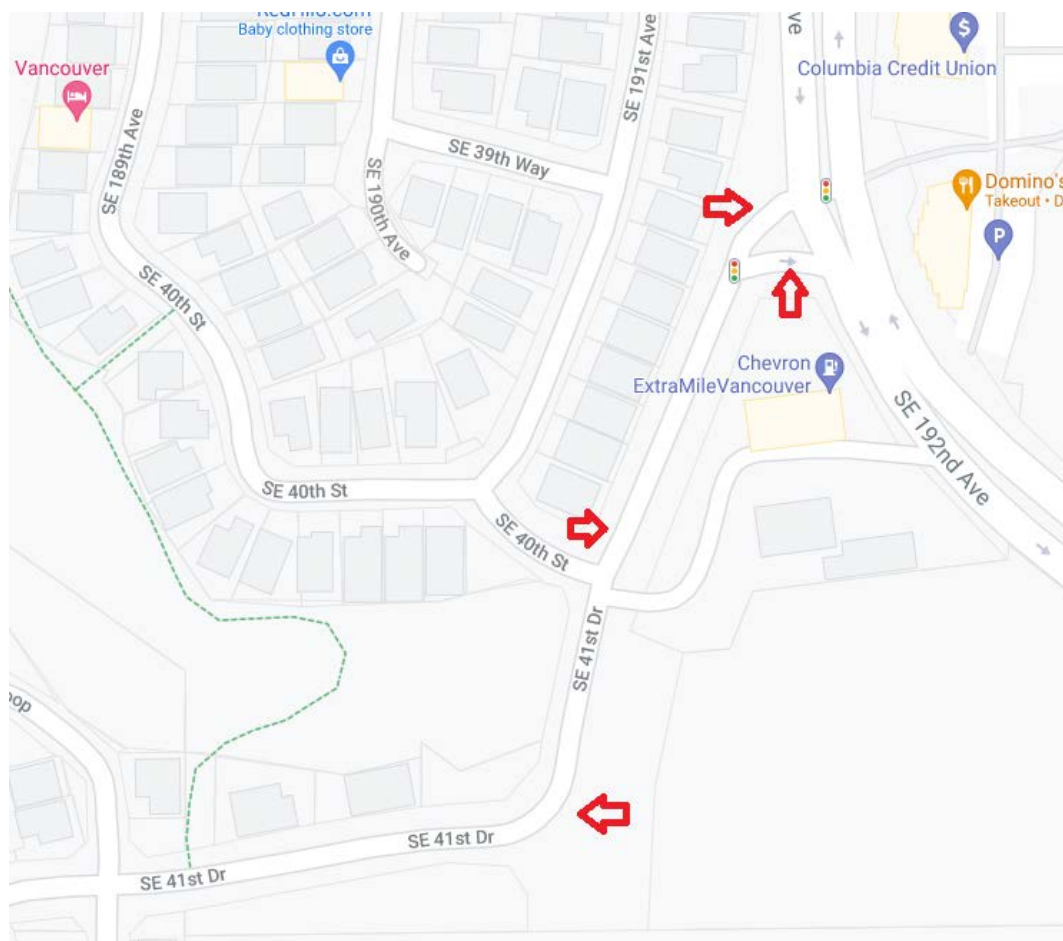
Sent: Friday, September 3, 2021 10:04 AM

To: Lopossa, Ryan <ryan.lopossa@cityofvancouver.us>

Cc: MontRE2ECS@aol.com; Porter, Brooke <Brooke.Porter@cityofvancouver.us>; Johnny Winningham <johnnywinningham@icloud.com>; Hahn, Eric <Eric.Hahn@cityofvancouver.us>; Turner, Greg <Greg.Turner@cityofvancouver.us>; Nortz, Jason <Jason.Nortz@cityofvancouver.us>; Jones, Keith (CED) <Keith.Jones@cityofvancouver.us>; Snodgrass, Bryan <Bryan.Snodgrass@cityofvancouver.us>; Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>

Subject: Re: Traffic trip counts

Thank you for the note, I am happy that everyone will be working with the developer on this project. Is there a way we will be able to get the current trip counts as a baseline from several points along SE 41st Way?



A conversation yesterday with Ryan Hurley suggests they are in fact considering options, but it appears all of those options at present still are looking for vehicular access via SE 41st Dr. Some considerations in the conversation revolved around the unit count changes if they went with condos vs apartments or even perhaps a retirement age housing facility. The idea that both of those alternatives would reduce either vehicles (based on unit counts) or trips based on age based travel frequency. It was confirmed there is no plans for access to the lower development from the bluff.

Our main concern is vehicle traffic congestion at the 192nd / 41st dr intersection and the impact along SE 41st Dr from trips for up to 264 new parked vehicles and associated service vehicles (garbage, delivery trucks etc). There are houses directly across the street from the proposed access lot, as well as the east entrance to the gables community across from the chevron.

If we were able to understand the baseline trip counts and how material the increased estimated trip counts would be to that baseline, it may

help alleviate concerns if we can present fact based statistics. Certainly a 10% increase in total trip counts is materially different than a 50% increase. 165 units supporting 264 vehicles is close to the entire population of vehicles in the Gables area (128 units) alone. Thus you might understand the potential concern.

On August 30, 2021 at 2:10 PM, "Lopossa, Ryan" <ryan.lopassa@cityofvancouver.us> wrote:

Good Afternoon Steve

Thanks for sharing this information. You are correct in that the City does work with NTSA to complete projects in neighborhoods that help to slow traffic and promote safety – especially for pedestrians and bicyclists. In cases where new development has the potential to create traffic issues, the City works directly with the developer to address the need for potential traffic calming measures. We're already planning to work with the HQ developer in regards to traffic impacts on SE 41st Drive, should they decide to move forward with the development of the multi-family complex on the top of the bluff near SE 41st Drive.

Let me know if you have any questions. Thank You.

Ryan Lopossa, P.E. | Streets & Transportation Manager



CITY OF VANCOUVER, WASHINGTON
Public Works/Streets & Transportation Division
Marine Park Engineering – 4500 SE Columbia Way
P.O. Box 1995 • Vancouver, WA, 98668-1995

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From: Steven Haygood <stevenhaygood@mac.com>

Sent: Monday, August 30, 2021 12:03 PM

To: MontRE2ECS@aol.com; Porter, Brooke <Brooke.Porter@cityofvancouver.us>; Lopossa, Ryan <ryan.lopassa@cityofvancouver.us>

Cc: Johnny Winningham <johnnywinningham@icloud.com>

Subject: Re: Traffic trip counts

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Ross, I am not sure if the Neighborhood Traffic Management program identified in the City of Vancouver Transportation Plan adopted in 2003 is specifically what the Neighborhood Traffic Safety Alliance is fulfilling or if it is a broader program of which NTSA contributes to.

According to the Transportation plan description:

"The purpose of the NTM is to address the negative livability impacts of unchecked speed and volume on neighborhood streets. This not only means fixing existing problems on existing streets, it also means not relocating the problem to another area. In addition, it means addressing neighborhood street impacts of new development so no further problems are created."

I would like to understand more about the role of the NTM program and how it relates to understanding the impacts of the proposed sole transportation access for a new multifamily housing unit in the Riverview Gateway district into the existing Fishers Creek neighborhood access at SE 41st Dr.

I have included Ryan Lopossa as I believe he is familiar with the subject.

On August 30, 2021 at 11:13 AM, Steven Haygood <stevenhaygood@mac.com> wrote:

I thought it may be helpful to copy Brooke Porter as I am not sure if Vancouver Public Works gets involved with this kind of thing or not.

On August 30, 2021 at 11:04 AM, Steven Haygood <stevenhaygood@mac.com> wrote:

Ross, I am hoping you can assist or direct me to who may be able to assist.

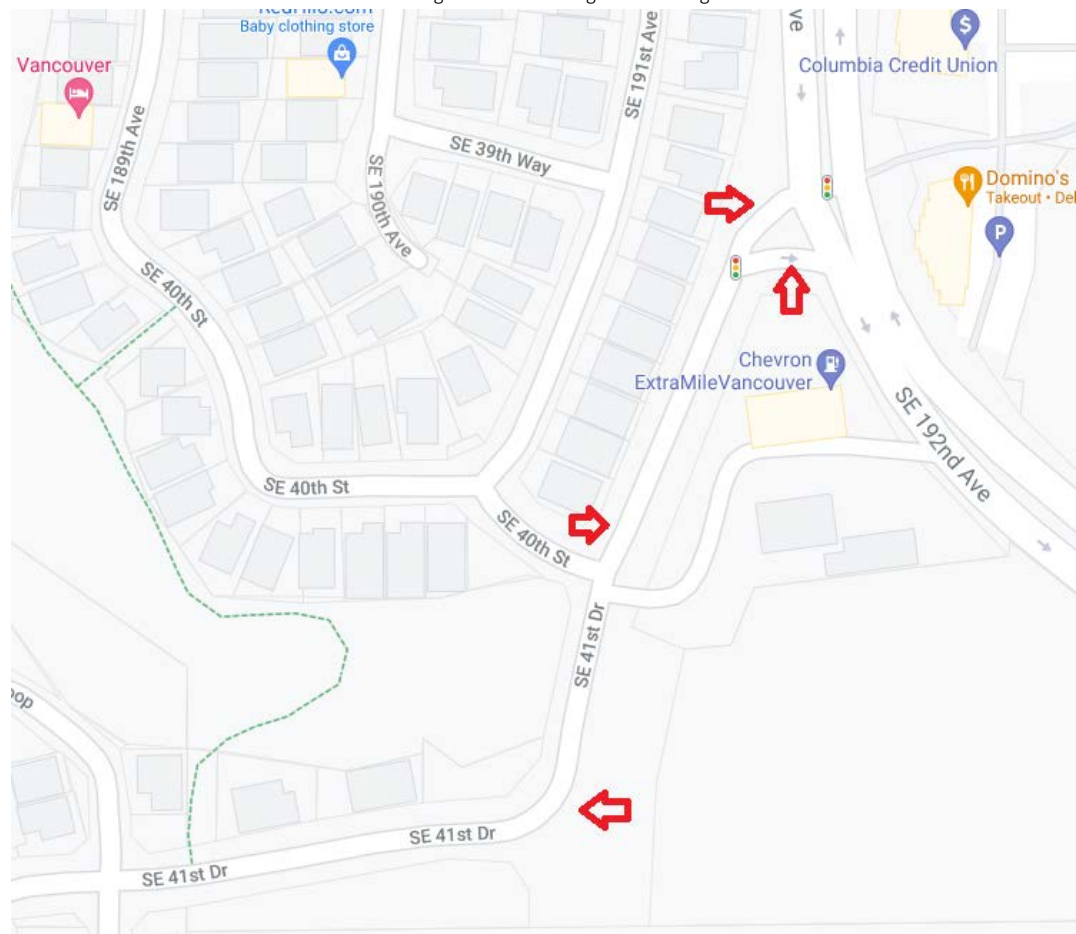
On the last coffee with the Mayor call, I resented a current concern and issue within our neighborhood association about the proposed Riverview Gateway project and their proposal to modify a city lot to become the sole transportation access to a multifamily housing unit on the top of the fishers quarry.

The concern is clearly the impact on the additional trip counts and congestion potential at the SE 41st Dr and 192nd Ave interaction.

I was encouraged that the developer is expected to to provide a traffic analysis however I am concerned that the impact estimates may be skewed in the developers favor and we may not have an objective baseline of trip data along SE 41st Dr to compare to. To that end I am hoping that we might be able to facilitate a multi point trip count at a few key places to model the current traffic.

The intent is to understand the current trip counts entering and exiting SE 41st Dr onto SE 192nd as well as the counts at two points along SE 41st Dr designed to isolate the trip counts from within the interior of the community and then the added trips from a sub division.

I have attached an illustration of what I'm thinking. How could we get something like this executed?



From: [Eiken, Chad](#)
To: [Jones, Keith \(CED\)](#); [Kennedy, Rebecca](#); [Lopossa, Ryan](#)
Subject: FW: Riverview Gateway Project
Date: Wednesday, September 8, 2021 9:30:41 AM

FYI only

From: Steven Haygood <stevenhaygood@mac.com>
Sent: Wednesday, September 8, 2021 9:28 AM
To: Scot Brantley <scot@hurleydev.com>
Cc: Johnny Winningham <johnnywinningham@icloud.com>; Eiken, Chad <Chad.Eiken@cityofvancouver.us>; Nortz, Jason <Jason.Nortz@cityofvancouver.us>
Subject: Riverview Gateway Project

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Scot,

Thank you for your time and arranging the call we had on Thursday Sept 2nd. In that call it was great to hear how excited Ryan is about the broader development goals in the project. It certainly sounds like the development at the bottom of the quarry will have many attractive features to people looking to live in an urban environment and take advantage of the technology services and amenities you guys plan for at the bottom of the quarry property.

On the call you mentioned working on generating some form of updated conceptual site plan for lot 30 and the proposed transportation access and use of the City owned lot adjacent to SE 41st Dr. You had hoped to forward the illustration Thursday evening or perhaps Friday - I don't think we have seen this yet. Are you able to provide an updated conceptual view of lot 30 and the lot adjacent to SE 41st Dr?

Also, you mentioned you expected the community outreach to be scheduled for Sept 29th. When will that be finalized and communicated? Is it customary to plan these community outreach sessions during working hours and peak travel times for people who typically work until 5pm? Would it be possible to move this to the prior week Sept 22nd and perhaps later in the evening such as 6-8PM as opposed to 4-6PM?

There were a few points that I wanted to follow up on, Ryan is certainly passionate about the project and that's great. Understandably most of the discussion revolved around the overall plan for the development below the bluff. Our concern is primarily with transportation access from SE 41st Dr and the appearance and presentation of the entrance to our community.

- The transportation concerns are directly related to potential safety concerns from increased trip counts in an area that is the only point for all of the east bound traffic in our neighborhood.
- The appearance of the entrance to our community likely can be mitigated by visual barriers and attractive landscaping however the depth of the lot feels like it will be difficult to provide a visual buffer from the road.
 - o Perhaps this won't be much of an issue given VMC 20.680.040.C.4 and 6.f.1 indicate that "Non structured on-site parking and access drives shall account for no more than 35% of the major street frontage of any project."

There are a few specific questions we would like to have answered.

1. Has the master plan been developed and presented for approval or is that the phase we are in?
2. Has the Traffic Analysis and Mitigation Plan been completed and documented?
 1. If Yes, where can we obtain a copy of this document?
3. Has the Proposed parking management plan for this site been completed and documented?
 1. If Yes, where can we obtain a copy of this document?
4. What prevents the transportation access to Lot 30 from being connected to the main development transportation infrastructure planned in the quarry basin?
 1. It appears work access to lot 30 is accessing the bluff from within the Quarry basin - why can't transportation access for the lot 30 building(s) continue to be accessed solely from within the quarry property?

I appreciate your time and assistance with these questions.

October 3, 2021

Thank you Planning Commissioners,

I wanted to take this opportunity to share with you my concerns regarding the Riverview Gateway/HQ Development currently proposed off of SR14 and 192nd Ave. As a neighbor to this property in the Fisher's Creek Neighborhood Association, we have some significant concerns with regards to Lot 30. This will be an apartment complex of 165 units with proposed access off of 41st Dr. The original subarea plan for this development did not have Lot 30, and did not show any development on the ridge line. It also only had approximately 700 residential units instead of the now proposed 2,100 units for the entire development. This is a dramatic change from the approved subarea plan proposed for this property.

Our concerns with Lot 30 focus on numerous key factors:

- 1). This section of 41st Drive is a fairly narrow street that has a blind corner and a bus stop at 187th Place. To try to put a street and proposed parking lot through the city owned parcel directly off Lot 30 poses major safety concerns for those who utilize this area as it is a main corridor access to 192nd Ave. for our neighborhood and has children of all ages awaiting the bus in the morning and being dropped off in the afternoons.
- 2). Overflow parking. A main problem with most apartment complexes is that there never seems to be enough parking spots available for the total number of cars. Therefore, the residents end up parking along the streets. With the narrow street, blind corner, and bus stop, there really is no safe space (nor a lot of space) to allow overflow parking of cars along 41st Dr.
- 3). Encroachment into neighboring homes. Upon viewing Lot 30, this apartment complex is on a berm and would have direct views into the neighboring homes. This poses a privacy concern for many of the homeowners.
- 4). Light and noise buffering for neighboring homes. With the Lot 30 apartments being so close to the neighboring homes, light and noise buffering is also a significant concern for the neighboring homeowners.
- 5). Overall structural safety regarding constructing a 165 unit apartment complex on a ridge that has been repeatedly blasted with dynamite for decades. We live approximately 4 blocks away and have felt the affects of the blasting in our home. Although, I believe there will be a stability test that will determine if this location will be safe to build on.
- 6). Will the development follow the protocol that the subarea plan defines with regards to locations of apartments, parking lots and streets? If it does, then the current plan will need to be revised as it has the street, parking lot, then apartment face rather than the street, apartment face, and parking lot as per the subarea plan protocol.
- 7). Use of our neighborhood trail which is maintained through our homeowners fees. This apartment complex will be directly across the street from our neighborhood trailhead. It is a beautiful natural trail in the watershed buffer of our little creek and is one of the treasures in our community. The increase in foot traffic will mean an increase in maintenance of which this development will not be required to provide.
- 8). Traffic study. The traffic study that is currently being used was completed in June 2021. However, the final design plans (now showing an added Lot 30) were not released until July 2021. Was the traffic study that was done reflective of this change, as well as the significant increase in residential units (tripling from 700 to 2100)?

It appears that when the subarea plan for this development was made, they recognized that the ridge (now Lot 30) was not a viable location for development due to its limited size and access. I hope that you will recognize this as well and prohibit any development on Lot 30 to help ensure the safety of our children, streets, and community.

Sincerely,

Jayne Haygood (homeowner: 18112 SE 41st Way, 98683)

From: [Jones, Keith \(CED\)](#)
To: [Nortz, Jason](#); [Delapena, Amanda](#)
Cc: [McEnerny-Ogle, Anne](#)
Subject: RE: Quality of life
Date: Tuesday, October 5, 2021 7:09:00 AM
Attachments: [image003.png](#)
[image004.png](#)

Amanda,

Hurley Development is proposing to develop the Fisher's Quarry site. The first step in the process is for Hurley Development to obtain approval from the City of a master plan. A master plan application has been submitted to the City and staff is reviewing the submittal. Hurley development is calling the project the HQ Master Plan.

The master plan approval requires public hearings before the Planning Commission and City Council. Planning Commission will make recommendation to City Council following a public hearing and City Council will make the decision following public hearing. The Planning Commission hearing will be the first hearing and is tentatively scheduled for December 14. A public notice will be sent out once the hearing is officially scheduled. The public can testify at the public hearing or in writing.

Prior to public hearings, City staff presents the project to both City Council and Planning Commission at workshop meetings. These are more informal meetings for the Planning Commission and City Council to be brought up to speed on the developer's proposal and to ask questions prior to public hearing. The Planning Commission Workshop meeting is scheduled for October 12.

The developer held an online neighborhood meeting last week where similar concerns were expressed by many in the neighborhood who attended. It is staff's understanding that the developer is looking at ways to mitigate the development to address neighborhood concerns.

Let me know if there are other questions.

Keith

Keith Jones | Senior Planner
CITY OF VANCOUVER, WASHINGTON
Community and Economic Development Department
415 W. 6th St. | Vancouver, WA 98668-1995
P: 360-487-7887 | TTY: 360-487-8602
www.cityofvancouver.us



Permit Center Moves to Virtual Operations in Response to Virus. Please visit our [website](#) for more information.

From: Nortz, Jason <Jason.Nortz@cityofvancouver.us>
Sent: Monday, October 4, 2021 12:05 PM
To: Delapena, Amanda <Amanda.Delapena@cityofvancouver.us>
Cc: McEnerny-Ogle, Anne <Anne.McEnerny-Ogle@cityofvancouver.us>; Jones, Keith (CED) <Keith.Jones@cityofvancouver.us>
Subject: RE: Quality of life

Amanda,

I'm copying Keith Jones who is the project planner assigned to this one. Originally this project was in for a Development Agreement and I was managing that effort but they've since decided not to move forward with the DA but rather process it as a Master Plan application. Keith is managing that.

Jason

From: Delapena, Amanda <Amanda.Delapena@cityofvancouver.us>
Sent: Monday, October 4, 2021 11:51 AM
To: Nortz, Jason <Jason.Nortz@cityofvancouver.us>
Cc: McEnerny-Ogle, Anne <Anne.McEnerny-Ogle@cityofvancouver.us>
Subject: FW: Quality of life

Hi Jason,

The City Council received the email below regarding the HQ development. Would you be able to help us craft a response the Mayor could send?

Amanda Delapena

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From: McEnerny-Ogle, Anne <Anne.McEnerny-Ogle@cityofvancouver.us>
Sent: Monday, October 4, 2021 11:42 AM
To: Delapena, Amanda <Amanda.Delapena@cityofvancouver.us>
Subject: FW: Quality of life

Amanda,

Which staff member is handling the Hurley HQ development?

Perhaps they have a response that I can use for the person.

Anne

Anne McEnerny-Ogle | Mayor



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This message, in whole or in part, may be subject to public disclosure, including routine disclosure to the media.

From: suzanne mcnulty <ksuzymc@gmail.com>

Sent: Friday, October 1, 2021 1:41 PM

To: McEnerny-Ogle, Anne <Anne.McEnerny-Ogle@cityofvancouver.us>

Cc: Hansen, Bart <Bart.Hansen@cityofvancouver.us>; Stober, Ty <Ty.Stober@cityofvancouver.us>; Glover, Linda <Linda.Glover@cityofvancouver.us>; Glover, Linda <Linda.Glover@cityofvancouver.us>; Paulsen, Erik <erik.paulsen@cityofvancouver.us>; Fox, Sarah <sarah.fox@cityofvancouver.us>

Subject: Quality of life

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Please protect our community and mental health integrity:

Dear City of Vancouver representatives,

I'm writing to express my anguish about the proposed development of a tiny but very important greenspace along SE 41st Ave in East Vancouver. This neighborhood area of Fisher Creek+ has been under siege since it was developed. Some earlier Vancouver City Council thought it was a lucrative idea to develop property on the literal rim of an active blasting quarry. The city promised residents for years that the very long term quarry company was going to stop blasting within a couple years. This empty promise continued for near 20 years. The trauma of blasting got worse toward the end when the company focused their efforts on the wall right below the houses on SE 186th. Ave. Even a block away, I had pictures and mirrors fall off my wall and break, cracks caused in my walls and more damage from blasting. Finally the blasting stopped. The news/ images available showed the pending developments **within** the quarry space. Sounded loud and dusty but no more blasting. To find out this late summer that the city plans to compromise the tiny greenspace on SE 41st st to be developed for a large apartment complex and parking is horribly distressing. The houses around here for the most part do not have yards. People enjoy strolling along that side walk all throughout the day. That green space provides an opportunity to connect with a little nature through the beautiful grasses, reflective morning dew, birds, flowers, occasional deer and other natural life that is so restoring and **life giving**. I think the national news is pretty clear that the need for outdoor natural green spaces during covid has been more important than ever in the last 18+ months. Please dont allow that little green space to turn into a parking lot or building.

The loss of integrity of the neighborhood caused by connecting to this new unrelated dense development deeply cuts into a safety of community. Suddenly we are just part of a sprawl not a connection of little

quiet neighborhoods. Not to mention the traffic! There are so many new apartment buildings along 192nd the traffic is already much higher than it was just 5 years ago! How much money are you offered for this to make it worth destroying the community in this area? What do you plan to put that money to? Anything to benefit this little east Vancouver neighborhood? It is deeply sad to think that money matters more than nature and values of community peace and integrity. Please use whatever power you have for good and do not let this happen in this area. Please KEEP IT IN THE QUARRY and leave SE 41st ave and its tiny greenspace in peace. Please.

Pleadingly,

Current resident ,

K Suzanne McNulty , PMHNP-BC

From: [Nischik, Julie](#)
Cc: [Kennedy, Rebecca](#); [Snodgrass, Bryan](#); [Nortz, Jason](#); [Jones, Keith \(CED\)](#); [Tuberville, Monica](#)
Subject: FW: Citizen Communication
Date: Thursday, October 7, 2021 1:55:39 PM

FYI

Thanks,
Julie Nischik (She/Her/Hers)
CITY OF VANCOUVER, WASHINGTON

From: J B <jblick00@gmail.com>
Sent: Wednesday, October 6, 2021 4:59 PM
To: Planning Commission <PlanningCommission@cityofvancouver.us>
Subject: Citizen Communication

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello;

We would like to add our voices to those of our neighbors in opposition to the proposed apartment complex on lot 30 of the West quarry land off of SE 192nd Avenue.

When the quarry was first being planned and discussed the city held many feedback sessions and presented several possible development frameworks within which future developers could plan.

Many in the neighborhood near the quarry provided feedback, including us, arguing strongly for a buffer at the north end of the West quarry that could be left in a natural state with a possible walking trail. These views were incorporated into the final version of those guidelines and we were satisfied that the opinions of the adjacent neighborhoods were being taken into consideration.

We see now a proposal which stands those guidelines on their head and would turn a pleasant natural hillside with trees planted by Friends of Trees into a parking lot.

We attended the presentation by Hurley and were pleased to hear that they would like to emphasize a pleasant walkable/bikeable space, with trees and a park. We were not pleased when we learned that they were planning to take the massive amount of car parking for apartments in the quarry and export it to the adjacent neighborhood. This is an unfair burden for us, and believe that their plans should not come at our expense.

This many additional apartments would mean an overrun of our tiny park nearby and the walking trails that our HOA currently maintains.

There seem to be two resolutions to this issue to take things forward:

1) Stay with the original plan as agreed to with neighborhood feedback and leave the Northern part of the quarry in a natural state

2) Allow for 5-6 high end luxury homes to be built on the bluff, mirrored by what we currently see at the top of the East quarry land.

Resolution #2 would keep the additional car traffic to a reasonable level, and the additional users of

the park and trails would be manageable.

We support the development of the East and West quarry land and think that if done right it could be a great asset to the neighborhoods that surround it. We believe that a plan which balances development with greenspace and pedestrian accommodation is the most mature way to develop a 21st century city. We ask that you consider this balanced approach and prevent the proposed parking lot replacement of what little natural land we have left to enjoy here.

John & Jane Blickenstaff
18901 SE 40th St.
Vancouver, WA, 98683

October 8, 2021

Dear City of Vancouver Planning Commission,

Please consider rejecting, challenging, and requesting changes to the modified plans of the development of the Riverview Gateway project (HQ Vancouver) adjacent to SE 41st Drive and SE 187th Place.

My family moved to the Fisher's Creek neighborhood several years ago, and we specifically chose our house, which backs to the quarry along 187th Pl, because of the single-family homes and quiet nature of the community. We also loved the fact it backed to a 20-foot, vegetation-filled berm. We expected the eventual development of the land behind the house on the lower floor, and after reviewing the originally submitted plan, even supported it. What we did not expect, because there was no notification of any kind, was the flattening of that 20-foot berm and the proposed apartment complex that would peer right into our home.

The original plan had called for development that kept appropriate boundaries and buffers. This new modification, however, brings that development directly into the existing community. Below are my family's biggest concerns:

- **Parking:** The proposed apartment complex connecting to 41st Dr could overwhelm our quiet streets with hundreds of additional cars belonging to not only apartment owners, but their guests as well. I imagine overflow parking will bleed into our neighborhood.
- **Privacy:** During a neighborhood meeting, the developer showed mitigations to privacy issues and sightlines that included trees separating homeowners in their backyards and apartment owners on their 5th/6th floor balconies; however, the proposed mitigations did not account for homeowners on the second story or apartment owners on the 6th/7th floor terrace. In the September city council meeting, the developer stated an originally planned trail at the top of the berm would have been too invasive to the surrounding homeowners, and I'm not sure how an apartment complex instead would be better.
- **Noise:** The developer showed the complex's parking would be about 9 feet from homeowners' fences but did not explain any noise mitigations. I have doubts that a single row of trees would significantly mitigate the noise that accompanies scores of cars and people coming and going just 9 feet away.
- **Light:** The developer did not explain any mitigations to light pollution to the neighboring homes. I imagine an apartment complex with parking lots would require substantial lighting to ensure the safety of its residents at night; however, that lighting would undoubtedly affect its immediate surroundings.

While I understand high density living is essential for a growing city, please consider how this modification deviates from the approved master plan and what mitigations could be in place in order to secure community support. Such mitigations could include stronger barriers/buffers, shorter buildings, and fewer residential units. Please also consider relocating the planned park area from near industrial zones and the freeway to this Lot 30 area.

Thank you,

Alex and Jennifer Myrwold

From: [Nischik, Julie](#)
Cc: [Kennedy, Rebecca](#); [Snodgrass, Bryan](#); [Jones, Keith \(CED\)](#)
Subject: FW: My Opinion of the Riverview Gateway Development in Fisher's Creek
Date: Monday, October 11, 2021 8:48:26 AM

FYI

Thanks,
Julie Nischik (She/Her/Hers)
CITY OF VANCOUVER, WASHINGTON

From: Kathe W. <katheworsley@gmail.com>
Sent: Sunday, October 10, 2021 12:09 PM
To: Planning Commission <PlanningCommission@cityofvancouver.us>
Subject: My Opinion of the Riverview Gateway Development in Fisher's Creek

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am appalled at the plan of placing 200 or more parking spaces in a quiet and peaceful neighborhood. It will disrupt and ruin what is today a pleasant place to live. Traffic congestion from an additional 200 cars is unacceptable especially with children waiting for the nearby school bus in the mornings. Not to mention the existing adults commuting to work. Try to visualize all the cars backed up trying to get on SE 192nd! Then visualize all the cars turning around and cutting through towards SE 180th to get to SE 34th zooming past the Elementary School! The quiet little Fishers Creek neighborhood will be overrun by 200 additional household cars. If the Hurley developers want to cram in 200 more apartments then they need to figure out how to cram 200 more parking sites down below inside the quarry area BELOW SE 41st Drive .

The existing neighborhood had a buffer zone which has already been removed by machines. It looks as if this is already

a done deal with the early tree removals and buffer area removal. Why were they allowed to do that?

Finally, I question the ability of John Blom and David Gellatly being able to make a truly honest decision since they have accepted political contributions from **Hurley Development**. **They should recuse themselves from any decision making.**

Keep the development in the quarry not on top and directly in front of existing homes with no buffer.

Hopefully you will do the right thing for the neighbors who live here!

Katherine E Worsley

17956 SE 41st Loop

Vancouver WA 98683

From: [Nischik, Julie](#)
Cc: [Kennedy, Rebecca](#); [Snodgrass, Bryan](#); [Jones, Keith \(CED\)](#)
Subject: FW: Citizen Communication(about LOT30 Riverview Gate HQ)
Date: Monday, October 11, 2021 2:52:51 PM

FYI

Thanks,
Julie Nischik (She/Her/Hers)
CITY OF VANCOUVER, WASHINGTON

-----Original Message-----

From: Gyal mobu <mobu2010@gmail.com>
Sent: Monday, October 11, 2021 2:38 PM
To: Planning Commission <PlanningCommission@cityofvancouver.us>
Subject: Citizen Communication(about LOT30 Riverview Gate HQ)

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Khado Gyal

4105 SE 187 THE PL
VANCOUVE WA
98683
Cell # 303-250-4733
10/11/2021

Dear City Planning Commission,

I am the property owner of 4105 SE 187 TH PL VANCOUVER WA, and my backyard is directly connected to the LOT 30 HQ Riverview Gate. The HQ Development has removed the huge beam behind my house which was covered with trees and plants that provide privacy and sound barriers to my house. As a result, It completely takes away the privacy of my house and we are now experiencing loud noisy and dust pollutions from the Highway 14, 192nd St.

I am writing this letter to the City planning commission and share my strong objection to this revised plan to build large number of parking lots and apartment buildings just above the level of my backyard fence.

Firstly, the Lot 30 and its public parking lot is located above my fence and its block my windows. It will create an opportunity to trespasser to easy access into my property and also this parking lot will naturally become overlook site for my house. I will completely lose all my privacies and safety.

Secondly, there is not enough distance between my property and (Lot 30) public parking lot, plus the parking lot is located above my fence. There will be a huge light and noisy pollution from the parking lot and it will significantly impact on the market value of my property.

Therefore, I would like to appeal to both the City Planning Commission and the developer side to further investigation before act any construction project.

sincerely
khado

From: [Michael Burton](#)
To: [Planning Commission](#); [City of Vancouver - Office of the City Manager](#)
Cc: [Nortz, Jason](#); [Jones, Keith \(CED\)](#); [Tubberville, Monica](#)
Subject: Comments Regarding HQ Vancouver/Fishers Quarry Master Plan
Date: Monday, October 11, 2021 9:03:27 PM

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

In speaking with neighbors we have learned that Fisher's Creek neighborhood residents, including myself, are deeply concerned about the proposed Lot 30 development, its access to SE 41st Drive, and the lack of willingness of the developer to work with neighbors to mitigate or address our concerns. We think it is reasonable to be asking how these impacts will be mitigated, and so far instead of proposing mitigation actions the developer has instead been dismissing our concerns as unfounded. We are hoping the City will recognize that these concerns are legitimate and should be considered in planning for the development of this area. Specifically, our concerns include:

Impacts to existing parks and the goals of the City's Parks, Recreation and Natural Areas Plan

The residential building proposed for Lot 30 will not have roadway or trail access to the park being built in the same development, to the south. When we asked the developer (Hurley Development) about this at a recent open house, they informed us that their solution is to make the residential building "either condos or a retirement community," implying that older residents or condo residents don't need access to parks or recreation services. This seems inequitable, to limit the access residents have to a public park because of their age, perceived level of physical ability, or other characteristics that Hurley feels characterizes condo-dwellers. This conflicts with the spirit of Vancouver's recent pledges to work to create a more equitable and inclusive community. This would also increase the number of residents for whom Fisher's Creek Neighborhood Park is their nearest and most accessible park or open space (within walking distance). Currently, the City of Vancouver has less than half of the number of acres of park land per capita as the national median for similar-sized cities, according to the City's own [assessment](#). This is apparent to us, as already the City seems to struggle to keep up with the impact of the current level of park use at Fisher's Creek Neighborhood Park (see complaints from neighbors, on file). We are concerned that restricting Lot 30 residents' access to the park proposed for the quarry development would only increase use and user impacts on the Fisher's Creek Park without proportional increases in service from the City. Additionally, the park has no on-street parking nearby because of bike lanes on the roads adjacent. Many families already drive to the park daily to access it, blocking the bike lanes, and we are worried this would only increase. Finally, the increase in residents, without access to the quarry's proposed park facilities, would almost certainly increase costs to our HOA to maintain and insure HOA-owned trails near the park, and residents are concerned that this would increase membership dues.

Impacts to vehicle traffic and congestion in the neighborhood

We are concerned about the impact of limiting the access of the Lot 30 development to SE 41st Drive, instead of connecting it directly to SE 192nd Avenue or the rest of the proposed quarry development. The [adopted level of service standard](#) for SE 192nd Ave between SR-14 and NE 18th St is 10mph. Additional trips created by the proposed Lot 30 development through SE 41st Drive could slow traffic on 192nd Avenue, specifically at the turn lane from

SE 192nd Avenue northbound. Congestion at this turn lane inhibits northbound travel when more than five passenger vehicles queue to turn left onto SE 41st Drive. We would like the City and the developer to consider connecting the Lot 30 development to the rest of the HQ development to the south, which is accessed from the SE Brady Road intersection which has a much longer turn lane. We are concerned that recently-conducted traffic flow studies will significantly underestimate trips due to the continued impact of Covid-19 on work schedules and the increased availability of telework. Additionally, Hurley is proposing 1.6 parking spaces per unit in the Lot 30 development. We are concerned that this is not enough parking for residents of that building, and they will park on neighborhood streets which already have issues with limited parking due to fire lanes, bike lanes, and many current neighbors having more vehicles than they have space for on their property. While I don't know how Hurley arrived at 1.6 spaces per unit, I do know that according to the US Census Bureau's 2019 American Community Survey, Clark County households typically have more vehicles than the national average, with 68.9% of Clark County households having two or more vehicles (while the national average is 59%). This also does not account for guests, or if the building is a retirement community as Hurley has suggested it might be, does not include parking for the levels of staffing typically seen in such communities. Parking issues already cause concern about the ability of emergency vehicles to navigate our neighborhood. Personally, we have family members with limited mobility who often can't find parking within a block of our home. We are concerned about the impact the Lot 30 building will have on neighborhood parking if Hurley does not plan for adequate parking facilities or propose strategies to mitigate the impact of a deficient level of parking on our neighborhood.

Thank you,
Michael Burton

From: [Nischik, Julie](#)
Cc: [Kennedy, Rebecca](#); [Jones, Keith \(CED\)](#)
Subject: FW: Comments Regarding HQ Vancouver/Fishers Quarry Master Plan
Date: Tuesday, October 12, 2021 9:37:00 AM

FYI

Thanks,

Julie Nischik (She/Her/Hers)
CITY OF VANCOUVER, WASHINGTON

From: Michael Burton <michaeldburton14@gmail.com>
Sent: Monday, October 11, 2021 9:03 PM
To: Planning Commission <PlanningCommission@cityofvancouver.us>; City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Cc: Nortz, Jason <Jason.Nortz@cityofvancouver.us>; Jones, Keith (CED) <Keith.Jones@cityofvancouver.us>; Tubberville, Monica <Monica.Tubberville@cityofvancouver.us>
Subject: Comments Regarding HQ Vancouver/Fishers Quarry Master Plan

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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Additionally, the park has no on-street parking nearby because of bike lanes on the roads adjacent. Many families already drive to the park daily to access it, blocking the bike lanes, and we are worried this would only increase. Finally, the increase in residents, without access to the quarry's proposed park facilities, would almost certainly increase costs to our HOA to maintain and insure HOA-owned trails near the park, and residents are concerned that this would increase membership dues.

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Thank you,
Michael Burton

From: [Nischik, Julie](#)
Cc: [Kennedy, Rebecca](#); [Snodgrass, Bryan](#); [Jones, Keith \(CED\)](#)
Subject: FW: Citizen Communication
Date: Tuesday, October 12, 2021 9:37:42 AM

FYI

Thanks,
Julie Nischik (She/Her/Hers)
CITY OF VANCOUVER, WASHINGTON

-----Original Message-----

From: Michael Vanover <mvanover2@icloud.com>
Sent: Monday, October 11, 2021 10:43 PM
To: Planning Commission <PlanningCommission@cityofvancouver.us>
Subject: Citizen Communication

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Glad to see development happening on 192nd. I live in the subdivision next to the rock quarry and I welcome this enhancement.

Michael Vanover

From: [Nischik, Julie](#)
Cc: [Kennedy, Rebecca](#); [Snodgrass, Bryan](#); [Jones, Keith \(CED\)](#)
Subject: FW: Hurley Corp. attempt to purchase city property adjacent to SE 31st.
Date: Tuesday, October 12, 2021 9:38:27 AM

FYI

Thanks,
Julie Nischik (She/Her/Hers)
CITY OF VANCOUVER, WASHINGTON

-----Original Message-----

From: Jane Chance <chancejane61@gmail.com>
Sent: Tuesday, October 12, 2021 8:07 AM
To: Planning Commission <PlanningCommission@cityofvancouver.us>
Subject: Re: Hurley Corp. attempt to purchase city property adjacent to SE 31st.

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I have a mistakenly identified South E. 41st Dr. as 31st Drive in several places in my letter.

My elderly brain got stuck.

Jane Chance

Sent from my iPhone

> On Oct 12, 2021, at 12:48 AM, Jane Chance <chancejane61@gmail.com> wrote:

>

> My home is in the Gentrys at 41st Loop along SE180th. I have great concerns over the attempt of Hurley Corp. to purchase city property on SE 31 Drive in order to alleviate a need for parking for their proposed 200 unit apartment building.

>

> SE 31 Drive is a mere two lane street with no sensible way to widen that street to allow for more traffic lanes.

>

> I can only foresee a traffic jam at the intersection of SE 31st and SE 192nd. In order for apartment residents to exit via the proposed parking lot and avoid the sure to be traffic jam, some drivers will certainly take a right turn onto SE 41st and proceed toward SE 180th to the traffic circle by Fisher's Landing Elementary and continue up Hidden Brook Drive to exit the neighborhood via SE 34th St. If they don't proceed to the traffic circle, they will learn that they can exit via surface streets using a left turn onto SE 39th street and follow the winding streets up to SE 34th that way. Just what those developments will love, more cars on their streets.

>

> Looking at the future traffic problems will be the issue for the proposed and already city approved housing that will be built in the development at the now end of SE 178th and right at The Lakes Gates. I see a huge traffic issue and one can't traffic study the future issues but only make an educated guess. Most of that future traffic will exit via 178 St past the Lakes Gates and up SE 43 St and onto 180th and then travel up SE 42 onto 41 Dr, the traffic circle at the park, through the 4 way stop where the school bus picks up children and then out onto SE 192nd adding to the traffic jam there. (Oh, my, what a mess that will be at the Exxon Station

>

> I am fully aware that the developer needs to have a way for businesses, home owners and tenants to have ingress and egress for the highly modern and technologically advanced proposed building plans? Did no one in the Hurley Corp. think of this when they made plans to purchase this property or did they think they could miraculously move roads and already built houses and businesses out of their way so they could proceed with their building plans? Did they think current property owners would just roll over and play like they don't see and hear the changes that more

cars on streets never designed to carry this much traffic, would magically be blind and dumb?

>

> Neighborhoods outside our gates have many children that walk, ride bikes and play on the streets and there are a large number of older people that live in these houses. Here in the Gentry's there are more retirees and widows than any other demographic. More traffic sends our nerves aquiver.

>

> This community has been a jewel of a neighborhood and now it's being threatened. The Quarry brought its own issues but now it seems to be creating greater threats to our peace and tranquility.

>

> Please take all of us into consideration as you entertain the offer of a chance to add to the city coffers by selling this sliver of property to the Hurley Corporation. That property is the finger in the dyke that will keep 200 plus cars off our streets.

>

> Thank you in advance for your careful considerations of this major issue. Please don't leave us powerless under the desires of more, more, more, and then more.

>

> I am frightened.

>

> Sincerely,

>

> Jane Chance

> 17951 SE 41st Loop

> 98683

>

From: [Nischik, Julie](#)
Cc: [Kennedy, Rebecca](#); [Snodgrass, Bryan](#); [Jones, Keith \(CED\)](#)
Subject: FW: HQ Development - Fishers Creek Neighborhood Association and Hiddenbrook Community Association Concerns
Date: Tuesday, October 12, 2021 9:39:13 AM

FYI

Thanks,
Julie Nischik (She/Her/Hers)
CITY OF VANCOUVER, WASHINGTON

From: stevenhaygood@mac.com <stevenhaygood@mac.com>
Sent: Tuesday, October 12, 2021 8:11 AM
To: Ledell, Marjorie <Marjorie.Ledell@cityofvancouver.us>; Schulte, Steve <Steve.Schulte@cityofvancouver.us>; Harroun, Jack <Jack.Harroun@cityofvancouver.us>; jim.atkins@cityofvancouver.us; Blaufus, Larry <Larry.Blaufus@cityofvancouver.us>; Pyle, Zachary <Zachary.Pyle@cityofvancouver.us>; Schauer, Tim <Tim.Schauer@cityofvancouver.us>
Cc: Planning Commission <PlanningCommission@cityofvancouver.us>
Subject: HQ Development - Fishers Creek Neighborhood Association and Hiddenbrook Community Association Concerns

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

First I want to thank all of you for volunteering your time to serve on the Planning Commission. I imagine it is not very easy to evaluate proposals, anticipate issues and potential resolutions when there are concerns. Further, I am grateful to Scot Brantley (Hurley Development), Janet Jones (MacKenzie) for providing information about the transportation impact analysis performed and Ryan Lapossa (City of Vancouver) for coordinating a traffic count analysis along SE 41st Dr at our request. All of their efforts have contributed to our ability to understand what a reasonable expectation of the transportation impact may be.

I am submitting this letter on behalf of the many residents of the Fishers Creek Neighborhood Association and the Hiddenbrook Terrace Community Association most directly impacted by the proposed HQ Development project.

To be as clear as possible up front, the community has very little cause for concern for the planned use and development aspirations of the HQ development project in the quarry basin.

The concern of our community is the impact to our community anticipated from the development plan on Lot 30. At present, Lot 30 has been presented as a multi-family housing product that will be physically isolated from the main development area with no direct access to transportation (car, bike nor pedestrian), recreation nor main HQ development community amenities planned in the HQ development project. As the Lot 30 development will be isolated from the main development infrastructure, the impact of the transportation and natural desire to enjoy simple outdoor pleasures of enjoying greenspaces, walking with family, friends or pets will fall into our community. One final note before I break it down. For the purposes of this letter I will refer to LOT 30 specifically meaning

the area proposed in the HQ plan as the development on top of the bluff, and completely contained within the former Fishers Quarry property. Lot 30 is separated from SE 41st Dr by a lot currently owned by the city, so for lack of a better name I'll refer to this as the "City Lot" although I am sure as we move forward it may be purchased by Hurley. The City Lot is the prime focus for our concerns as it is the bridge between Lot 30 and our neighborhood.

I am going to try to summarize several issues here and I would be happy to discuss and consider other points that you or the development team may offer. To date, we have had somewhat limited discussion about the specific development plans as many of the details appear to be reserved for later phases of the project planning.

From my conversations with community members there are basically 5 areas of concern about the development on Lot 30, a few of the specific concerns relate to each other.

1. Traffic impact at SE 41st Dr and SE 192nd from the proposed transportation access from SE 41st Dr. If this were resolved by access providing transportation access to Lot 30 from the quarry – this likely would address three additional areas of concern.
2. Traffic impact to the interior of our neighborhood from the proposed transportation access from SE 41st Dr and SE 178th
3. Potential for overflow Parking along SE 41st Dr
4. Potential unwelcoming view along SE 41st Dr if the City lot provides parking or a unobstructed view into the parking lot on Lot 30 as the parking lot is anticipated to hold over 200 vehicles. People loosely discuss this as driving home past the "walmart" parking lot at the entrance to our community.
5. Increased foot traffic on community maintained trails and bridges, this also encompasses dog waste improperly disposed of along the trails and the capacity of the trash can at the park.

While we are not fans of the transportation access onto SE 41st Dr, it has been pretty clear that there is little desire to attempt to connect lot 30 to the main development and to integrate it into our neighborhood. All lines of inquiry relating to the ability to connect lot 30 transportation to the lower basin have been answered with various versions of the degree of difficulty, expense or simply would require a redesign of the plan.

If that is the case, I feel our most successful conclusion may be one that seeks to minimize the impact of points 2-5.

Here is what I am thinking...I'm going to step through it rather than jump to the end and then come back and explain why...

- Focus on #3 and #4 by seeking an solution that:
 - Minimizes the need for overflow parking on the (current) city lot adjacent to SE 41st Dr.
 - Landscape the city lot to present the entrance to the community in a favorable way:
 - by shielding visual access into the lot 30 parking lot

- is professionally landscaped and maintained. (#4),
- Position transportation access on the city lot to minimize traffic along SE 41st Dr.
 - Position the Lot 30 transportation access to the EAST end of the city lot such that the traffic heads directly to SE 41st Dr/ SE 192nd and minimizes the need to actually drive along SE 41st Dr close to the school bus stops on the west end.
 - Put the emergency vehicle secure access on the WEST end, which will support school children access to the existing bus stops away from the traffic.
 - Monitor and seek traffic calming and mitigation (#2) along SE 41st Dr by placing speed bumps between the EAST lot 30 access and the West emergency vehicle access.
- Provide a mechanism for the community to have some control over future changes to the City lot post development so things don't change down the road. i.e. say it won't be a parking lot today, then in 4 years decide - it would be useful to make it a parking lot.
- Recognize that the lot 30 development will present an increased burden onto Hiddenbrook Terrace and provide a mechanism that would allow for the new development to offset their impact to our community. #5

Issues #1,2,3 all directly relate to the number of vehicles housed on Lot 30 and expected number of vehicles due to the number of dwelling units. Therefore reducing the number of dwelling units by transitioning to Condos vs Apartments or changing the expected vehicle counts and utilization by changing the product to retirement living will help mitigate #1,2,3.

I think there is a potential solution that provides the accountability and fosters cooperation with respect to #4, #5:

Include the City lot into the Hiddenbrook Terrace Community Association with a represented unit count of perhaps 5 unit lots. This model is already in place with commercial properties in our association. I think this provides a solution for the following reasons:

1. By including the lot as part of the HOA, it can allow the agreement on how to use the lot for transportation access and entrance landscaping. Subsequent changes can occur with the approval of the board – so the HOA has some oversight on proposed changes.
2. By having the lot represent X number of unit lots, the Lot 30 operators will be subject to X number of common assessments. Those funds can offset the increased expenses of maintenance for the trails and bridges etc. PS our current assessment is \$327 per year so 5 units would equate to \$1635. We are not trying to profit from the process, simply would look to evaluate what increased expenses on our trail system and community bridges may bring and have a mechanism to offset the community paid expenses to integrate with the new units.
3. By including this lot into the HOA, the lot is subject to appearance and compliance – we don't think this would be an issue – but it allows an official way to ensure the lot is maintained.

The final point with the agreement on this lot is that we might be able to get a dog station on this lot or the adjacent HOA lot and have the trash can collected and maintained by the LOT 30 operator as it would primarily be in support of their residents walking their dogs. We don't have an operations staff to be able to maintain these cans, but I have to assume lot 30 would.

I think this covers all of the main issues, and could provide a roadmap to seek to partner with Hurley for how to operate Lot 30 with our community without imposing the burden upon us for what we completely expect to be a natural outcome of interfacing with our neighborhood.

Ok the letter is long, and I know you guys are not in the position to dictate resolutions. My goal was to share our concerns and to present potential options that may alleviate the concerns from our membership. We would prefer partnership in addressing these issues.

Steven Haygood

stevenhaygood@mac.com

(503) 437-2995

Fishers Creek Neighborhood Association Chair

Hiddenbrook Terrace Community Association Treasurer

-----Original Message-----

From: Gloria Bennett <cdbgo@hotmail.com>

Sent: Tuesday, October 12, 2021 10:36 AM

To: Planning Commission <PlanningCommission@cityofvancouver.us>

Cc: Daniel Bennett <bfilc902@yahoo.com>; Scot Brantley <scot@hurleydev.com>

Subject: Citizen Communication/HQ Development

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We are the owners of 18521 SE 44th Lane Vancouver 98683, a single family residence. Our property, and several others, in this area border land acquired by Hurley Development as part of Riverview Gateway/HQ Development. This development's property line directly meets our rear yard property line. The land now owned by Hurley Development is sloped and totally unusable by them for any development per proposed plans and verbal comments. This land can be used by the impacted homeowners though for privacy or recreation.

We are requesting the planning commission review all the privately owned single family home land parcels that border Hurley Development's Riverview Gateway/HQ Development along SE 44th Lane and 185th Court. It is our opinion that this land should be gifted, or sold at a nominal fee, to legal owners of these parcels. If such agreement is not possible then Hurley Development should be legally mandated to maintain this vegetated hillside free from debris and hazards to said properties.

We have had this discussion with Scot Brantley, Senior Project Manager but as this project is in early stages no plan has been formulated. We are insisiting this issue be addressed by the Planning Commission prior to full approval of Riverview Gateway/HQ Development.

We look forward to, and welcome, this project but also need to ensure the integrity and safety of our property and home.

Please feel free to contact us as needed. Our contact information is listed below.

Respectfully,

Daniel F Bennett and Gloria Quintana-Bennett Daniel's mobile phone: 760-799-7785 Gloria's mobile phone: 760-333-7960

Email: cdbgo@hotmail.com

Mailing address: 19215 SE 34th St #106-630 Camas, WA 98607

Please see photos illustrating area of concern as mentioned in our recently sent email.

Respectfully,

Daniel F Bennett and Gloria Quintana-Bennett 760-799-7785 or 760-333-7960



From: [Nischik, Julie](#)
Cc: [Kennedy, Rebecca](#); [Snodgrass, Bryan](#); [Jones, Keith \(CED\)](#)
Subject: FW: HQ Development - Fishers Creek Neighborhood Association and Hiddenbrook Community Association Concerns
Date: Tuesday, October 12, 2021 2:02:54 PM
Attachments: [units.PNG](#)
[Parking.PNG](#)

FYI – a follow up message from one sent earlier this morning.

Thanks,
Julie Nischik (She/Her/Hers)
CITY OF VANCOUVER, WASHINGTON

From: stevenhaygood@mac.com <stevenhaygood@mac.com>
Sent: Tuesday, October 12, 2021 2:01 PM
To: Ledell, Marjorie <Marjorie.Ledell@cityofvancouver.us>; Schulte, Steve <Steve.Schulte@cityofvancouver.us>; Harroun, Jack <Jack.Harroun@cityofvancouver.us>; jim.atkins@cityofvancouver.us; Blaufus, Larry <Larry.Blaufus@cityofvancouver.us>; Pyle, Zachary <Zachary.Pyle@cityofvancouver.us>; Schauer, Tim <Tim.Schauer@cityofvancouver.us>
Cc: Planning Commission <PlanningCommission@cityofvancouver.us>
Subject: RE: HQ Development - Fishers Creek Neighborhood Association and Hiddenbrook Community Association Concerns

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I apologize for this late comment, I have just reviewed the drawings posted for the planning commission. With respect to Lot 30 and it seems like they are planning on 165 housing units and 175 surface parking spaces and no structured parking on that lot. If that is the case, we are certainly concerned about overflow parking on SE41st Dr as this seems insufficient. Perhaps it is a mistake.

From: stevenhaygood@mac.com <stevenhaygood@mac.com>
Sent: Tuesday, October 12, 2021 8:11 AM
To: 'marjorie.ledell@cityofvancouver.us' <marjorie.ledell@cityofvancouver.us>; 'steve.schulte@cityofvancouver.us' <steve.schulte@cityofvancouver.us>; 'jack.harroun@cityofvancouver.us' <jack.harroun@cityofvancouver.us>; 'jim.atkins@cityofvancouver.us' <jim.atkins@cityofvancouver.us>; 'larry.blaufus@cityofvancouver.us' <larry.blaufus@cityofvancouver.us>; 'zachary.pyle@cityofvancouver.us' <zachary.pyle@cityofvancouver.us>; 'tim.schauer@cityofvancouver.us' <tim.schauer@cityofvancouver.us>
Cc: 'planningcommission@cityofvancouver.us' <planningcommission@cityofvancouver.us>
Subject: HQ Development - Fishers Creek Neighborhood Association and Hiddenbrook Community Association Concerns

First I want to thank all of you for volunteering your time to serve on the Planning Commission. I imagine it is not very easy to evaluate proposals, anticipate issues and potential resolutions when there are concerns. Further, I am grateful to Scot Brantley (Hurley Development), Janet Jones

(MacKenzie) for providing information about the transportation impact analysis performed and Ryan Lapossa (City of Vancouver) for coordinating a traffic count analysis along SE 41st Dr at our request. All of their efforts have contributed to our ability to understand what a reasonable expectation of the transportation impact may be.

I am submitting this letter on behalf of the many residents of the Fishers Creek Neighborhood Association and the Hiddenbrook Terrace Community Association most directly impacted by the proposed HQ Development project.

To be as clear as possible up front, the community has very little cause for concern for the planned use and development aspirations of the HQ development project in the quarry basin.

The concern of our community is the impact to our community anticipated from the development plan on Lot 30. At present, Lot 30 has been presented as a multi-family housing product that will be physically isolated from the main development area with no direct access to transportation (car, bike nor pedestrian), recreation nor main HQ development community amenities planned in the HQ development project. As the Lot 30 development will be isolated from the main development infrastructure, the impact of the transportation and natural desire to enjoy simple outdoor pleasures of enjoying greenspaces, walking with family, friends or pets will fall into our community. One final note before I break it down. For the purposes of this letter I will refer to LOT 30 specifically meaning the area proposed in the HQ plan as the development on top of the bluff, and completely contained within the former Fishers Quarry property. Lot 30 is separated from SE 41st Dr by a lot currently owned by the city, so for lack of a better name I'll refer to this as the "City Lot" although I am sure as we move forward it may be purchased by Hurley. The City Lot is the prime focus for our concerns as it is the bridge between Lot 30 and our neighborhood.

I am going to try to summarize several issues here and I would be happy to discuss and consider other points that you or the development team may offer. To date, we have had somewhat limited discussion about the specific development plans as many of the details appear to be reserved for later phases of the project planning.

From my conversations with community members there are basically 5 areas of concern about the development on Lot 30, a few of the specific concerns relate to each other.

1. Traffic impact at SE 41st Dr and SE 192nd from the proposed transportation access from SE 41st Dr. If this were resolved by access providing transportation access to Lot 30 from the quarry – this likely would address three additional areas of concern.
2. Traffic impact to the interior of our neighborhood from the proposed transportation access from SE 41st Dr and SE 178th
3. Potential for overflow Parking along SE 41st Dr
4. Potential unwelcoming view along SE 41st Dr if the City lot provides parking or a unobstructed view into the parking lot on Lot 30 as the parking lot is anticipated to hold over 200 vehicles. People loosely discuss this as driving home past the "walmart" parking lot at the entrance to our community.

5. Increased foot traffic on community maintained trails and bridges, this also encompasses dog waste improperly disposed of along the trails and the capacity of the trash can at the park.

While we are not fans of the transportation access onto SE 41st Dr, it has been pretty clear that there is little desire to attempt to connect lot 30 to the main development and to integrate it into our neighborhood. All lines of inquiry relating to the ability to connect lot 30 transportation to the lower basin have been answered with various versions of the degree of difficulty, expense or simply would require a redesign of the plan.

If that is the case, I feel our most successful conclusion may be one that seeks to minimize the impact of points 2-5.

Here is what I am thinking...I'm going to step through it rather than jump to the end and then comeback and explain why...

- Focus on #3 and #4 by seeking an solution that:
 - Minimizes the need for overflow parking on the (current) city lot adjacent to SE 41st Dr.
 - Landscape the city lot to present the entrance to the community in a favorable way:
 - by shielding visual access into the lot 30 parking lot
 - is professionally landscaped and maintained. (#4),
- Position transportation access on the city lot to minimize traffic along SE 41st Dr.
 - Position the Lot 30 transportation access to the EAST end of the city lot such that the traffic heads directly to SE 41st Dr/ SE 192nd and minimizes the need to actually drive along SE 41st Dr close to the school bus stops on the west end.
 - Put the emergency vehicle secure access on the WEST end, which will support school children access to the existing bus stops away from the traffic.
 - Monitor and seek traffic calming and mitigation (#2) along SE 41st Dr by placing speed bumps between the EAST lot 30 access and the West emergency vehicle access.
- Provide a mechanism for the community to have some control over future changes to the City lot post development so things don't change down the road. i.e. say it won't be a parking lot today, then in 4 years decide - it would be useful to make it a parking lot.
- Recognize that the lot 30 development will present an increased burden onto Hiddenbrook Terrace and provide a mechanism that would allow for the new development to offset their impact to our community. #5

Issues #1,2,3 all directly relate to the number of vehicles housed on Lot 30 and expected number of vehicles due to the number of dwelling units. Therefore reducing the number of dwelling units by transitioning to Condos vs Apartments or changing the expected vehicle counts and utilization by changing the product to retirement living will help mitigate #1,2,3.

I think there is a potential solution that provides the accountability and fosters cooperation with

respect to #4, #5:

Include the City lot into the Hiddenbrook Terrace Community Association with a represented unit count of perhaps 5 unit lots. This model is already in place with commercial properties in our association. I think this provides a solution for the following reasons:

1. By including the lot as part of the HOA, it can allow the agreement on how to use the lot for transportation access and entrance landscaping. Subsequent changes can occur with the approval of the board – so the HOA has some oversight on proposed changes.
2. By having the lot represent X number of unit lots, the Lot 30 operators will be subject to X number of common assessments. Those funds can offset the increased expenses of maintenance for the trails and bridges etc. PS our current assessment is \$327 per year so 5 units would equate to \$1635. We are not trying to profit from the process, simply would look to evaluate what increased expenses on our trail system and community bridges may bring and have a mechanism to offset the community paid expenses to integrate with the new units.
3. By including this lot into the HOA, the lot is subject to appearance and compliance – we don't think this would be an issue – but it allows an official way to ensure the lot is maintained.

The final point with the agreement on this lot is that we might be able to get a dog station on this lot or the adjacent HOA lot and have the trash can collected and maintained by the LOT 30 operator as it would primarily be in support of their residents walking their dogs. We don't have an operations staff to be able to maintain these cans, but I have to assume lot 30 would.

I think this covers all of the main issues, and could provide a roadmap to seek to partner with Hurley for how to operate Lot 30 with our community without imposing the burden upon us for what we completely expect to be a natural outcome of interfacing with our neighborhood.

Ok the letter is long, and I know you guys are not in the position to dictate resolutions. My goal was to share our concerns and to present potential options that may alleviate the concerns from our membership. We would prefer partnership in addressing these issues.

Steven Haygood

stevenhaygood@mac.com

(503) 437-2995

Fishers Creek Neighborhood Association Chair

Hiddenbrook Terrace Community Association Treasurer

From: [Nischik, Julie](#)
Cc: [Kennedy, Rebecca](#); [Jones, Keith \(CED\)](#); [Snodgrass, Bryan](#)
Subject: FW: Quarry project: Comments for December 14, 2021 Meeting
Date: Thursday, December 2, 2021 2:21:51 PM

FYI

Thanks,
Julie Nischik (She/Her/Hers)
CITY OF VANCOUVER, WASHINGTON

From: Kathe W. <katheworsley@gmail.com>
Sent: Thursday, December 2, 2021 2:11 PM
To: Planning Commission <PlanningCommission@cityofvancouver.us>
Subject: Quarry project: Comments for December 14, 2021 Meeting

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Prior to the meeting on December 14, 2021 I would like everyone on the Vancouver Planning Commission to read this attached : <https://www.mikeontraffic.com/numbers-every-traffic-engineer-should-know/>

READ IT CAREFULLY.

1. I am very concerned about the load of traffic this project will create for all of us living in this neighborhood now.

We already have too much traffic on SE 192nd due to multiple dwellings/ apartments constructed in the past few years.

The amount of drivers breaking basic traffic laws is extreme: running red lights, not stopping at stop signs, exceeding the 40mph speed limit, not yielding to pedestrians trying to use crosswalks with the walk light, etc. And nary a policeman or woman to be seen.

2. What is the point in having a gondola?

a. What would the cost of this gondola be and how would it be maintained? How much \$ each year?

b. Who would be using it and why?

c. What hours would this gondola run? 24/7?

3. Far too many apartment buildings and not enough green space for all those residents. For the amount of people living there the parks are dismally small. WE all need breathing space between all the asphalt and concrete.

Please rethink what you are doing.

Respectfully.

Katherine Worsley

A Fishers Creek resident

From: [Kennedy, Rebecca](#)
To: [Kennedy, Rebecca](#)
Cc: [Nischik, Julie](#); [Jones, Keith \(CED\)](#); [Caballero, Shari](#)
Subject: FW: Quarry meeting, December 14th 2021
Date: Monday, December 13, 2021 2:01:57 PM
Attachments: [image001.png](#)

Planning Commission-

Please see the below written communication from a community member re: the HQ Master Plan agenda item. Thank you,

Rebecca Kennedy | Deputy Director
Pronouns: She/Her/Hers
CITY OF VANCOUVER, WASHINGTON
Community Development Department (CDD)
M: (360) 624-6070 | **O:** (360) 487-7896
rebecca.kennedy@cityofvancouver.us
www.cityofvancouver.us



Please note that I am working remotely. Please call my mobile number if you need to reach me over the phone. Learn more about the [City's COVID19 Response here](#).

From: Planning Commission <PlanningCommission@cityofvancouver.us>
Sent: Monday, December 13, 2021 1:31 PM
To: Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>; Caballero, Shari <Shari.Caballero@cityofvancouver.us>; Nischik, Julie <Julie.Nischik@cityofvancouver.us>
Subject: FW: Quarry meeting, December 14th 2021

From: Nalina B <nalina_b@yahoo.com>
Sent: Monday, December 13, 2021 9:48:09 AM (UTC-08:00) Pacific Time (US & Canada)
To: Planning Commission <PlanningCommission@cityofvancouver.us>
Subject: Quarry meeting, December 14th 2021

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

I am a resident adjacent to the quarry development and am following the progress with great interest. I am concerned about the potential increase in traffic (vehicle and foot traffic). The gondola sounds wonderful but I want to know what the plan is to ensure this area doesn't become a public

attraction?

What we love so much about our neighborhood is how family-friendly it is as well as the safety and quiet of the area. With the additional infrastructure, how will this atmosphere be able to be maintained?

Thank you for your time.

Nalina B. T.

[Sent from Yahoo Mail for iPhone](#)

Vancouver City Council
Vancouver Planning Commission
Jason Nortz, Development Review Manager

Thank you for your time and consideration of this letter submitted on behalf of the Fishers Creek Neighborhood Association (FCNA) and Hiddenbrook Terrace Community Association (HCTA). FCNA historically has represented the area bounded by SE 176th Ave to SE 192nd Ave and SE 34th St to SR14. HCTA is the homeowner's association directly adjacent to the HQ Development northern boundary, including the area previously referred to as Lot 30 close to SE 41st Dr.

I am submitting this letter of community support for the proposed HQ development plan modification for upper bluff area of the HQ Master Plan as provided to the Fishers Creek Neighborhood Association and Hiddenbrook Terrace Community Association. This proposed modification to establish 12 single family home sites in place of the multifamily housing product formerly proposed on the upper bluff adjacent to the city lot along SE 41st Dr (formerly referred to as Lot 30) mitigates several concerns of the neighborhood association and homeowner's association adjacent to the development site.

Please see attached drawing 2021_1117 Lot 30 -2.pdf submitted to me by Scot Brantley of Hurley Development.

The adjacent homeowners, represented by the HCTA within the Fishers Creek Neighborhood Association feel that this alternate development plan addresses several significant concerns:

- The traffic impacts and concerns with transportation access facilitated from SE 41st Dr.
- The community appearance along its main transportation corridor adjacent to the modified development plan.
- The potential privacy concerns to homeowners to the west where the former multi-family development line of site may have led unobstructed views into upper windows of the existing homes.
- The potential increased foot traffic impact to our community-maintained trail system and bridges.

Further it is our understanding that the "green space" areas that serve as a buffer between the existing homes and the new proposed lots and road as well the area that is directly adjacent to SE 41st Dr will become community-maintained landscape tracts related to the 12 single family home lots created.

If convenient for the long-term administration and maintenance of these newly formed community tracts, the Hiddenbrook Terrace Community Association (HCTA) welcomes discussion and the potential acceptance of these 12 single family home sites and community tracts into the existing association.

The HCTA currently administers and maintains common property associated with 369 single family homes in addition to two sub associations that have increased maintenance responsibilities. Generally folding these 12 single family home sites and the associated landscape tracts would be somewhat insignificant to the overall management and landscape maintenance responsibilities assuming the new proposed road will be a public road (not privately maintained) and depending on the stormwater management responsibilities that are expected to be associated with the 12 home sites. In any event, HCTA is open to the discussion if it is desirable to leverage the existing management.

I would like to recognize Scot Brantley and Ryan Hurley for their efforts and considerations for the expressed community concerns related to the former Lot 30 proposal. This new proposal is viewed as a welcome change and is widely supported by our community as the best alternative that minimizes impact to our community and hope to welcome these new families to our community.

Steven Haygood

503 437-2995

stevenhaygood@mac.com

Fishers Creek Neighborhood Association - Chair

Hiddenbrook Terrace Community Association - Treasurer

From: [Kennedy, Rebecca](#)
To: [Kennedy, Rebecca](#)
Cc: [Nischik, Julie](#); [Caballero, Shari](#); [Jones, Keith \(CED\)](#)
Subject: FW: Comment for 12/14/21 Workshop: HQ Vancouver/Fishers Quarry Master Plan
Date: Tuesday, December 14, 2021 12:10:38 PM
Attachments: [image002.png](#)

Planning Commission-

Please see the comment below related to the HQ Master Plan item on the agenda tonight. Thank you,

Rebecca Kennedy | Deputy Director
Pronouns: She/Her/Hers
CITY OF VANCOUVER, WASHINGTON
Community Development Department (CDD)
M: (360) 624-6070 | **O:** (360) 487-7896
rebecca.kennedy@cityofvancouver.us
www.cityofvancouver.us



Please note that I am working remotely. Please call my mobile number if you need to reach me over the phone. Learn more about the [City's COVID19 Response here](#).

From: Planning Commission <PlanningCommission@cityofvancouver.us>
Sent: Tuesday, December 14, 2021 11:42 AM
To: Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>; Caballero, Shari <Shari.Caballero@cityofvancouver.us>; Nischik, Julie <Julie.Nischik@cityofvancouver.us>
Subject: FW: Comment for 12/14/21 Workshop: HQ Vancouver/Fishers Quarry Master Plan

From: Michael Burton <michaeldburton14@gmail.com>
Sent: Tuesday, December 14, 2021 11:41:29 AM (UTC-08:00) Pacific Time (US & Canada)
To: Planning Commission <PlanningCommission@cityofvancouver.us>
Subject: Comment for 12/14/21 Workshop: HQ Vancouver/Fishers Quarry Master Plan

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My family and some of my neighbors in Fisher's Creek have expressed interest in the most recent master plan submitted by Hurley/Otak which limits Lot 30 to single family homes. This plan would align with the current neighborhood's character and have minimal impact to traffic on the winding side-street, SE 41st Drive. This will require a change in zoning for this particular lot to allow single family homes.

If plans for single family homes on Lot 30 are not approved, I recommend that the city hold onto guidelines set in the original subarea plan which did not include development in the area of Lot 30. The subarea plan maintains a buffer with the surrounding established neighborhood to moderate impacts of differing residential densities (noise and visual impacts). The subarea plan also minimizes traffic congestion by locating the high density housing on the quarry floor in a mixed-use configuration to reduce vehicular trips out of the development.

Before I purchased my home, I was aware of the subarea plan for the quarry and assumed that the city would maintain the direction of that plan. Deviations from that plan can impact surrounding property values, neighborhood character, and traffic congestion. Please keep this development aligned with the previously defined goals.

Thank you,
-Michael Burton

From: stevenhaygood@mac.com
To: [Ledell, Marjorie](#); [Schulte, Steve](#); [Harroun, Jack](#); jim.atkins@cityofvancouver.us; [Blaufus, Larry](#); [Pyle, Zachary](#); [Schauer, Tim](#); [Nortz, Jason](#); [Kennedy, Rebecca](#); [Jones, Keith \(CED\)](#)
Cc: ["Johnny"](#); ["Kurt Moke"](#); ["David Ruther"](#)
Subject: Community comment related planning commission workshop discussion 14 Dec 2021
Date: Tuesday, December 14, 2021 9:08:32 PM

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Vancouver Planning Commission

Thank you for your continued efforts supporting the goals and vision of City of Vancouver and its citizens with respect to the HQ development proposal and the Riverview Gateway Sub Area plan framework. While we understand that development along the northern boundary was not contemplated in the sub area plan, we also recognize that that plan was based on a general understanding of the property without the aid of development surveys and an assessment of the developable land that may exist on the northern boundary that was serving as a safety buffer to our community. It seems reasonable that we may find an acceptable use for this land that honors the Sub Area objectives to buffer the impacts of the overall HQ development master plan with the surrounding community. I respect the comments made this evening that seek guidance on how to demonstrate how allowing development in the area represented as Lot 30 may be viewed as consistent with the sub area plan, given the sub area plan did not contemplate this area specifically. I believe that this is the judgment call that is the burden of the Planning Commission and the Vancouver City Council to bear. As a representative of the impacted neighborhood association and homeowners association adjacent to this development, we simply seek to ensure that any development approved in the northern boundary keeps that goal of minimizing the impact to the existing community. Earlier I submitted a letter of support for the modified proposal to develop lot 30 into 12 single family home lots. We still support that proposal, we would also support the concept of developing that land into a public park perhaps with tennis courts and a gazebo for birthday parties, but we feel that's is not the most likely outcome given this is truly valuable development land given the view supported. My point is we have adopted the position that development of the land is the most likely outcome.

I am submitting this letter for reference based upon commissioner commentary related to potentially reducing the lot sizes and therefor increasing the density of housing planned on the area referred to as Lot 30 of the HQ Development Master Plan.

While it is true that the proposed lot sizes are larger than the average lot sizes directly adjacent to the proposed development; the area directly adjacent to lot 30 was developed with an increased density over the prior developments in the same homeowner association. This specific area (Hiddenbrook Terrace at Fisher's Landing Lots 199 and 200) holds the smallest average lot sizes in the entire community. This increased density area has led to numerous problems with respect to parking, traffic flow and desirable livability features found in other parts of our community. In short it is not representative of the broader community and should not be used as a basis to scale the development proposal.

I submit the following observations of the minimum and maximum lot sizes (by phase) as observed from plat maps representing the multiple phases of the Hiddenbrook Terrace Community Association prepared by MacKay & Sposito. As the properties are not uniform the minimum and maximum sizes may somewhat relate to unique features of the property but

that the majority of the properties are generally between 5000-6000 sqft

Hiddenbrook Terrace at Fisher's Landing Phase B-1 (5143-7143 sqft)
Hiddenbrook Terrace at Fisher's Landing Phase B-2 (4962-7684 sqft)
Hiddenbrook Terrace at Fisher's Landing Phase B-3 (4505-6994 sqft)
Hiddenbrook Terrace at Fisher's Landing Phase B-4 (4969-6961 sqft)
Hiddenbrook Terrace at Fisher's Landing Phase B-5 (4505-6445 sqft)
Hiddenbrook Terrace at Fisher's Landing Lots 199 and 200 (2188-5332 sqft)
The Gables at Hiddenbrook Terrace Phase 1 (2851 - 6023)
The Renaissance at Hiddenbrook (3026- 8266 sqft)

Fishers Creek Neighborhood Association representing the Hiddenbrook Terrace Community Association is comfortable with the R-6 zoning designation proposed as it mitigates the majority of the traffic and community appearance and conformity issues raised by our members. HCTA would equally support lot sizes slightly smaller that may be more consistent with the average midpoint lot sizes throughout the community such as R-9, this change from our view point is marginal as it may increase the unit count by perhaps 3 units. Allowing lot 30 to develop a premium single family home product with a premium lot size will provide greater benefit to the existing community, than to scale the development to the lowest standard in our community.

I appreciate the time and effort the Planning Commission puts into balancing the needs of the community with the development proposals put forth. I respectfully request that we seek a solution that is acceptable to both the developer and the community. We had thought that we had arrived at that solution with the current proposal for 12 single family lots. Our concern remains with mitigating the impact to the community with respect to transportation, potential of development overflow parking onto SE 41st Dr and impacts to our community maintained bridges and trails from increased pedestrian foot traffic anticipated by our new neighbors. Of the alternatives discussed with Hurley, the 12 single family home proposal was the most desirable. Increasing the density of the development proposal beyond R-9 starts to re-introduce the same concerns about the impacts to our community. Please do not push open the door for Hurley to re-introduce multi-family products or materially higher density single family homes.

Steven Haygood

503 437-2995

stevenhaygood@mac.com

Fishers Creek Neighborhood Association - Chair

Hiddenbrook Terrace Community Association - Treasurer

HQ Master Plan																					
Land Use and Development Summary 2022-01-12																					
Lot Number	Gross site area (sf)	Non-office commercial GFA	Office/Light Industrial GFA	Multi-family Residential GFA	Single Family Residential Units	Total GFA (sf)	Total NFA (sf)	FAR	Surface parking (sf)	Tuck under parking (sf)	Structured parking (sf)	Units (750 sf average)	Surface parking (sp)	Tuck under parking (sp)	Structured parking (sp)	Total parking on-site(sp)	Residential on-site parking ratio	Commercial/Non-Office on-site parking ratio	Office on-site parking ratio	Available on-street parking	
Lot 1	69,480																				
Floor 1		61,875																			
Floor 2		15,000																			
Total		76,875				76,875	61,500	1.11													
Lot 2	54,801	Hotel																			
Floor 1		10,409																			
Floor 2		10,409																			
Floor 3		10,409																			
Floor 4		10,409																			
Floor 5		10,409																			
Total		52,045				52,045	41,636	0.95				120			300	300	2.50			8	
Lot 3	80,399																				
Floor 1		26,000				26,000	18,200														
Floor 2				47,811		47,811	38,249					51									
Floor 3				47,811		47,811	38,249					51									
Floor 4				47,811		47,811	38,249					51									
Floor 5				47,811		47,811	38,249					51									
Floor 6				47,811		47,811	38,249					51									
Total		26,000		239,056		265,056	185,539	3.30				255			300	300	1.60	2.54		36	
Lot 4	80,046																				
Floor 1		26,000				26,000	20,800														
Floor 2				47,811		47,811	38,249					51									
Floor 3				47,811		47,811	38,249					51									
Floor 4				47,811		47,811	38,249					51									
Floor 5				47,811		47,811	38,249					51									
Floor 6				47,811		47,811	38,249					51									
Total		26,000		239,056		265,056	212,045	3.31				255			350	350	1.60	2.54		28	
Lot 5	58,674	Hotel																			
Floor 1		10,409				10,409	8,327														
Floor 2		10,409				10,409	8,327														
Floor 3		10,409				10,409	8,327														
Floor 4		10,409				10,409	8,327														
Floor 5		10,409				10,409	8,327														
Total		52,045				52,045	41,636	0.89				120			350	350	2.92			10	
Lot 6	120,902																				
Floor 1		30,500				30,500	21,350														
Floor 2				53,625		53,625	42,900					57									
Floor 3				53,625		53,625	42,900					57									
Floor 4				53,625		53,625	42,900					57									
Floor 5				53,625		53,625	42,900					57									
Floor 6				53,625		53,625	42,900					57									
Total		30,500		268,125		298,625	235,850	2.47				285			684	684	1.60	2.46		42	
Lot 7	19,446																				
Floor 1		12,900				12,900															
Floor 2		12,900				12,900															
Total		25,800				25,800		1.33					85			85		3.29		5	
Lot 8	111,985																				
Floor 1		35,500				35,500	24,850									0					
Floor 2				61,650		61,650	49,320					66									
Floor 3				61,650		61,650	49,320					66									
Floor 4				61,650		61,650	49,320					66									
Floor 5				61,650		61,650	49,320					66									

Lot Number	Gross site area (sf)		Non-office commercial GFA	Office/Light Industrial GFA	Multi-family Residential GFA	Single Family Residential Units	Total GFA (sf)	Total NFA (sf)	FAR	Surface parking (sf)	Tuck under parking (sf)	Structured parking (sf)	Units (750 sf average)	Surface parking (sp)	Tuck under parking (sp)	Structured parking (sp)	Total parking on-site(sp)	Residential on-site parking ratio	Commercial/Non-Office on-site parking ratio	Office on-site parking ratio	Available on-street parking
Floor 6					61,650		61,650	49,320					66								
Total			35,500		308,250		343,750	240,625	3.07				330			603	603	1.59	2.54		44
Lot 9	71,714																				
Floor 1			26,000				26,000							80			80				
Total			26,000				26,000		0.36					80			80			3.08	7
Lot 10	46,507																				
Floor 1				12,256			12,256							44			44				
Total				12,256			12,256		0.26					44			44			3.59	10
Lot 11	49,657																				
Floor 1				14,416			14,416							48			48				
Total				14,416			14,416		0.29					48			48			3.33	9
Lot 12	56,315																				
Floor 1				16,815			16,815							63			63				
Total				16,815			16,815		0.30					63			63			3.75	10
Lot 13	59,787																				
Floor 1				16,904			16,904							63			63				
Total				16,904			16,904		0.28					63			63			3.73	7
Lot 14	53,732																				
Floor 1				15,018			15,018							55			55				
Total				15,018			15,018		0.28					55			55			3.66	11
Lot 15	116,174																				
Floor 1				21,615			21,615							172			172				
Floor 2				21,615			21,615														
Total				43,230			43,230		0.37					172			172			3.98	23
Lot 16	55,098																				
Floor 1				11,475			11,475							94			94				
Floor2				11,475			11,475														
Total				22,950			22,950		0.42					94			94			4.10	25
Lot 17	55,977																				
Floor 1				10,770			10,770							97			97				
Floor 2				10,770			10,770														
Floor 3				10,770			10,770														
Total				32,310			32,310		0.58					97			97			3.00	14
Lot 18	87,620																				
Floor 1				20,860			20,860							148			148				
Floor 2				20,860			20,860														
Total				41,720			41,720		0.48					148			148			3.55	32
Lot 19	72,979																				
Floor 1				13,782			13,782							109			109				
Floor 2				13,782			13,782														
Total				27,564			27,564		0.38					109			109			3.95	15
Lot 20	94,969																				
Floor 1				20,800			20,800							138			138				
Floor 2				20,800			20,800														
Total				41,600			41,600		0.44					138			138			3.32	16
Lot 21	116,380																				
Floor 1				15,717			15,717							154			154				
Floor 2				15,717			15,717														
Floor 3				15,717			15,717														
Total				47,151			47,151		0.41					154			154			3.27	18

Lot Number	Gross site area (sf)		Non-office commercial GFA	Office/Light Industrial GFA	Multi-family Residential GFA	Single Family Residential Units	Total GFA (sf)	Total NFA (sf)	FAR	Surface parking (sf)	Tuck under parking (sf)	Structured parking (sf)	Units (750 sf average)	Surface parking (sp)	Tuck under parking (sp)	Structured parking (sp)	Total parking on-site(sp)	Residential on-site parking ratio	Commercial/Non-Office on-site parking ratio	Office on-site parking ratio	Available on-street parking
Lot 22	125,189																				
Floor 1					17,500		17,500	14,000					19	171	17		188				
Floor 2					23,350		23,350	18,680					25								
Floor 3					23,350		23,350	18,680					25								
Floor 4					23,350		23,350	18,680					25								
Floor 5					23,350		23,350	18,680					25								
Total					107,577		107,577	86,062	0.86				119	171	17		188	1.58			10
Lot 23	133,529																				
Floor 1					19,100		19,100	15,280					20	206	17		223				
Floor 2					24,850		24,850	19,880					27								
Floor 3					24,850		24,850	19,880					27								
Floor 4					24,850		24,850	19,880					27								
Floor 5					24,850		24,850	19,880					27								
Total					118,500		118,500	74,920	0.89				128	206	17		223	1.74			9
Lot 24	52,911																				
Floor 1					7,984		7,984	6,387					7	73	13		86				
Floor 2					10,781		10,781	8,625					11								
Floor 3					10,781		10,781	8,625					11								
Floor 4					10,781		10,781	8,625					11								
Floor 5					10,781		10,781	8,625					11								
Total					51,108		51,108	40,886	0.97				51	73	13		86	1.69			24
Lot 25	85,718																				
Floor 1					12,724		12,724	10,179					14	122	10		132				
Floor 2					16,100		16,100	12,880					17								
Floor 3					16,100		16,100	12,880					17								
Floor 4					16,100		16,100	12,880					17								
Floor 5					16,100		16,100	12,880					17								
Total					77,124		77,124	61,699	0.90				82	122	10		132	1.61			24
Lot 26	130,563																				
Floor 1					17,374		17,374	13,899					19	179	20		199				
Floor 2					22,711		22,711	18,169					24								
Floor 3					22,711		22,711	18,169					24								
Floor 4					22,711		22,711	18,169					24								
Floor 5					22,711		22,711	18,169					24								
Total					108,218		108,218	86,574	0.83				115	179	20		199	1.73			48
Lot 27	102,373																				
Floor 1					15,618		15,618	12,494					17	150	18		168				
Floor 2					20,709		20,709	16,567					22								
Floor 3					20,709		20,709	16,567					22								
Floor 4					20,709		20,709	16,567					22								
Floor 5					20,709		20,709	16,567					22								
Total					98,454		98,454	78,763	0.96				105	150	18		168	1.60			48
Lot 28	96,866																				
Floor 1					14,650		14,650	11,720					16	136	19		155				
Floor 2					19,100		19,100	15,280					20								
Floor 3					19,100		19,100	15,280					20								
Floor 4					19,100		19,100	15,280					20								
Floor 5					19,100		19,100	15,280					20								
Total					91,050		91,050	72,840	0.94				96	136	19		155	1.61			47
Lot 29	123,221																				
Floor 1					18,266		18,266	14,613					17	177	19		196				
Floor 2					23,407		23,407	18,726					25								
Floor 3					23,407		23,407	18,726					25								
Floor 4					23,407		23,407	18,726					25								
Floor 5					23,407		23,407	18,726					25								
Total					111,894		111,894	89,515	0.91				117	177	19		196	1.68			47

[illegible]



HQ DESIGN GUIDELINES

A. Introduction

The HQ Master Plan area is located within the Fisher's Quarry portion of the Riverview Gateway Subarea Plan. The following Design Guidelines have been developed to ensure that development within HQ is of high quality, implements the goals and policies of the Riverview Gateway Subarea Plan, and satisfies the requirements of Vancouver Municipal Code (VMC) 20.680.040 Master Planning.

Purpose

These HQ Design Guidelines are intended to implement the Riverview Gateway Subarea Plan vision of a high-quality, pedestrian-friendly, complete community in eastern Vancouver. The Design Guidelines are intended to complement the 2008 Riverview Gateway Design Guidelines with guidelines that are specific to the HQ Master Plan site. The Design Guidelines are consistent with the City's Riverview Gateway Plan District Chapter 20.680.

The HQ design guidelines are intended to:

- Implement the principles, goals, and policies of the Riverview Gateway subarea plan and the HQ Master Plan.
- Provide flexibility for individual sites to develop in a way that meets development objectives and implements the Riverview Gateway subarea plan and the HQ vision.
- Ensure cohesive development of the site in an attractive, integrated manner as it transitions from an active quarry to a mixed-use development.
- Encourage environmentally friendly site and development design and construction.

Applicability

These guidelines apply to the development of parcels within the HQ Master Plan area. These Design Guidelines are supplemental to and in addition to applicable City codes and regulations, including but not limited to the Riverview Gateway Subarea Plan; Riverview Gateway Design Guidelines; VMC 20.430 Commercial and Mixed Use Districts; and VMC 20.680 Riverview Gateway Plan District.

In some cases, these Design Guidelines are intended to replace or revise the Riverview Gateway Design Guidelines. Those instances are noted.

These design guidelines are intended to be used by applicants and the City when designing and reviewing proposed development within the HQ Master Plan area. Compliance with these Design Guidelines and applicable City codes and regulations will be determined by the City of Vancouver through the detailed Site Plan Review (SPR) process required for new development in the HQ Master Plan area.

Compliance with the Vancouver Municipal Code

Per VMC 20.680.040(B), Master Plan submittals in the Riverview Gateway Subarea must include the following information:

[...]

6. *Architectural guidelines, including conceptual building elevations and description of consistency with the Riverview Gateway Design Guidelines.*
7. *Sign program and how it is consistent with the Riverview Gateway Design Guidelines.*
8. *A master landscape plan and landscaping guidelines, consistent with the Riverview Gateway Design Guidelines.*

[...]

These design guidelines address the submittal requirements listed above. Architectural guidelines are included in Section E; a sign program is included as Exhibit G; and a master landscape plan and landscaping guidelines are included in Exhibit F.

VMC 20.680.04(C)6 includes additional requirements for Master Plan design guidelines and standards:

[...]

- d. *Includes design standards that ensures quality development and creates a sense of place, and avoids building architecture defined by individual corporate brands.*
- e. *Reflects sustainable building and low impact development site planning principles and incorporates design standards to encourage energy efficiency, water conservation and waste reduction.*
- f. *Includes the following standards or equivalent alternatives sufficient to ensure an active, safe and interesting sidewalk and streetfront environment*
 - 1. *Buildings should be located adjacent to streets to the extent possible, with parking to the side or rear. Non-structured on-site parking and access drives shall account for no more than 35% of the major street frontage of any project. Alternative standards may be proposed for developments with multiple major street frontages, provided the overall objective of maximizing streetfront buildings is met to the fullest extent practicable;*
 - 2. *Surface parking areas shall include landscaping;*
 - 3. *Blank walls visible from pedestrian streetfronts are prohibited. Buildings adjacent to the streetfront shall include pedestrian entrances facing the street, and at least 15% of the streetfront building facade shall be transparent, with the exception of light industrial uses;*
 - 4. *To ensure human scale development and visual interest, larger buildings with front facades of 100 feet or longer shall include articulation or modulation of facades and rooflines*
- g. *Includes tree and landscaping standards that will create an attractive community and meets the City's Urban Forestry Management Plan overall target canopy goal of 28%.*

[...]

- i. *Includes standards ensuring that at least 10% of residential units in the master plan area are affordable to moderate income households, as defined by RCW 84.14.*
- j. *Includes standards or legal agreements ensuring shared parking is utilized to the maximum extent practicable throughout the master plan area. The number of nonstructured parking spaces provided for individual uses shall be no less than indicated in VMC Table 20.945.070-2, Minimum Off-Street Vehicle Parking Requirements, and no more than 115 percent of that amount.*

[...]

Sustainable building and low impact development (LID) site planning standards and alternative standards to f.1 above are included in Section G of this document. Tree and landscaping standards addressing the City's Urban Forestry Management Plan target canopy goal are included in Section E of this document. A parking management plan addressing shared parking is included in this Master Plan submittal.

B. HQ Vision

Vision

The Hexagon. A geometry rooted in nature creating a container for the textures of the site. Fractured rock, a dry creek bed and engaged gears stand as vestiges of the mining operations previously occurring in the Quarry. Stacked pallets waiting for cargo reveal a compartment structure as an industrial iteration of a honeycomb waiting to be filled. The site maintains a vigorous framework, filled with energy and mystery. A **HEADQUARTERS** for dwelling, industry, and revelry.

Materials, Textures, & Landscape

The project draws inspiration from the **Materials** currently found on-site. The built environment will emulate the **Textures** found among the rocky landscape. Stone forms a delineated sense of ground which will resonate within the aesthetic and form of the design. This unique **Landscape** overflows with tactile experiences as tall grasses give shape to the wind as it is carried across the site.

Structures

Elements placed on the site are built with a nod to the history of the quarry and existing landscape. The site **Structures** radiate a modern aesthetic, consisting of clean edges, transparency, and materials that are fitting of the place. These forms serve as a backdrop to the vitality and essence of the site.

Icons & Light

As a place full of activity and discovery, site **Icons** leave a lasting impression, reflecting a place not just of daytime use, but also a nighttime experience full of **Light**. These embellishments provide a cherished and lively destination.

Development Character

The HQ **aesthetic** is a **modern** take on the site history. Building forms relate to the aesthetic of **industry**. Building were built to envelope a purpose, not to disguise their function but to expose it. Forms void of decoration for decoration sake, defined by clean lines, simple and unapologetic. For further reference, see reference document "The Shape of Everything".

C. Site Planning Guidelines

The Site Planning Guidelines are found in Section C of the Riverview Gateway Design Guidelines. The following guidelines apply or revise the Riverview Gateway Design Guidelines, unless otherwise noted.

C.1 Building Location and Orientation

C.1.2 Revised Guidelines for Mixed-Use Streets and Corridors

d. Revised Guidelines for Parking Lot Location:

Parking lots should be located to the side or rear of buildings. For multi-building developments, no more than ~~30%~~ 35% of the street frontage should be occupied by parking lots and vehicle access areas¹ (structured parking on the ground floor adjacent to the street will count as a parking lot).

d. New Guidelines for Parking Lot Location:

In industrial development areas (Light Office/Industrial uses identified in the Master Plan) this guideline may be met through the use of a landscaped screen, trellis, vertical panel, lattice or screening device intended to support plants between the sidewalk and parking area, designed to complement adjacent site and building materials.

- a. Encouraged to be continuous along parking lot, unless the placement of other site elements make that impossible. Be located to allow for clear sight triangles for drivers.
- b. Minimum height of 3-feet, maximum height shall be no higher than 6-feet above the adjacent finished grade at the base of the trellis.
- c. May be freestanding or attached to adjacent fence or other structure.

¹ Note that VMC 20.680(C)6.f.1 permits non-structured on-site parking and access drives to account for 35% of the site's major street frontage.

e. New Guidelines for Surface Parking at Street Corners

Where parking is adjacent to street corners landscape screening a minimum of 3 ft. in height and a maximum of 6 ft. in height, a trellis (see requirements in C.1.2d) or other screening device intended to support plants may be used to screen the parking.

C.3 Open Space

C.3.1 Revised Guidelines for Pedestrian Corridors

Landscaping along the North/South Pedestrian trail shall include a double row, or allée, of trees at no further than 30 feet on center to create a strong pedestrian connection between the Multi-Family residential area of the site and the Non-Office Commercial core of the neighborhood.

Trees shall be provided along the loop trail in a less formal manner to create opportunities for shade and protect views along the trail.

C3.2 Revised Guidelines for Focal Plazas

Materials and textures

- a. Hardscape plaza - create a ground plane with texture by using pavers (preferably local stone) in patterns that create interest for pedestrians at the ground level and building tenants seeing the plaza from above.
- b. Bollards
- c. Stairs and walls
- d. Lighting

Public Space

- a. Frame plaza with animated commercial/restaurant uses and their adjacent patio that line its perimeter.
- b. Space is large enough to accommodate outdoor seasonal events.
- c. Comfortable areas for passive seating are also encouraged.
- d. One vertical landmark structure with seating feature is encouraged.

C.3.3 Revised Guideline for Buffer Open Spaces

Buffer open spaces are required along the freeway edges (particularly on the east side of SE 192nd Avenue) and along the bluff top adjacent to existing single family uses east of SE 192nd Avenue. These should be passive spaces incorporating attractive landscaping elements and accommodating a multi-use trail with at least one viewpoint in a public park. Small view plaza spaces should be integrated with the trail in select locations to emphasize views from the bluff top. Choose landscaping that enhances the setting for the trail, enhances the view of the subarea from the freeway, yet minimizes impacts to views.

C.3.4 Revised Guideline for a Residential Park

In lieu of a small residential park, the multifamily development north of HQ Drive should be served by a collection of private open spaces located along a north-south pedestrian corridor.

C.5 Pedestrian Amenities

In order for the Riverview Gateway mixed-use center to succeed, development must create attractive spaces that unify the building and street environments and that are inviting and comfortable for pedestrians. The goal is to provide publicly accessible areas that function for a variety of activities, at all times of the year and under typical, seasonal weather conditions.

Elements placed on the site are built with a nod to the history of the quarry and existing landscape. The site furnishings shall radiate a modern aesthetic consisting of clean edges. Materials used for site furnishings shall

be reminiscent of the history of the quarry by including stone, or more likely the materials of the machinery used in the mining of stone. Pedestrian amenities installed in the right-of-way shall be those specified within this document, unless an appropriate substitute is approved by the HQ Architectural Review Committee or City staff.

C.5.2 Pedestrian Amenities

Pedestrian amenities should be included along all designated pedestrian-oriented streets and mixed-use streets. These elements can add flavor and identity to a street or neighborhood, make the walk more comfortable and interesting, and invite social activity. Specifically, one or more of the desired amenities listed below should be included for each 100 cumulative lineal feet of street frontage. For multi-story buildings, two different types of amenity features should be included for each 100 lineal feet of street frontage. The type, location, and design of chosen amenities should contribute to a well-balanced mix of features on the street.

These pedestrian amenities should be incorporated into public improvements within the HQ site. Where no amenities are identified, the City's standards should be followed.

Bench	
	Anova Canyon Gabion Bench Cage Panel Color: Textured Bronze Seat Cap Color: Textured Bronze
Waste Receptacle	
	Anova Element Waste Receptacle Size: 48 Gallon Frame Color: Bronze Panel: Parquet/Textured Bronze

Bike racks	
	Anova Tandem Powder Coated Bike Rack Powder Coat: Textured Bronze Surface Mount
Bollards	
	Ironsmith Metro Bollard

D. Access, Circulation, and Parking

The Access, Circulation, and Parking Guidelines are found in Section D of the Riverview Gateway Design Guidelines. These guidelines apply in addition to the Riverview Gateway Design Guidelines, unless otherwise noted.

D.4 Sidewalks and Pathways

D.4.1 Revised Guidelines for Public Sidewalks

Per the submitted street cross-sections, sidewalks along public streets should comply with VMC Title 11. All sidewalks in the Mixed-use Center area should be at least 42 6 feet wide. Sidewalks in residential and western industrial area should be at least 8 6 feet wide.

D.6 Parking

D.6.4 Parking Garage Design

Reference Building Typologies for architectural character examples of Multifamily residential, Non-Office Commercial, Employment/Office, Light Industry, Mixed-Use, and Parking Structure development types.

E. Building Design Guidelines

The Building Design Guidelines are found in Section E of the Riverview Gateway Design Guidelines. These guidelines apply in addition to the Riverview Gateway Design Guidelines, unless otherwise noted.

E.1 Architectural Character

In order for the ~~Riverview Gateway~~ HQ District to develop a distinct architectural character yet provide for a variety of styles and sizes, these guidelines encourage creative design solutions. Architecture emphasizing individual corporate branding should be avoided as it will dilute the unique identity of the area, and make it look like any other location. Reference exhibit **Building Typologies** for architectural character examples of Multifamily residential, Non-Office Commercial, Employment/Office, Light Industrial, Mixed-Use, and Parking Structure development types

E.1.3 Revised Multiple-Building Developments Guidelines

Multiple-building developments are encouraged to employ ~~a variety of colors, building materials, and architectural treatments to reduce monotony and reinforce the~~ a thoughtful design; one where color, material and architectural treatments are keeping with a true nature of the building function and are not based on a decorative approach. ~~They should have a relationship to the industrial history of the site, while reinforcing the City's desired pedestrian-oriented scale and character.~~

E.2 Architectural Scale and Building Mass

Intent

~~To reduce the scale of large buildings and add visual interest.~~

To create buildings with appropriate proportion and massing to the building's use, while maintaining the pedestrian level focus. Reference exhibit "Building Typologies" for guidance on suggested proportion and massing characteristics for specific building types.

E.2.1 Revised Building Scale Guidelines

~~Big box or standard suburban shopping center scale buildings are not appropriate in the Riverview Gateway Plan area. Where large buildings are proposed (100 ft or greater in length or width), the first two floors should be articulated to create a pedestrian friendly street frontage. a pedestrian friendly street zone should be created.~~

~~E.2.2 Mixed Use Center Building Articulation~~

E.2.2 Non-Residential Building Articulation

Buildings along designated Storefront Streets should be designed to include articulation features ~~every 30' to create a pattern of small~~ that create lengths of storefronts that are proportional to the building's overall scale. ~~For all other commercial, office, or mixed use buildings, the articulation interval should be no greater than 60 feet.~~ At least two of the following methods should be employed at the applicable articulation interval:

- a. Use of window and/or entries that reinforce ~~the pattern of small~~ building entry and storefront spaces.
- b. Use of weather protection features ~~that reinforce the pattern of small storefronts that add a pedestrian scale to building edges.~~ Color may be used to group or identify tenants or uses. For example, for a business that occupies three lots, use three separate awnings to break down the scale of the storefronts. ~~Alternating colors of the awnings may be useful as well.~~
- c. Change of ~~roofline~~ building edge or cornice.
- d. Placement of building columns that reinforce storefront pattern.
- e. Change in building material or siding style or color.
- f. Providing lighting fixtures, trellises, trees or other landscape features within each interval.

- g. Other methods that meet the intent of the guidelines.

E.2.3 Revised Residential Building Articulation Guidelines

All ~~non-single family~~ multifamily residential buildings and residential portions of mixed-use buildings should include articulation features along all primary facades as well as have a massing that is true to the building's function. The overuse of applied elements is discouraged. Building modulation should be developed based on modulation of residential units within the building. At least three articulation features from the list below should be used ~~at intervals of no greater than 30 feet or the width of dwelling units within the building, whichever is less:~~

- a. ~~Providing building modulation of at least 2' in depth and 4' in width if combined with roofline modulation techniques or change in building materials or siding styles. Otherwise, the minimum modulation depth and width should be 10 feet.~~
- b. Repeating distinctive window patterns ~~at intervals less than the articulation interval.~~
- c. Providing an identifiable covered entry ~~or separate weather protection feature for each articulation interval.~~
- d. Change of ~~roofline (modulation)~~ building edge or cornice. Roof forms greater than 3:12 in slope are discouraged.
- e. Changing materials, siding style, and/or color with a change in building plane.
- f. Providing lighting fixtures, trellis, tree, or other landscape feature ~~within each interval.~~
- g. Other methods that meet the intent of the guidelines.

E.2.4 Revised Industrial Building Articulation Guidelines

All industrial buildings should include articulation features that add visual interest from the street. Due to the nature of the uses and building types, larger articulation intervals are acceptable, and landscaping should be used in front of the primary facades to soften the view of the buildings from the streets. At least two of the following articulation features should be used ~~at intervals no greater than 60 feet:~~

- a. ~~Providing building modulation of at least 2' in depth and 4' in width if combined with roofline modulation techniques or change in building materials or siding styles. Otherwise, the minimum modulation depth and width should be 10 feet.~~
- b. Repeating distinctive window patterns ~~at intervals less than the articulation interval.~~
- c. Providing an identifiable covered entry ~~or separate weather protection feature for each articulation interval.~~
- d. Change of ~~roofline (modulation)~~ building edge or cornice. Roof forms greater than 3:12 in slope are discouraged.
- e. Changing materials, siding style, and/or color with a change in building plane.
- f. Providing lighting fixtures, trellis, tree, or other landscape feature ~~within each interval.~~
- g. Other methods that meet the intent of the guidelines.

E.2.5 Revised Rooflines Guidelines

Rooflines visible from a public street, open space, or public parking area should be varied by utilizing ~~emphasizing dormers, chimneys, stepped roofs, gables, prominent cornice or wall, or a broke or articulated~~ roofline. ~~The width of any continuous flat roofline should extend no more than 100 feet without modulation.~~ Modulation should consist of either:

- a. ~~A change in elevation of the visible roofline of at least 4 feet if the particular roof segment is less than 50 feet wide and at least 8 feet if the particular roof segment is greater than 50 feet in length.~~
- b. A sloped ~~or gabled~~ roofline segment ~~of at least 20 feet in width and no less greater than 3 feet vertical in 12 feet horizontal.~~
- c. A combination of the above.

Departures from this guideline will be considered provided the building and roofline design treatment ~~reduces the perceived scale of the building from all observable distances and~~ adds visual interest from nearby streets and public spaces.

E.2.6 Revised Maximum Façade Width Guidelines

The ~~maximum~~ façade width shall be appropriate to the overall building form and should include (the façade includes the apparent width of the structure facing the street and includes required modulation) is 120'. ~~Buildings exceeding 120 feet in width along the street front should be divided by a minimum 30-foot wide modulation of the exterior wall, so that the maximum length of a particular façade is 120 feet. Such modulation should be at least 20 feet or deeper and extend through all floors. Other design features that effectively break up the scale of the building and add visual interest will be considered.~~ This could include:

- a. A combination of a clear change in vertical articulation and a contrasting change in building materials and/or finishes.
- b. Curved or angled façade.
- c. Changes in building heights, perhaps combined with horizontal and/or vertical modulation.

E.3.1 Revised Maximum Blank Walls Guidelines

- a. Untreated Blank walls visible from a public street or pedestrian pathway are strongly discouraged throughout the Riverview Gateway. A wall (including building façades and retaining walls) is considered a blank wall if:
 1. A ground floor wall or portion of a ground floor wall over 6 feet in height has a horizontal length greater than ~~45~~ 25 feet and does not include a transparent window or door; or
 2. Any portion of a ground floor wall having a surface area of ~~400~~ 600 square feet or greater does not include a transparent window or door.
- b. Methods to treat blank walls can include:
 1. Transparent windows or doors.
 2. Display windows.
 3. Landscape planting bed at least 5 feet wide or a raised planter bed at least 2 feet high and 3 feet wide in front of the wall with planting materials that are sufficient to obscure or screen at least 60% of the wall's surface within three years.
 4. Installing a vertical trellis in front of the wall with climbing vines or plant materials.
 5. Special building detailing that adds visual interest at a pedestrian scale. Such detailing should use a variety of surfaces; monotonous designs will not meet the intent of the guidelines.

E.4.1 Revised Details Toolbox Guidelines

All buildings should be enhanced with appropriate details. All new commercial buildings should be required to include at least three of the following elements on their primary facades. All new residential buildings should include at least two of the following elements on their primary facades:

- a. Windows divided into a grid of multiple panes appropriate with the overall building scale.
- b. Recessed entry ~~(commercial building) or decorative porch design with distinct design and use of materials (residential)~~ that is identifiable as a building entry point.
- c. ~~Decorative~~ treatment of windows and doors, such as ~~decorative molding/framing details around all ground floor windows and doors, decorative glazing, or door designs, or windows grouped together in larger patterns to provide a visual treatment that is not overly ornate.~~
- d. Transom windows (commercial building).
- e. Landscaped trellises or other decorative element that incorporates landscaping near the building entry.
- f. Decorative light fixtures with a diffuse visible light source, ~~such as a globe or "acorn"~~ that is non-glaring or a decorative shade or mounting.
- g. ~~Decorative~~ building materials, including one of the following:
 1. ~~Decorative~~ masonry, ~~shingle~~, brick ~~or~~ stone, metal cladding, plaster or wood.

2. ~~Individualized patterns or continuous wood details, decorative moldings, brackets, wave trim or lattice work, ceramic tile, stone, glass block, carrara glass, or similar materials.~~
3. Other materials with decorative or textural qualities that convey the texture or attitude of the industrial nature of the quarry. The applicant should submit architectural drawings and material samples for approval.
- h. ~~Decorative~~ Roofline design, ~~such as an ornamental molding~~ elements should be used to complete building forms. entablature, frieze, or other roofline device visible from the ground level. If the roofline ~~decoration~~ is in the form of a linear molding or board, then the molding or board should be ~~at least 8" wide~~ scaled appropriately to the overall mass of the building.
- i. Decorative paving and artwork can be incorporated into building façade to create variety and a dynamic pedestrian zone.
- j. Decorative pedestrian-oriented signage.
- k. ~~Decorative~~ railings, grill work, or landscape guards should have an industrial nature and be of a material that allows for a quality fabrication and detail.
- l. Other details that meet the intent of the guidelines.

E.4.2 Revised Window Design Guidelines

Building facades should ~~employ techniques to recess or project individual windows above the ground floor at least two inches from the façade or incorporate window trim at least four inches in width that features color that contrasts with the base building color. Exceptions will be considered where buildings employ other~~ distinctive window or façade treatment that adds visual interest to the building. Grouping windows to create larger scaled elements is encouraged. This could be accomplished using multi-floor window frames, boxes or bays. The illusion of divided light style windows are discouraged.

E.5 Exterior Building Materials and Color

Revised Intent

- e. To encourage the use of high-quality building materials that enhance the character of the Subarea.
- f. To discourage poor materials with high life-cycle costs.
- g. To encourage the use of materials that add visual interest and texture to buildings.
- h. To encourage the use of rock from the quarry as a visible material for buildings.

E.5.2 Revised Metal Siding Guidelines

Use of corrugated metal siding, thinner than 20 gauge is discouraged, and if used, it should ~~have features such as visible corner moldings and trim and~~ incorporate masonry, stone, or other durable permanent material near the ground level (first 2' above sidewalk or ground level) to make clear the quality of the construction. High quality metal cladding systems such as flat panel and "ribbed" panel systems are encouraged. Metal panel cladding systems are allowed to touch the ground if the pedestrian zone is identifiable.

E.5.3 Revised Concrete Block and Tilt-Up Concrete Guidelines

~~The use of concrete block is discouraged, as it is very energy intensive to produce and contributes to greenhouse gas emissions.~~ When used for the primary façade, buildings should incorporate a combination of textures to add visual interest. For example – combining split or rock-façade units and/or contrasting colored units with plain smooth blocks can create distinctive patterns. Plain concrete /block fire walls on the sides of a building that are visible from the public are also discouraged.

E.5.4 Revised Guidelines for Stucco or Other Similar Troweled Finishes

- i. ~~Stucco and similar troweled finishes (including Exterior Insulation and Finish system or “EIFS”) should be trimmed in wood or masonry and~~ should be sheltered from extreme weather by roof overhangs or other methods. Should utilize quality details and elements like control joints and flashing that provide protection against cracking, but also provide thoughtful modulation, scale and rhythm to wall surfaces.
- j. Weather exposed horizontal surfaces should be avoided.
- k. ~~Masonry, stone, or other durable permanent material is required near the ground level (first 2' above sidewalk or ground level).~~ Treatment at the ground should be considered to protect finish from damage.

F. Landscaping Guidelines

The Landscaping Design Guidelines are found in Section F of the Riverview Gateway Design Guidelines. These guidelines apply in addition to the Riverview Gateway Design Guidelines, unless otherwise noted.

These guidelines apply in addition to the provisions of VMC 20.430 Commercial and Mixed Use Districts, VMC 20.912. and 20.946. When there is conflict between VMC 20.430 and/or 20.946 and these Design Guidelines, the Design Guidelines take precedence.

F.1 Landscaping

Landscaping Identity

- a. Street trees shall be chosen from the list of approved street trees provided as an exhibit at the end of these guidelines.
- b. In order to create a hierarchy of connected streets, refer to the landscape master plan sheet to determine tree species choices for each designated street section.

Approved Plant List

- a. See approved plant list exhibit for pre-approved plants.
- b. Plants not listed on the pre-approved list shall be highlighted in plant lists on submitted plans. Attributes of these plants (such as mature size, spacing, light and water needs, and planting zone) shall be listed along with reputable source material such as The Sunset Western Garden Book, or Monrovia.com.

Tree Standards

Master Plan landscaping standards must meet the City's Urban Forestry Management Plan overall target canopy goal of 28%.

F.2 Fences and Retaining Walls

Fences and retaining walls should reinforce the typology of the HQ development. Gabion style walls are a good example of using stone and industrial materials to create visually interesting walls. Chain link fences will only be allowed on industrial lots and should not be closer to the right of way than the building on site.

G. Sign Guidelines

The Signage Design Guidelines are found in Section G of the Riverview Gateway Design Guidelines. These guidelines apply in addition to the Riverview Gateway Design Guidelines, unless otherwise noted.

These guidelines apply in addition to the provisions of VMC 20.960 Signs for number, location and size restrictions. When there is conflict between VMC 20.960 and these Design Guidelines, the Design Guidelines take precedence.

- Signs should be pedestrian-scale wall or projecting signs, awning/canopy signs, under awning/canopy signs, window signs, A-frame signs and permanent banner signs.
- All signs are to be maintained properly by the owner such that they are always in clean, working condition and the copy is not obscured or damaged.
- Signs in HQ shall be constructed using durable, high-quality architectural materials. The use of stone is encouraged as a way to pay homage to the historic rock quarry that once operated on the site.
- Sign colors shall be selected from complementary color ranges.
- The design and alignment of signs on multiple use buildings shall complement each other such that a unified appearance is achieved.
- Ground floor under-awning/canopy signs for upper story tenants are permitted. A directory sign may also be located at the ground floor.
- A variety of sign types may be appropriate in HQ if the sign promotes economic vitality, enhances the visual environment, and protects the character of the development.
- All signs types must comply with the Design Guidelines listed in the Riverview Gateway Design Guidelines.

H. Design Standards

These HQ Master Plan design standards are intended to meet the requirements of VMC 20.680.040(C)f.

Sustainability

Hurley Development is committed to applying the “Smart City” approach to the HQ Master Plan area. In addition, development within the HQ Master Plan area will be required to comply with the following:

1. The developer will make sustainable and energy efficient efforts throughout the site through its “Smart City” design. All vertical development shall meet at a minimum one of the standards listed below. Formal certification is not required; however, applicants shall submit documentation to the City Planning Official that demonstrates that the project meets the requisite standards for such certification, and the Planning Official shall review and approve the documentation prior to issuance of a certificate of occupancy.
 - a. The equivalent of a Leadership in Energy Efficiency and Design (LEED) silver standard or better, as published by the U.S. Green Building Council on or before October 19, 2013 (LEED v4)
 - b. The Earth Advantage Commercial or Multifamily certificate, as appropriate
 - c. Green Globes Certification
 - d. Or other equivalent sustainable design standard reasonably acceptable to the City that complies with the currently adopted International Building Code, or as approved by other applicable City decision-making authority.
2. Sustainable site features shall include the following:
 - a. On-site landscaping consisting, as much as possible, of native/adaptive and low-water/drought tolerant plantings
 - b. All irrigation systems shall use rain sensors and/or underground moisture sensors to limit unnecessary watering.

Parking Lot Location

This standard replaces the standards of VMC 20.680.40(C)6.f.1. Parking lots should be located to the side or rear of buildings. Where this is not feasible, the guidelines of C.1.2 should be followed.

I. Definitions

Major Street Frontage: In the HQ Master Plan area, the major street frontages are First Street and Main Street. For lots with frontage on more than one street, the major street frontage provisions apply only to First Street and/or Main Street.

J. Reference Documents

1. "The Shape of Everything" branding package

E5.1

Multi-family Residential

Multi-family residential buildings should express the human scale of its inhabitants through its massing, modulation, window placements/sizes, and outdoor space. Facade modulation should be reflective of its internal spaces, provide building rhythm, and includes a hierarchy of primary and secondary modulation elements. Finer detailed elements such as balconies, guardrails, accent panels/colors, trellis, overhangs, and material texture contrasts are encouraged to further breakdown the overall scale of the building.

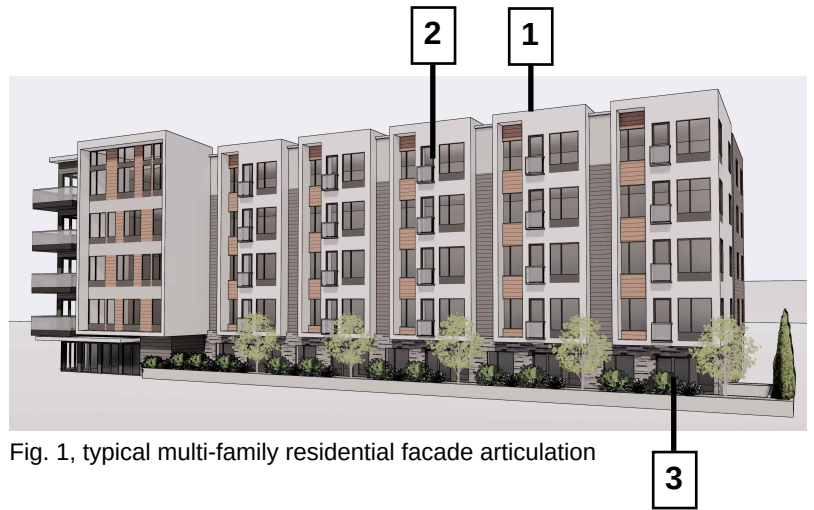


Fig. 1, typical multi-family residential facade articulation

1 Modulation expresses building function



Fig. 2



Fig. 3



Fig. 4

2 Residential character expressed through variety of window scales, groupings, and patterns



Fig. 5



Fig. 6



Fig. 7

3 Landscaping and hard-scape elements improve livability of ground level residential units



Fig. 8



Fig. 9



Fig. 10

E5.2 Non-office Commercial

Non-office commercial should support the pedestrian edge. Utilizing transparency, color, and light to create a zone of interaction between user and building. Building shall provide weather protection and well-defined entries. Operable glazing, such as overhead doors, should be used to provide a movable façade that at strategic locations allows users to migrate both into and out of the building along its length. Integration with landscape elements provide areas that can define space that can be used for outdoor dining and seating.



Fig. 11, typical non-office commercial facade articulation

1 Facade articulation



Fig. 12



Fig. 13



Fig. 14

2 Expression of main entries



Fig. 15



Fig. 16

3 Vibrant pedestrian connection



Fig. 17



Fig. 18

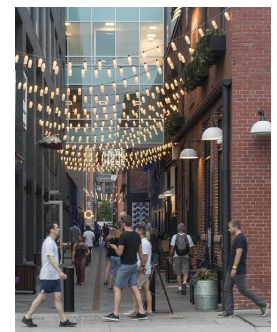


Fig. 19

E5.3 Employment/Office

Employment/office buildings should be designed to maximize the livability and efficiency of its workspace environments. Building facades should be designed to maximize natural daylighting; points of main entry should be expressed with distinguishable elements such as entry canopies as well as changes in building modulation and fenestration; and ground level facade treatment should promote a vibrant pedestrian connection.

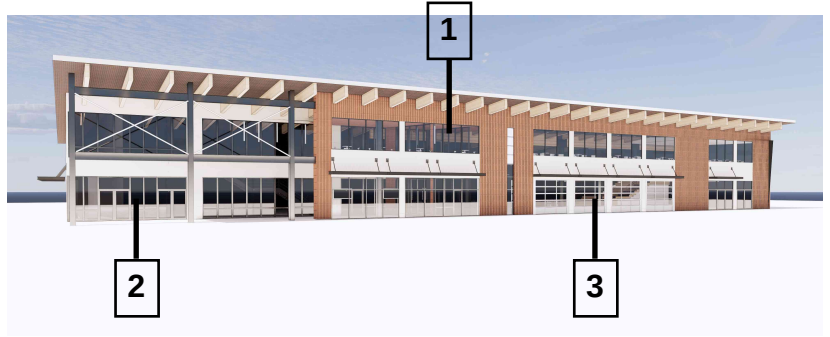


Fig. 20, typical employment/office facade articulation

1 Maximize natural light



Fig. 21



Fig. 22

2 Expression of main entries

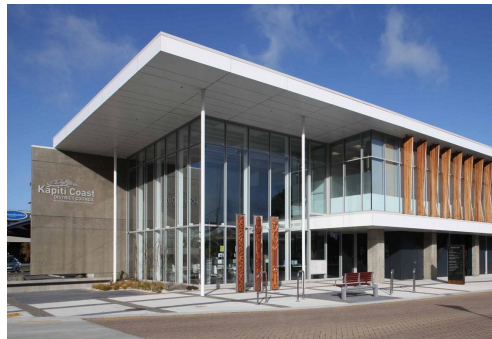


Fig. 23



Fig. 24



Fig. 25

3 Vibrant pedestrian connection



Fig. 26



Fig. 27

E5.4 Light Industrial

Light industrial buildings should be based in form that provides maximum usability to the users. Metal, masonry, and concrete skin provide building mass in harmony with function. Sloped roof forms allow opportunities for light deep into building interior. High glazing and the use of skylights to achieve maximum daylighting is encouraged. Color or texture should be used to designate building entries and a connection to the streetscape. Variety of larger masses can be broken down by incorporating a variety of dimension in ribbing or joints in metal, masonry or concrete skin material. Bold graphics add a vibrancy to walls that are void of glazing.

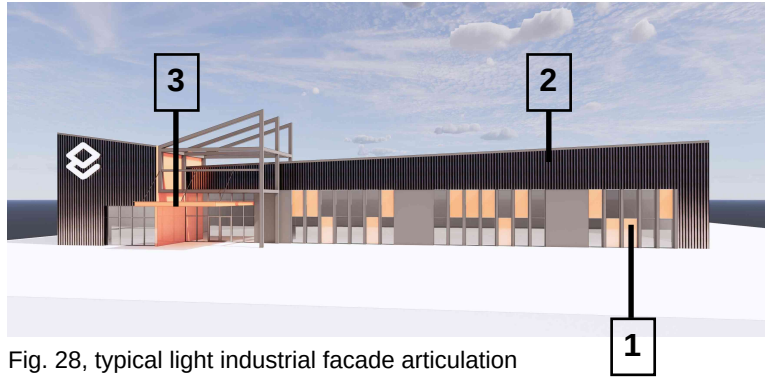


Fig. 28, typical light industrial facade articulation

1 Facade articulation



Fig. 29



Fig. 30

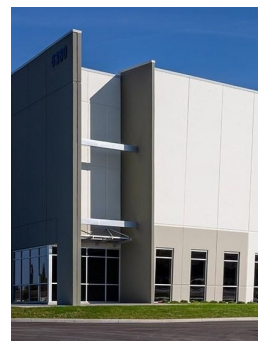


Fig. 31

2 Use of quality materials



Fig. 32



Fig. 33



Fig. 34

3 Use of accent color and patterns



Fig. 35



Fig. 36

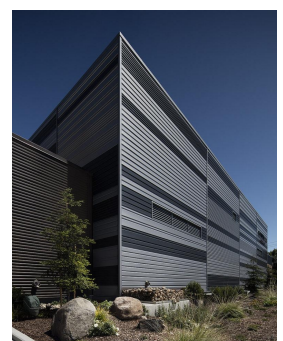


Fig. 37

E5.5 Mixed-use

Mixed-use buildings should be urban in nature. Building density should be maximized both in height and site coverage and be developed with strong pedestrian oriented connections to the public right of way. These full block developments should incorporate large modulation elements to proportionally break down the building's overall scale; small repetitive modulation elements and excessive use of material and plane changes should be avoided. The building's base should be designed to promote and activate the pedestrian zone through the use of large storefront windows and provide canopies, awnings, and building overhangs for pedestrian weather protection.

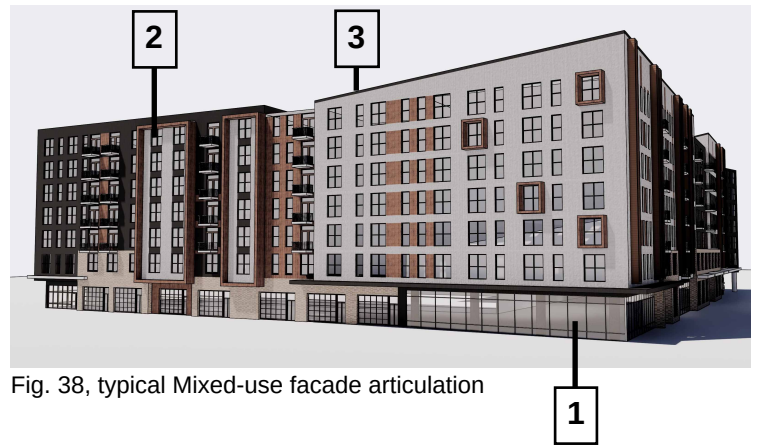


Fig. 38, typical Mixed-use facade articulation

- 1 Retail/commercial ground floor use distinguished from upper residential floors by strong definition of base form through material changes, large expanses of glazing, and canopies.



Fig. 39



Fig. 40



Fig. 41

- 2 Large and small facade "framing" elements provide visual interest and break down the overall building mass



Fig. 42



Fig. 43

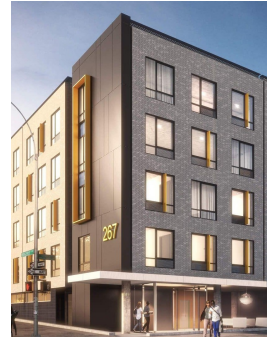


Fig. 44

- 3 Large and simple roof and parapet elements match the overall scale of building. Excessive use of parapet modulation and small roof elements should be avoided.



Fig. 45



Fig. 46



Fig. 47

E5.6 Parking Structures

Parking structures should be designed to screen the view of parked cars at pedestrian levels. Where obscuring parking at street level with commercial or residential uses are not feasible, other screening elements such as decorative grilles, planters, and landscaping shall be incorporated. Where parking is provided within buildings, entries/exits should be oriented toward alleys away from pedestrian activities. When not embedded behind or under other building uses, parking structures should visually integrated with the other uses of the building. This can be accomplished with using similar building materials, forms, and fenestration.



Fig. 48, typical parking structure facade articulation

1 Facade articulation and screening



Fig. 49

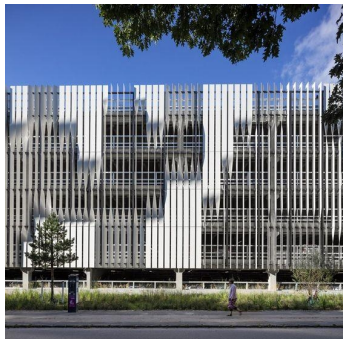


Fig. 50

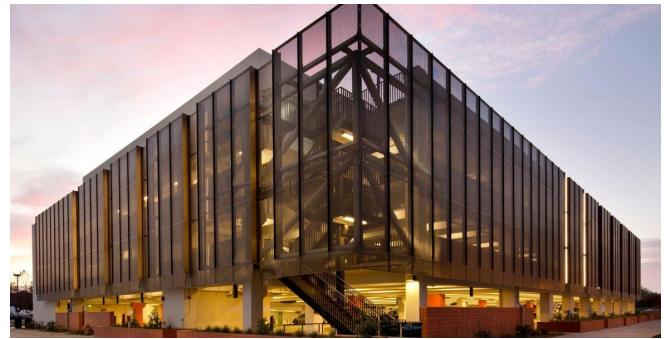


Fig. 51

2 Intergeneration within



Fig. 52



Fig. 53

3 Vibrant pedestrian connection



Fig. 54



Fig. 55

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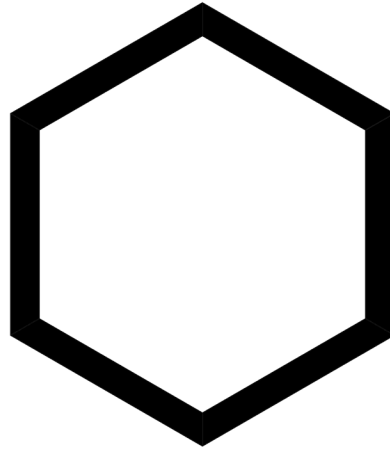
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the shape of everything.



HURLEY
DEVELOPMENT



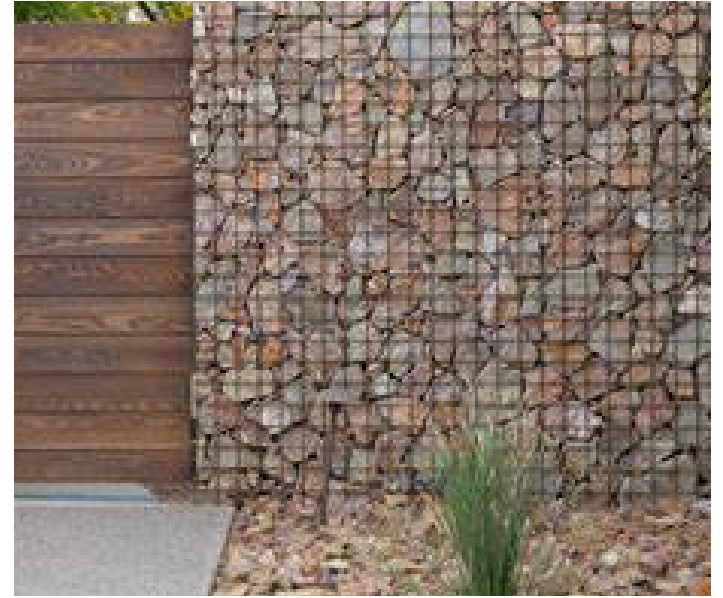


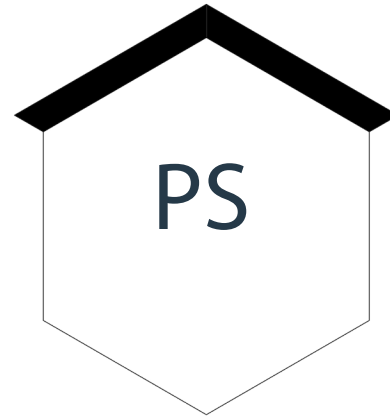
The **Hexagon**. A geometry rooted in nature creating a container for the textures of the site. Fractured rock, a dry creek bed and engaged gears stand as vestiges of the mining operations previously occurring in the **Quarry**. Stacked pallets waiting for cargo reveal a compartment structure as an industrial iteration of a honeycomb waiting to be filled. The site maintains a vigorous framework, filled with energy and mystery. A **HEADQUARTERS** for dwelling, industry and revelry.



The project draws inspiration from the **MATERIALS** currently found on-Site. The built environment will emulate the **TEXTURES** found among the rocky landscape. Stone forms a delineated sense of ground which will resonate within the aesthetic and form of the design. This unique **LANDSCAPE** overflows with tactile experiences as tall grasses give shape to the wind as it is carried across the site.

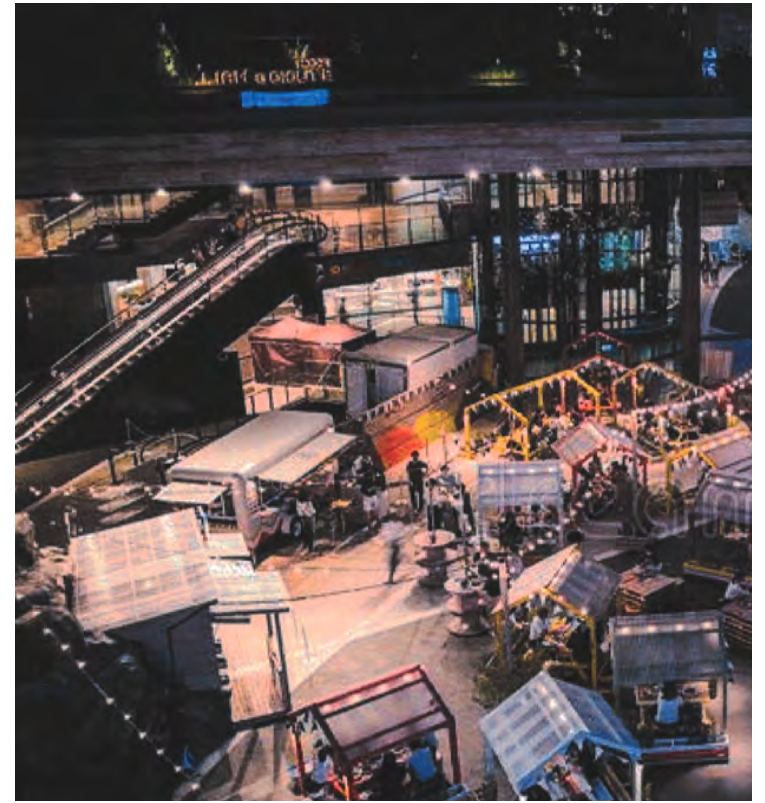
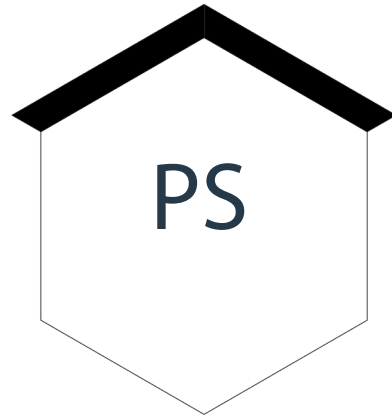






A series of **PUBLIC SPACES** connect elements of the site to one another. These provide points of interaction and human connection by providing interesting and functional spaces to gather. Larger gathering spaces signal areas where site-wide events and activities can occur to foster community within the site.



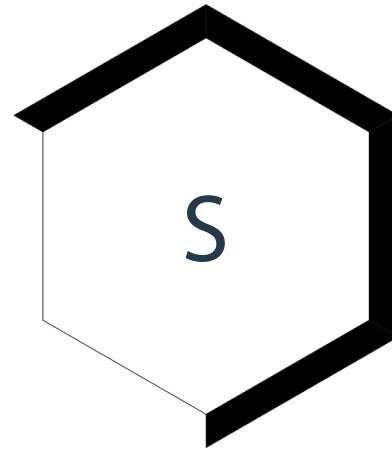




Site **COURTYARDS** facilitate gatherings by providing open areas for social interaction. These are connected to **PATHS** that connect spaces while providing a relaxing interaction with elements of nature. Opportunities for discovery and contemplation weave through the site via an intimate network of **ALLEYS** which provide a new experience around every turn.

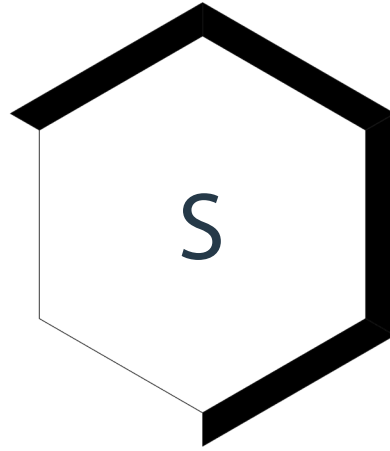


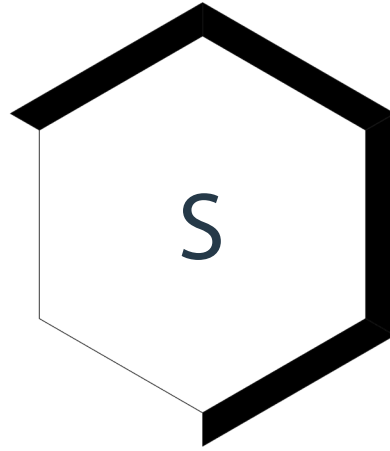




HQ is built with a nod to the history of the quarry and existing landscape. The site **STRUCTURES** radiate a modern aesthetic consisting of clean edges, transparency and materials that are fitting of the sense of place. These forms serve as a backdrop to the vitality and essence of the space.

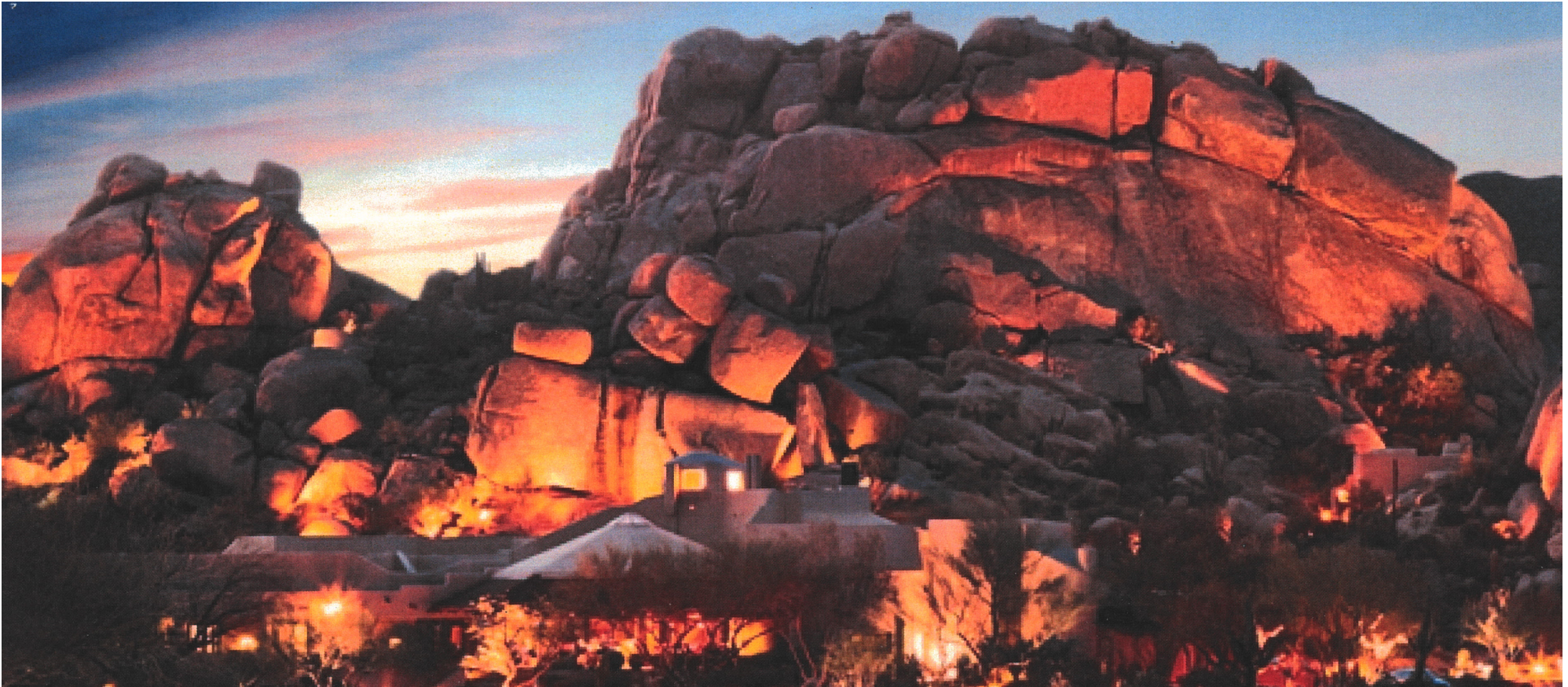


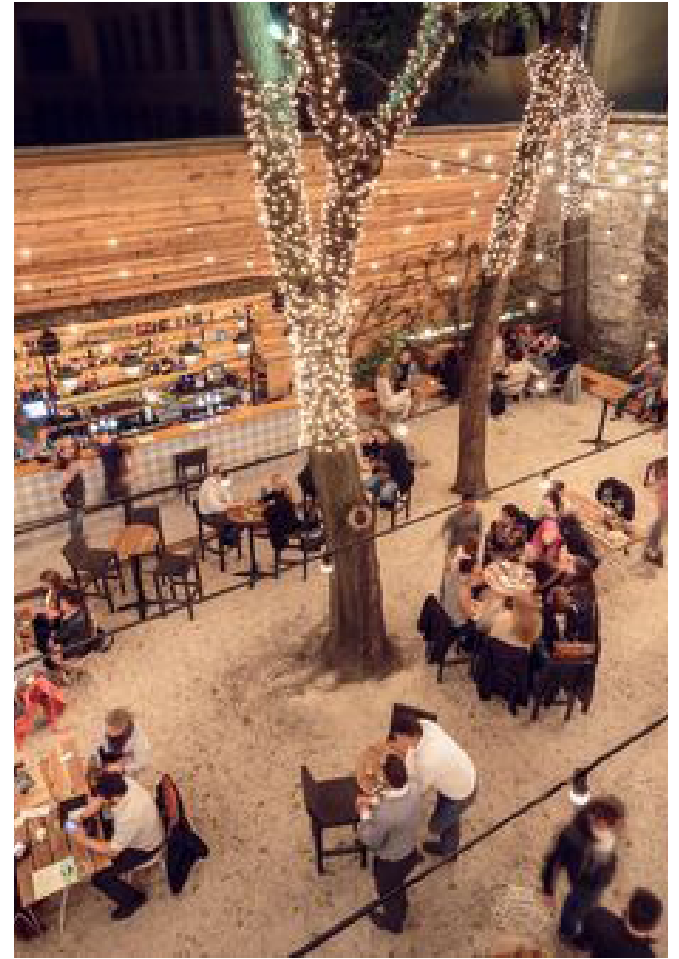






As a place full of activity and discovery, site **ICONS** leave a lasting impression, reflecting a place not just of daytime use, but also a nighttime experience full of **LIGHT**. These embellishments provide a cherished and lively destination.

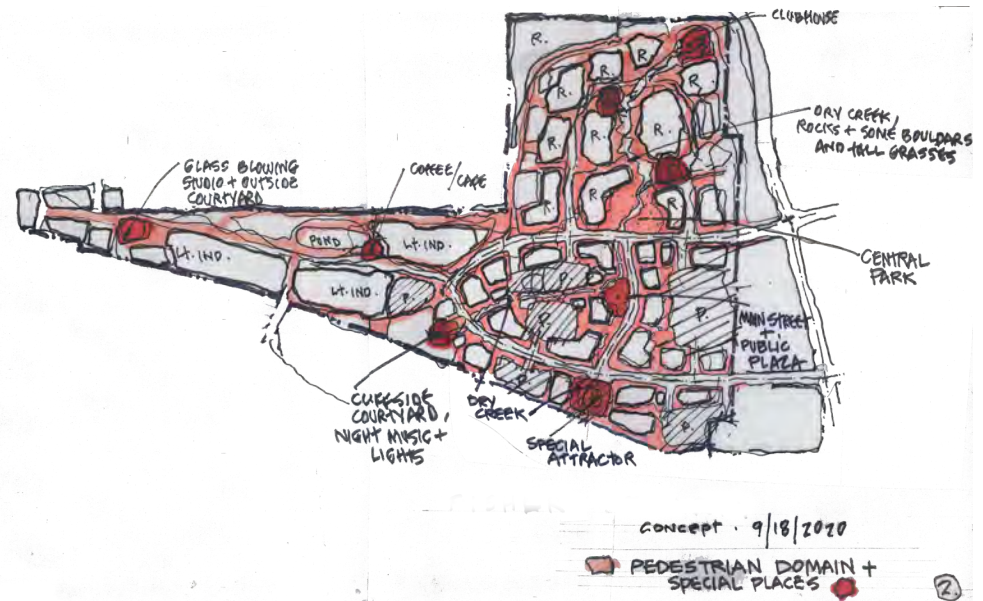
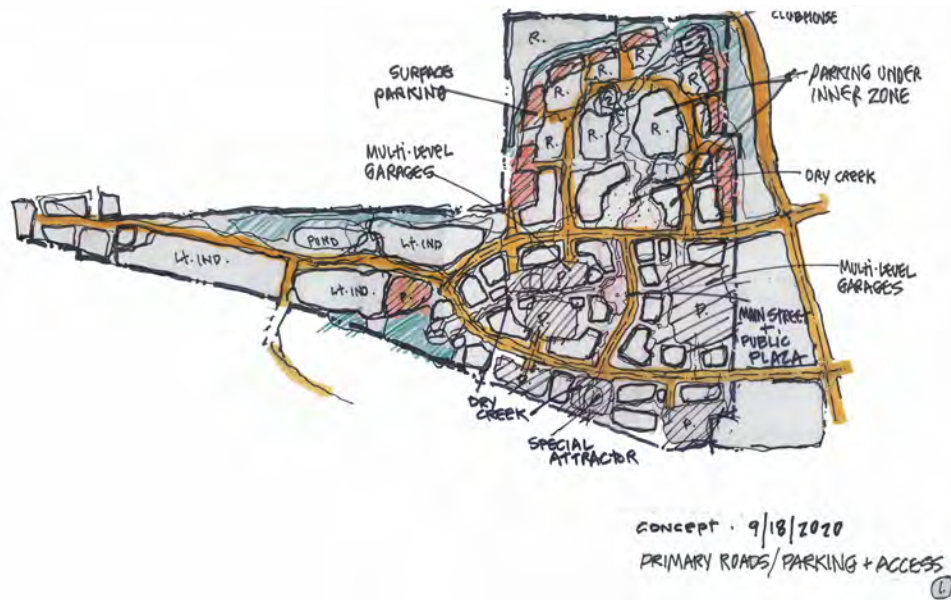




The site plan is conceived in levels, not unlike the quarry that shaped the site. The lower level is vehicular. It creates a series of major circulation paths and parking resources that supports the entire site.

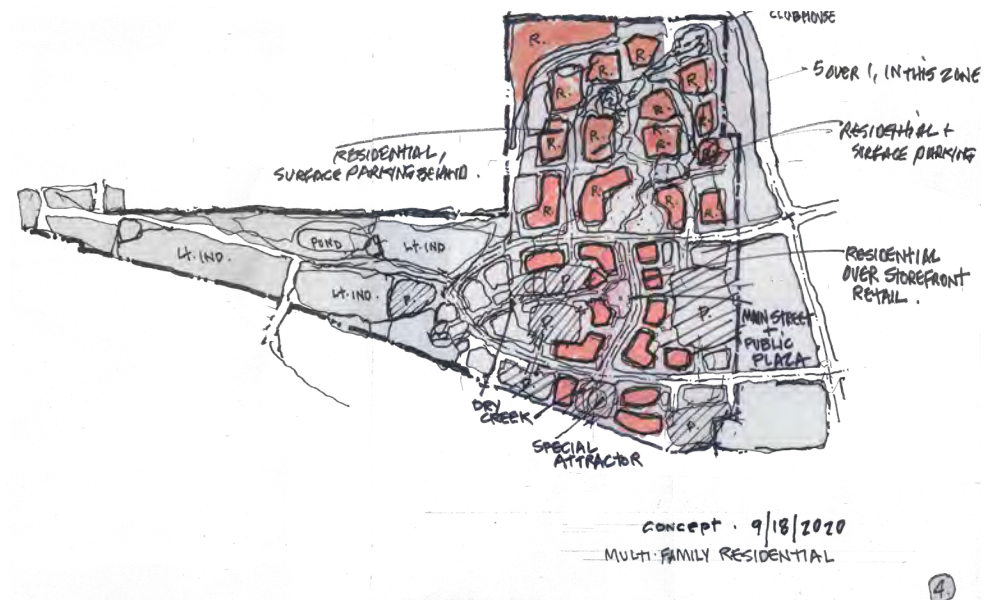
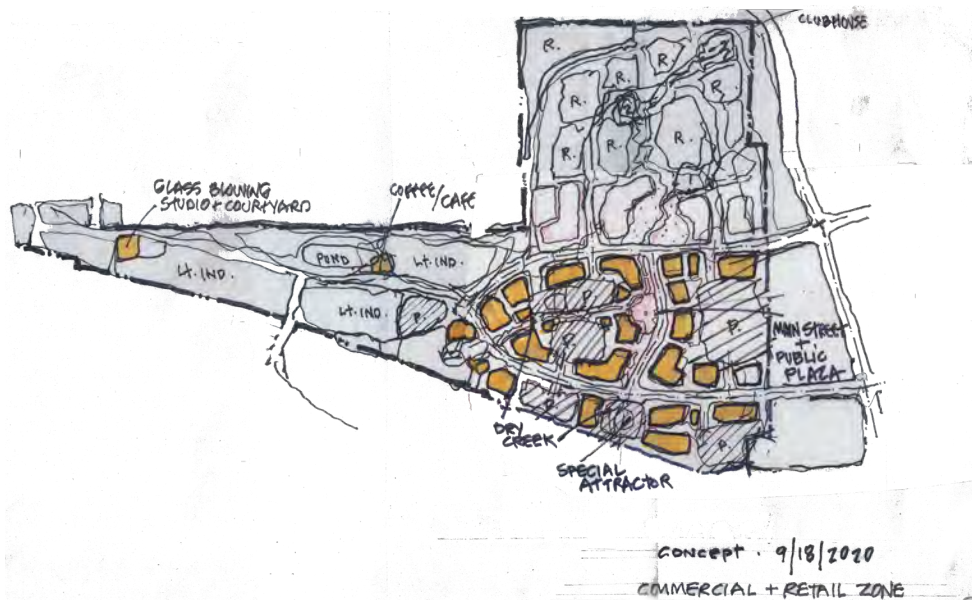


The next level up is pedestrian. Like the creek, it fills the cracks between buildings and meanders through the site, creating smaller “streams” and “pools”. Areas of vegetation support the plazas, courtyards and pathways giving a soft edge to the pedestrian realm.



SITE

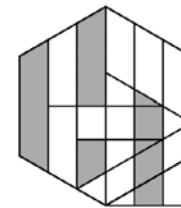
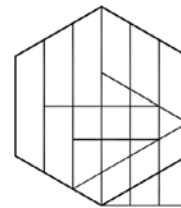
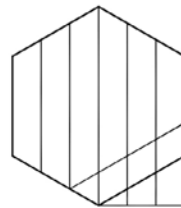
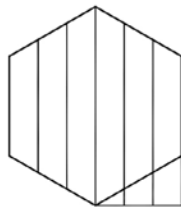
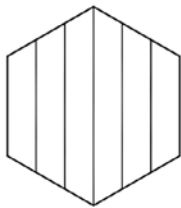
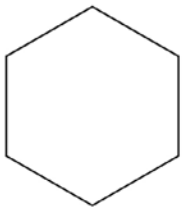
The next two levels are program based and are set within the framework of the first two levels. The first of these two, is the commercial and retail zones that radiate out from the central plaza to the west. A network of alleys provide a more urban path through this level. These Pathways link special attractions and allow for a sense of discovery along their routes. The last level is the residential zone. It spreads north from the site center. Mixing with the commercial zone to create a true mixed-use neighborhood.





HQ|VANCOUVER

the shape of everything.



Sep. 15, 2021 1:01 pm
L:\Project\19809\19809 CAD\ACAD\Drawings\19809_Z-01 Land Use.dwg



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CITY OF VANCOUVER, WASHINGTON

LAND USE ALLOCATION PLAN

MASTER PLAN AND SUBDIVISION APPLICATION

#	DATE	DESCRIPTION

REVISIONS

TJP	TDL
DRAWN BY	CHECKED BY

STATUS

SEPTEMBER 2021

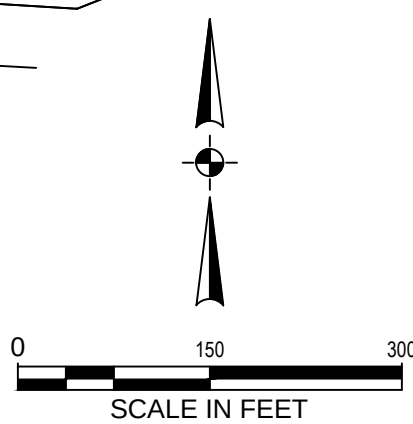
DATE

19809.100

PROJECT NUMBER

MP-01

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Sep 15, 2021 2:06pm
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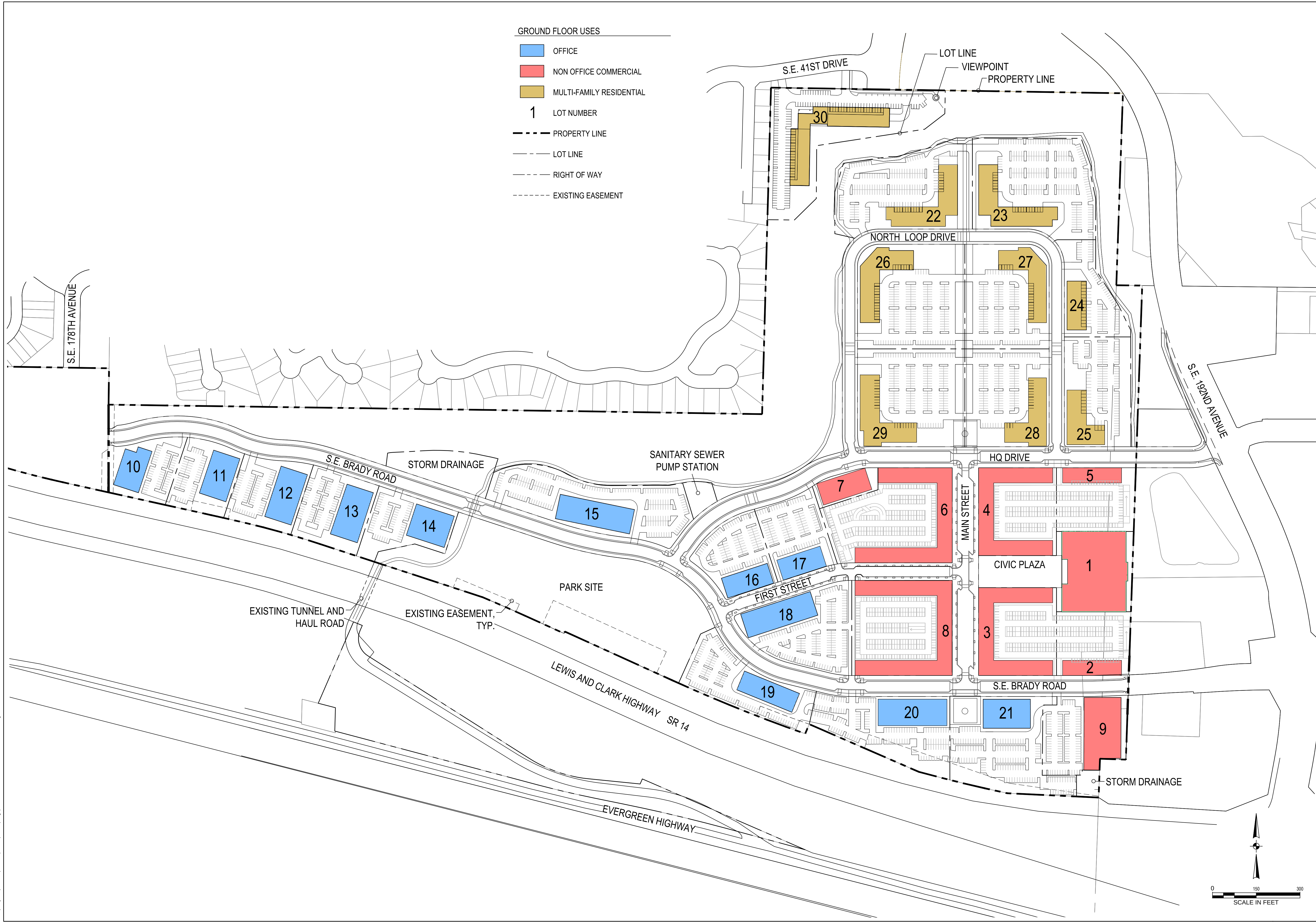
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HURLEY DEVELOPMENT
275 W 3RD ST, STE 300
VANCOUVER, WA 98660

HQ
MASTER PLAN AND SUBDIVISION APPLICATION
CITY OF VANCOUVER, WASHINGTON
MASTER PLAN
MASTER PLAN AND SUBDIVISION APPLICATION

TITLE		
#	DATE	DESCRIPTION
REVISIONS		
TJP		TDL
DRAWN BY		CHECKED BY
STATUS		
SEPTEMBER 2021		
DATE		
19809.100		
PROJECT NUMBER		
MP-02		
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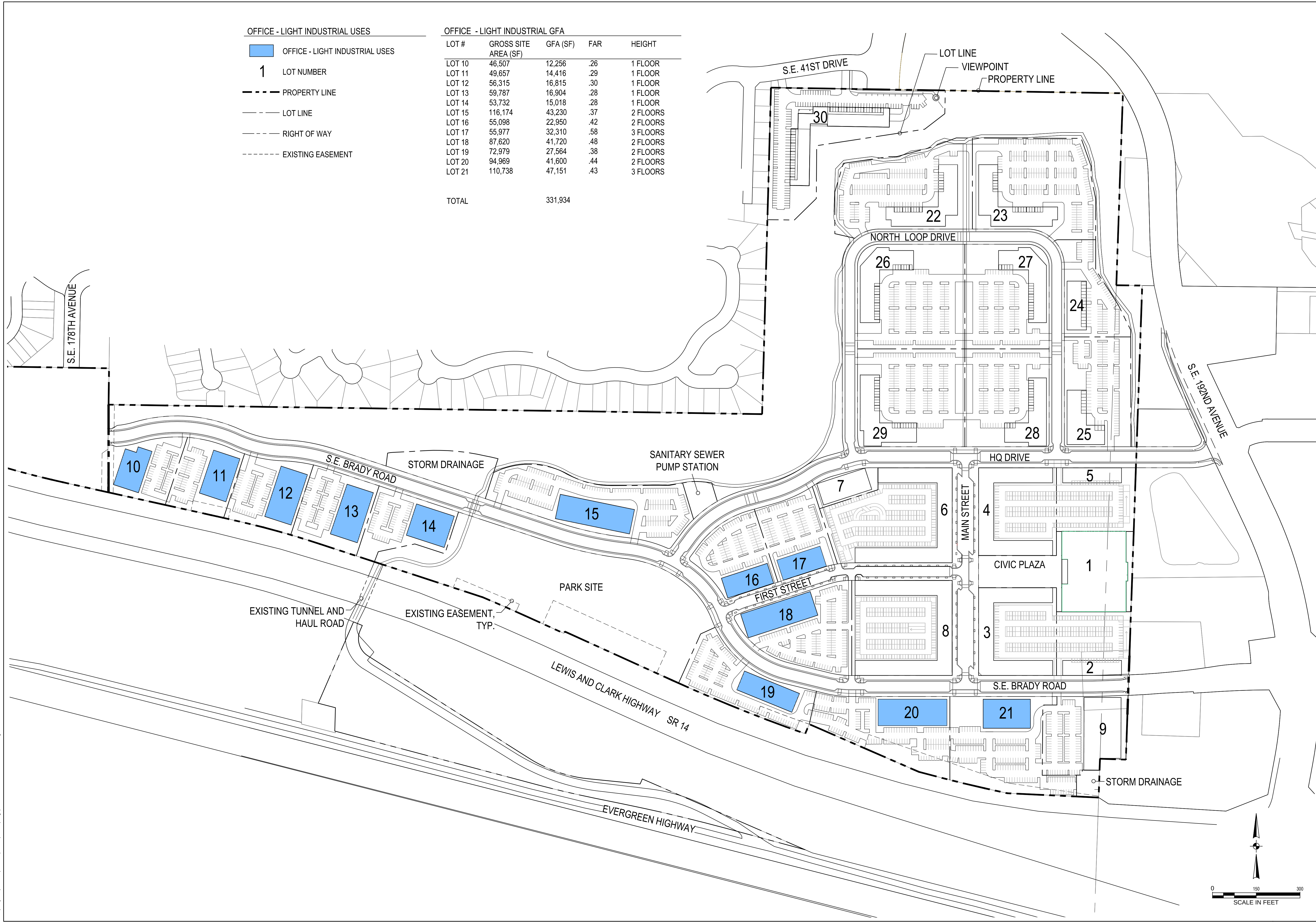
PRELIMINARY

HURLEY DEVELOPMENT
275 W 3RD ST, STE 300
VANCOUVER, WA 98660

HQ
MASTER PLAN AND SUBDIVISION APPLICATION
CITY OF VANCOUVER, WASHINGTON
GROUND FLOOR USES
MASTER PLAN AND SUBDIVISION APPLICATION

REVISIONS		
#	DATE	DESCRIPTION
TJP TDL DRAWN BY CHECKED BY		
STATUS		
SEPTEMBER 2021		
DATE		
19809.100		
PROJECT NUMBER		
MP-03		
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HQ
MASTER PLAN AND SUBDIVISION APPLICATION
CITY OF VANCOUVER, WASHINGTON
OFFICE - LIGHT INDUSTRIAL USES
MASTER PLAN AND SUBDIVISION APPLICATION

#	DATE	DESCRIPTION

TJP	TDL
DRAWN BY	CHECKED BY

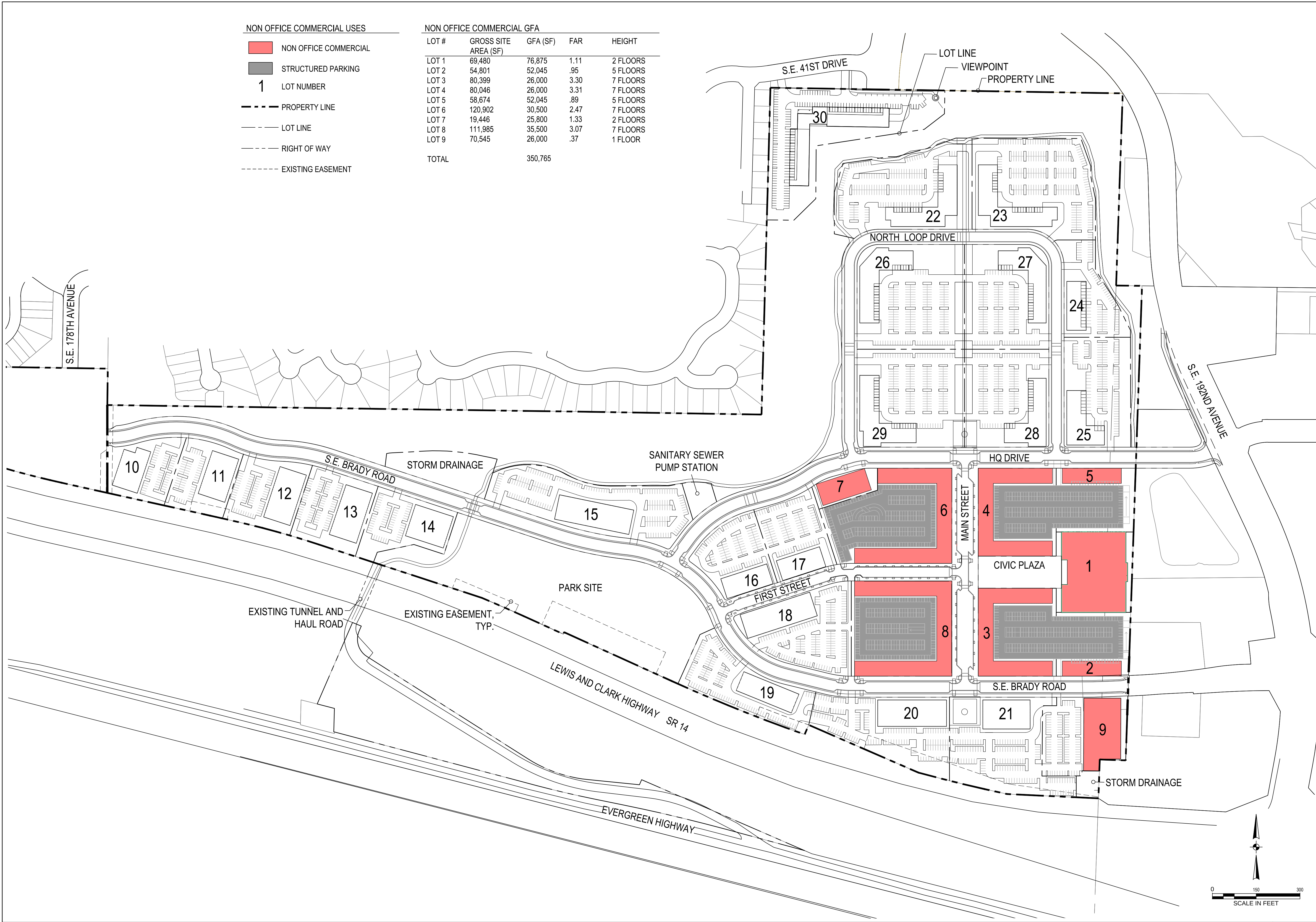
STATUS
SEPTEMBER 2021

DATE
19809.100

PROJECT NUMBER
MP-04

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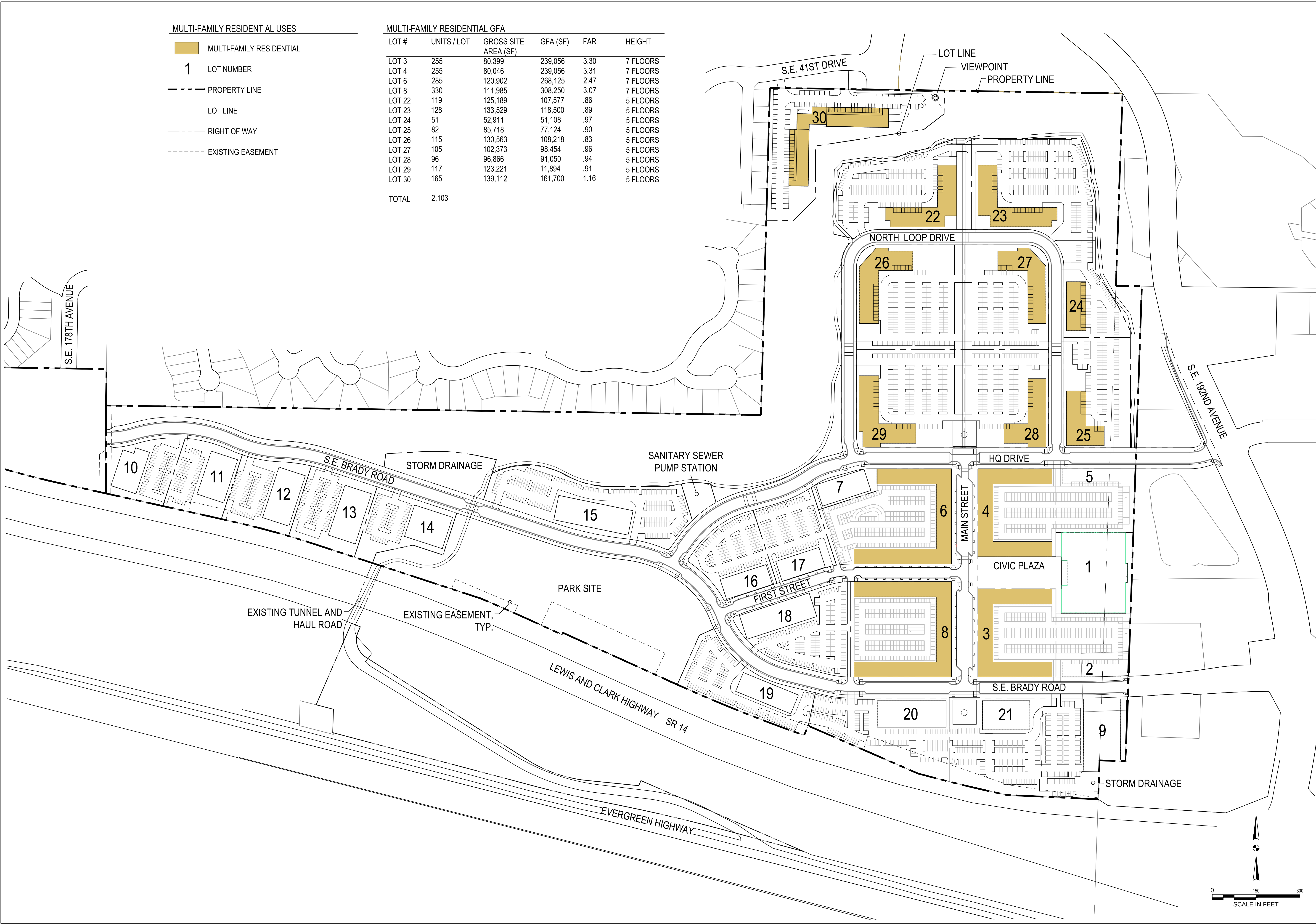
PRELIMINARY

HURLEY DEVELOPMENT
275 W 3RD ST, STE 300
VANCOUVER, WA 98660

HQ
MASTER PLAN AND SUBDIVISION APPLICATION
CITY OF VANCOUVER, WASHINGTON
NON OFFICE COMMERCIAL USES
MASTER PLAN AND SUBDIVISION APPLICATION

TITLE		
#	DATE	DESCRIPTION
REVISIONS		
TJP		TDL
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STATUS		
SEPTEMBER 2021		
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PROJECT NUMBER		
MP-05		
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MASTER PLAN AND SUBDIVISION APPLICATION
CITY OF VANCOUVER, WASHINGTON

MULTI-FAMILY RESIDENTIAL USES

MASTER PLAN AND SUBDIVISION APPLICATION

TITLE		
#	DATE	DESCRIPTION

REVISIONS

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STATUS

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DATE

19809.100
PROJECT NUMBER

MP-06

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PRELIMINARY

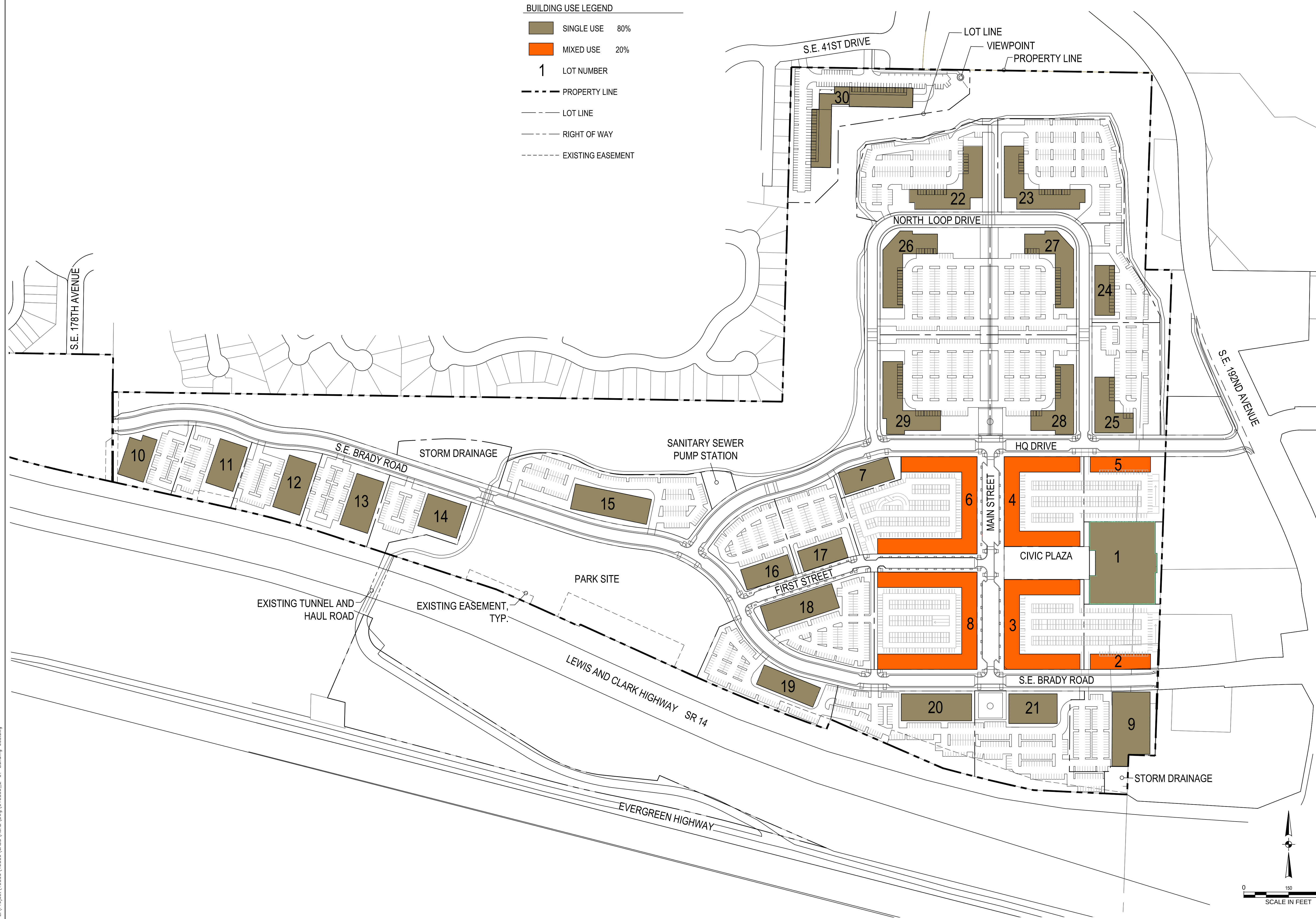
HURLEY DEVELOPMENT
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VANCOUVER, WA 98660

HQ
MASTER PLAN AND SUBDIVISION APPLICATION
CITY OF VANCOUVER, WASHINGTON
BUILDING USE (SINGLE OR MIXED)
MASTER PLAN AND SUBDIVISION

TITLE		
#	DATE	DESCRIPTION
REVISIONS		
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2009 SEPTEMBER 21		
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100 9809		
PROJECT NUMBER		

MP-07

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PRELIMINARY

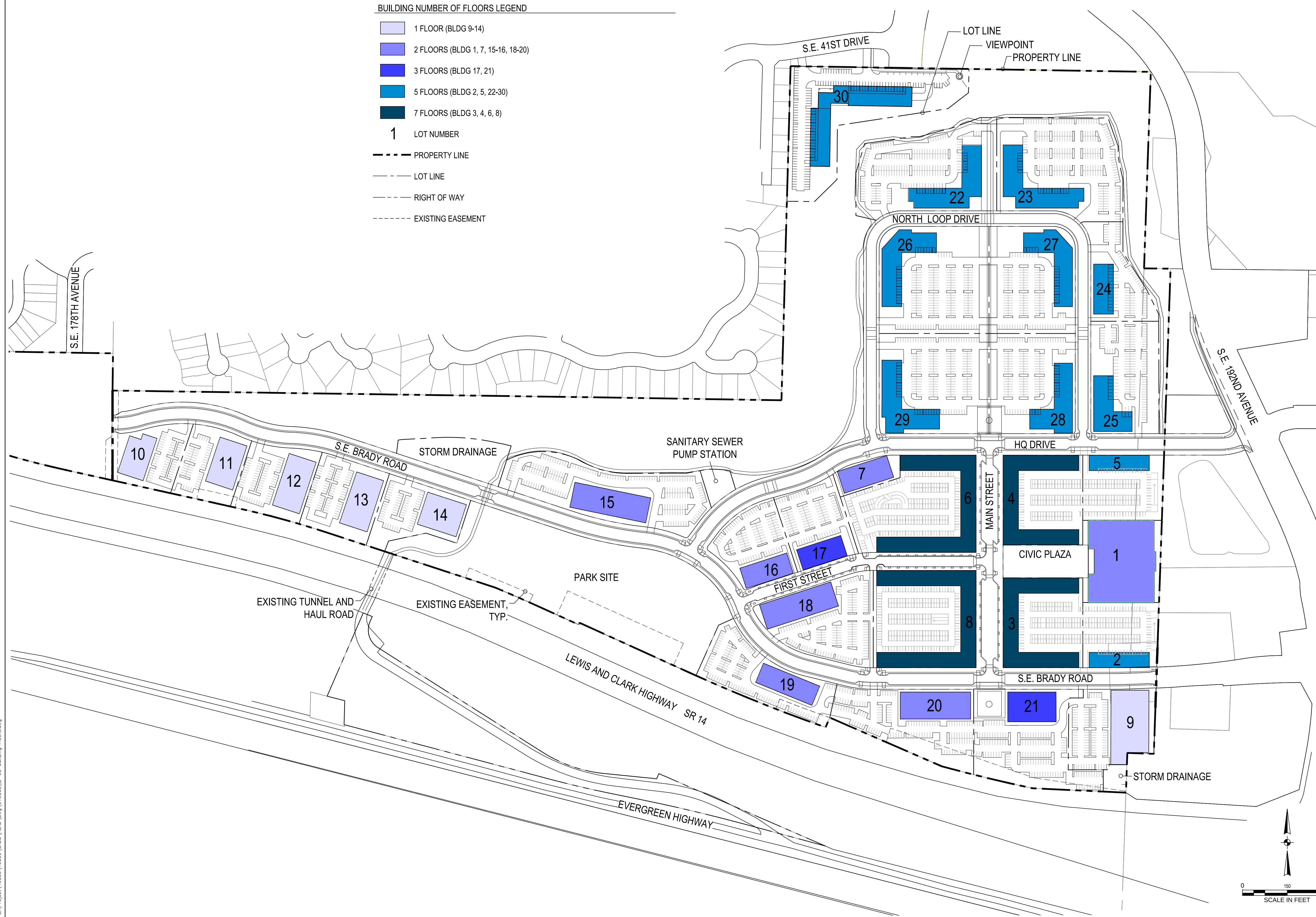
HURLEY DEVELOPMENT
275 W 3RD ST, STE 300
VANCOUVER, WA 98660

HQ
MASTER PLAN AND SUBDIVISION APPLICATION
CITY OF VANCOUVER, WASHINGTON
BUILDING NUMBER OF FLOORS
MASTER PLAN AND SUBDIVISION

TITLE		
#	DATE	DESCRIPTION
REVISIONS		
TJP		TOL
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STATUS		
SEPTEMBER 2021		
DATE		
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PROJECT NUMBER		

MP-08

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Sep 15, 2021 - 1:20pm
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VEHICLE CIRCULATION PLAN



STRUCTURED PARKING



SURFACE PARKING



PUBLIC CIRCULATION



ALLEY / DRIVEWAY ACCESS



RAISED PEDESTRIAN CROSSING



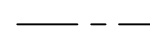
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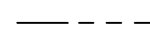
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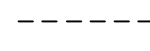
PROPERTY LINE



LOT LINE



RIGHT OF WAY

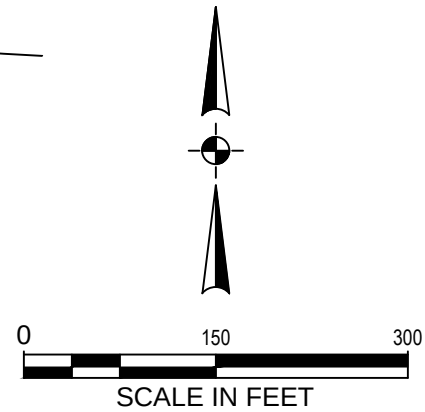
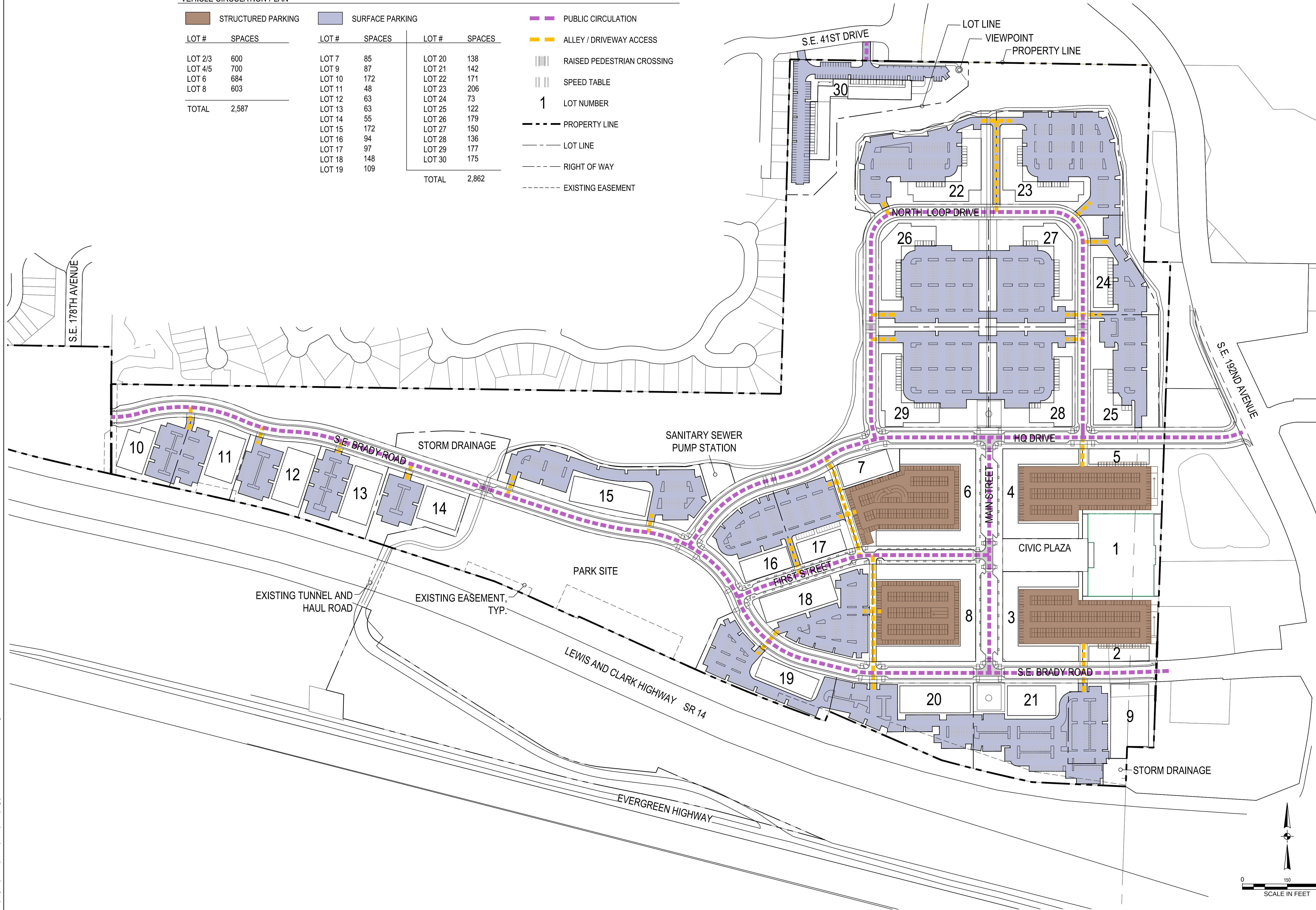


EXISTING EASEMENT

LOT #	SPACES
LOT 2/3	600
LOT 4/5	700
LOT 6	684
LOT 8	603
TOTAL	2,587

LOT #	SPACES
LOT 7	85
LOT 9	87
LOT 10	172
LOT 11	48
LOT 12	63
LOT 13	63
LOT 14	55
LOT 15	172
LOT 16	94
LOT 17	97
LOT 18	148
LOT 19	109

LOT #	SPACES
LOT 20	138
LOT 21	142
LOT 22	171
LOT 23	206
LOT 24	73
LOT 25	122
LOT 26	179
LOT 27	150
LOT 28	136
LOT 29	177
LOT 30	175
TOTAL	2,862



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CITY OF VANCOUVER, WASHINGTON
VEHICLE CIRCULATION PLAN
MASTER PLAN AND SUBDIVISION APPLICATION

#	DATE	DESCRIPTION

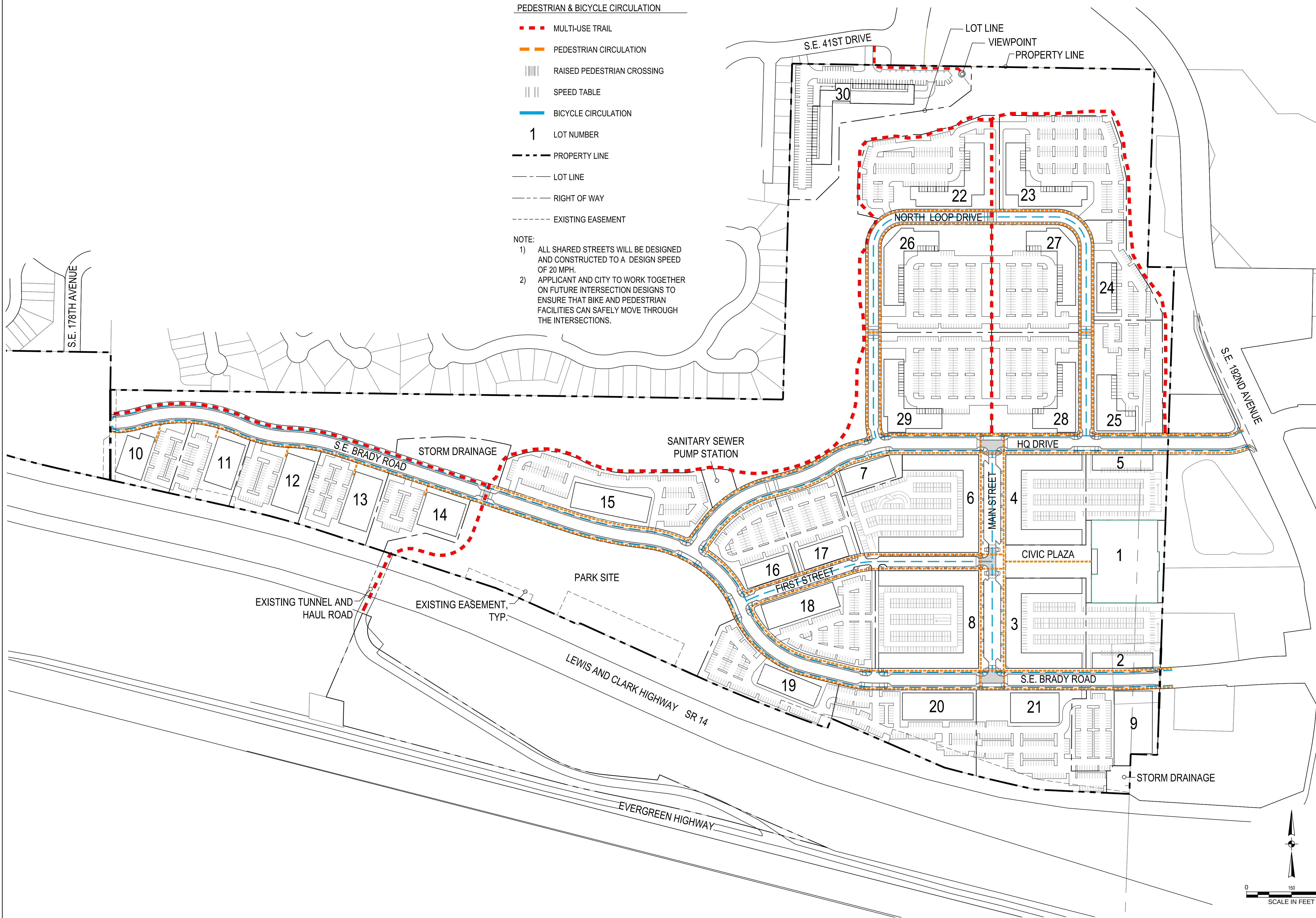
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STATUS
SEPTEMBER 2021 DATE
19809.100 PROJECT NUMBER

MP-09

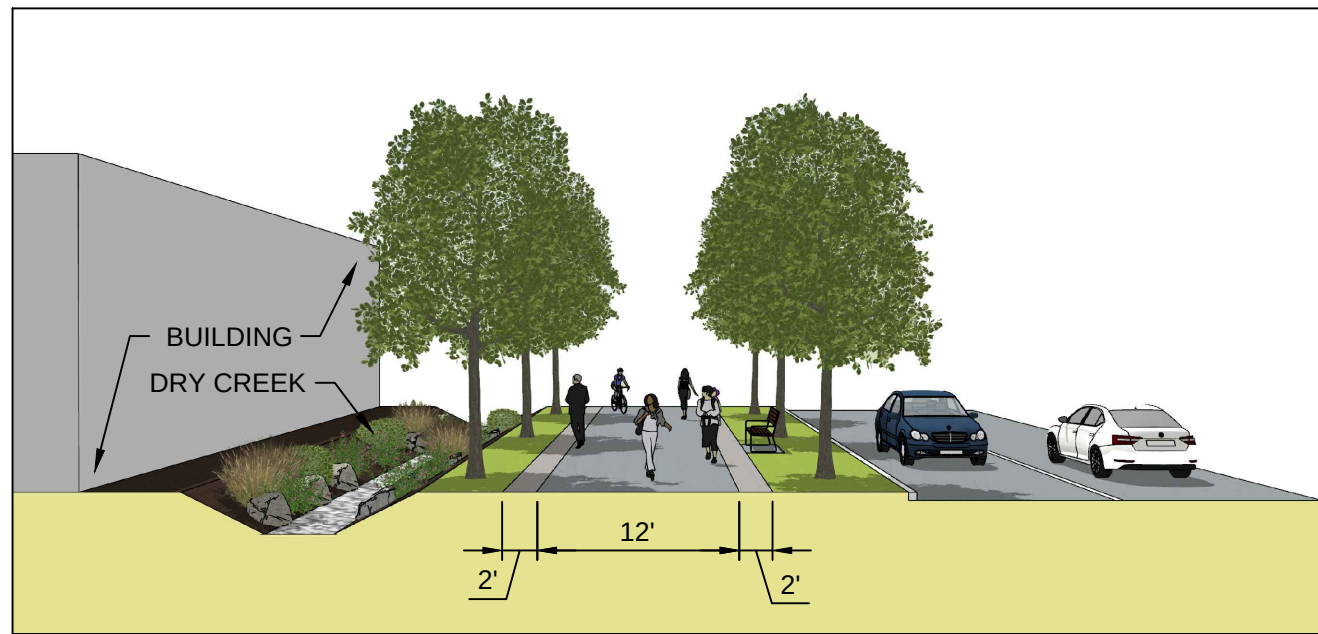
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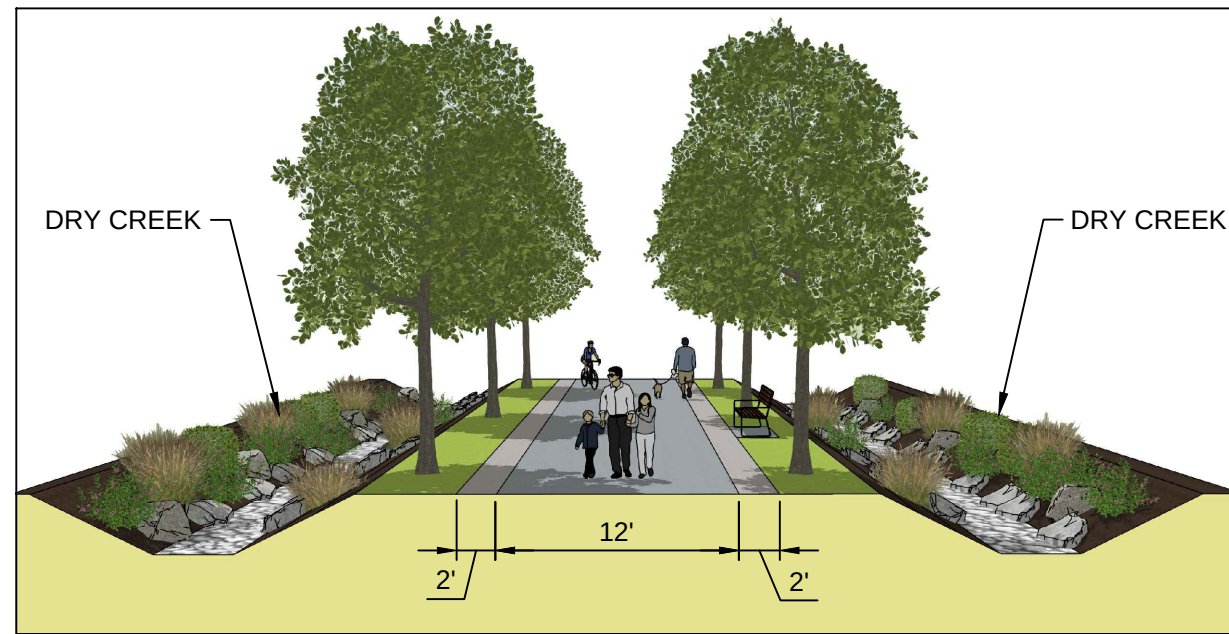


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#	DATE	DESCRIPTION
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STATUS		
SEPTEMBER 2021		
DATE		
19809.100		
PROJECT NUMBER		
MP-10		
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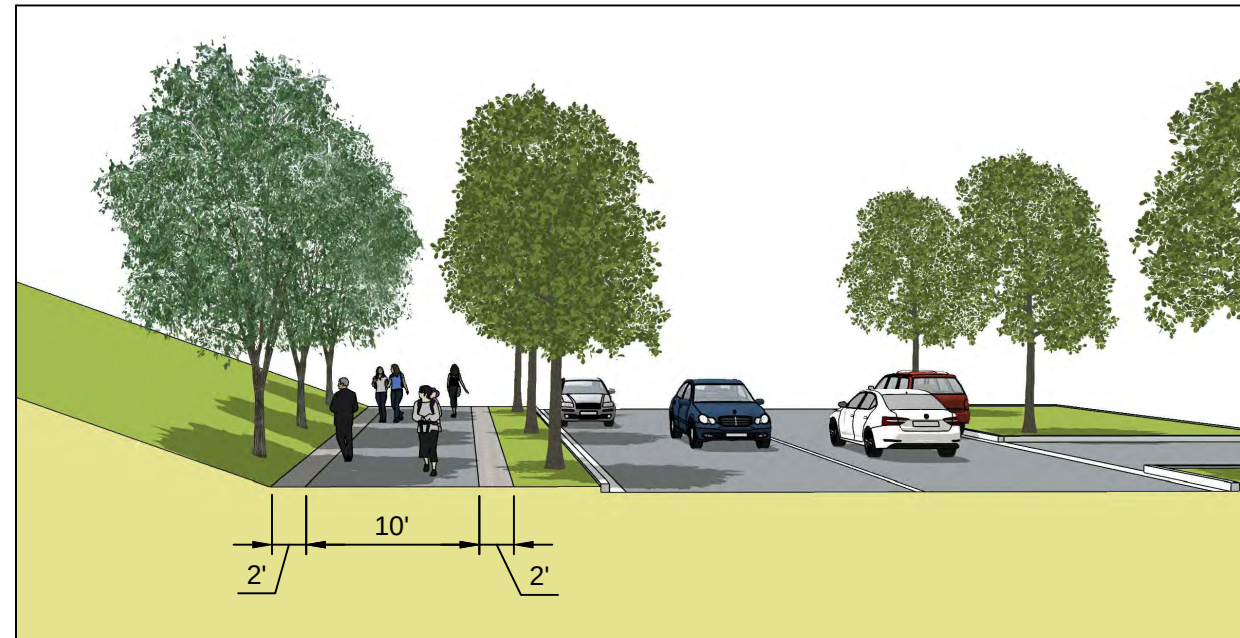
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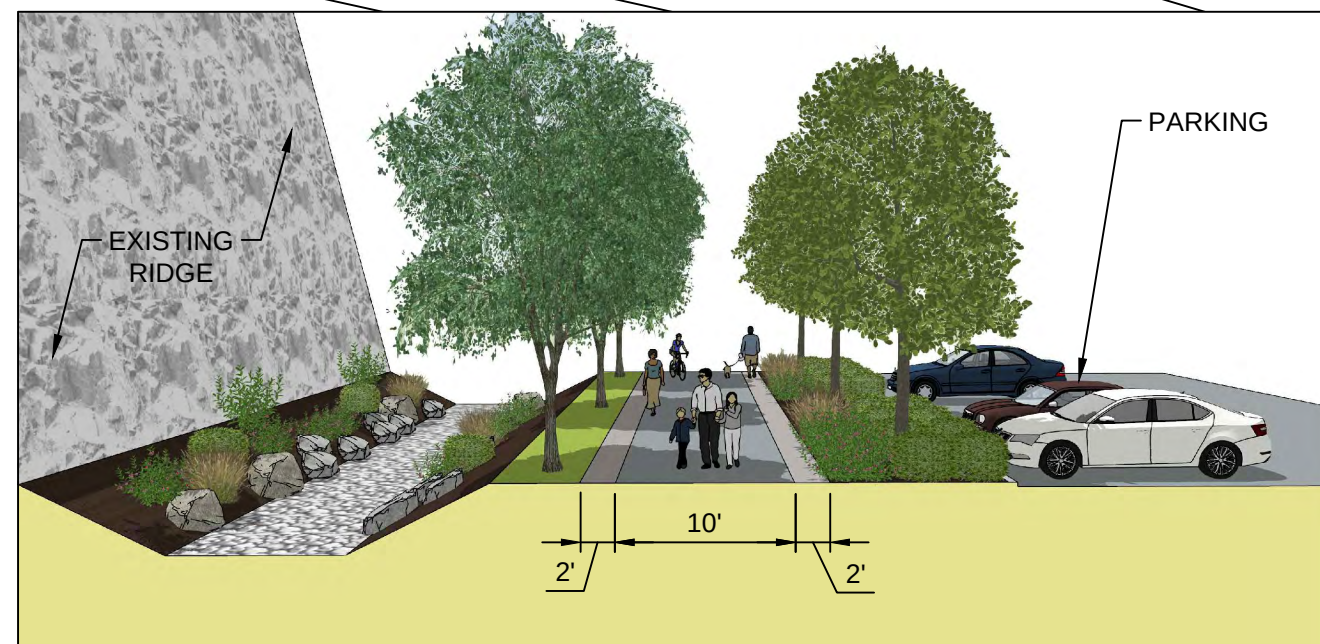
A
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SCALE: NTS



B
L1 NORTH/SOUTH PEDESTRIAN CONNECTION
SCALE: NTS



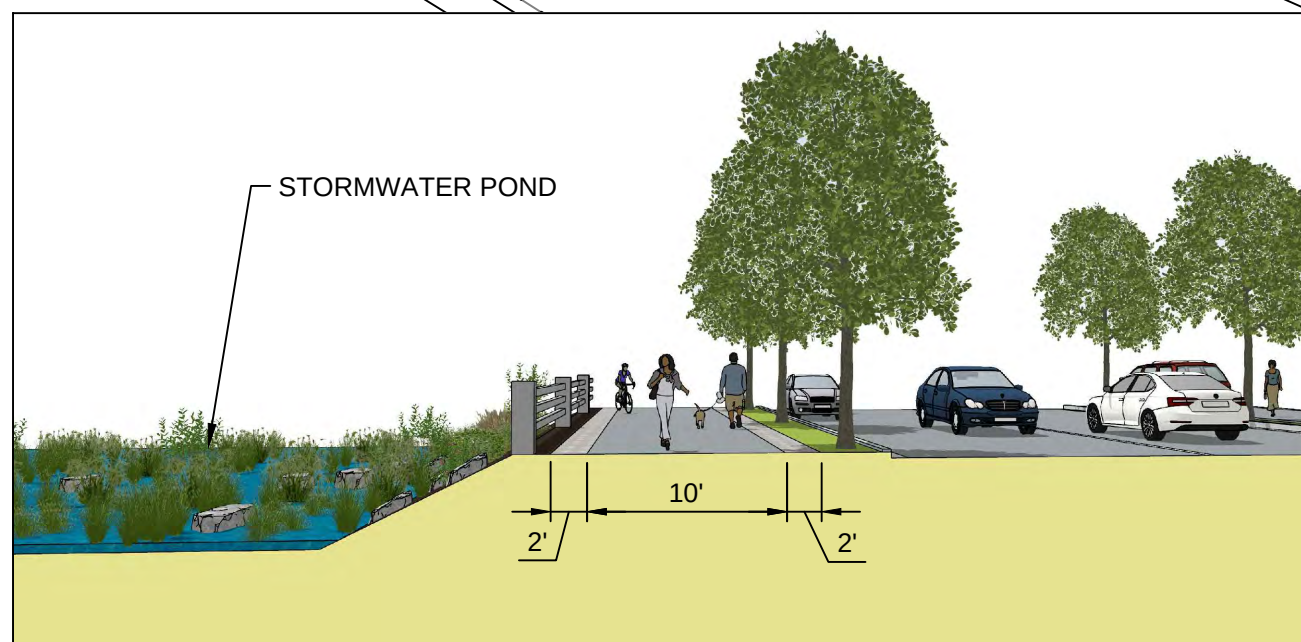
C
L1 PERIMETER TRAIL
SCALE: NTS



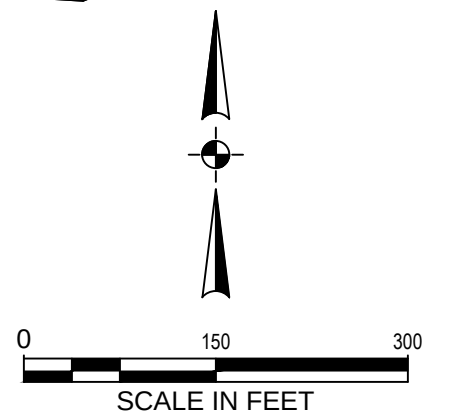
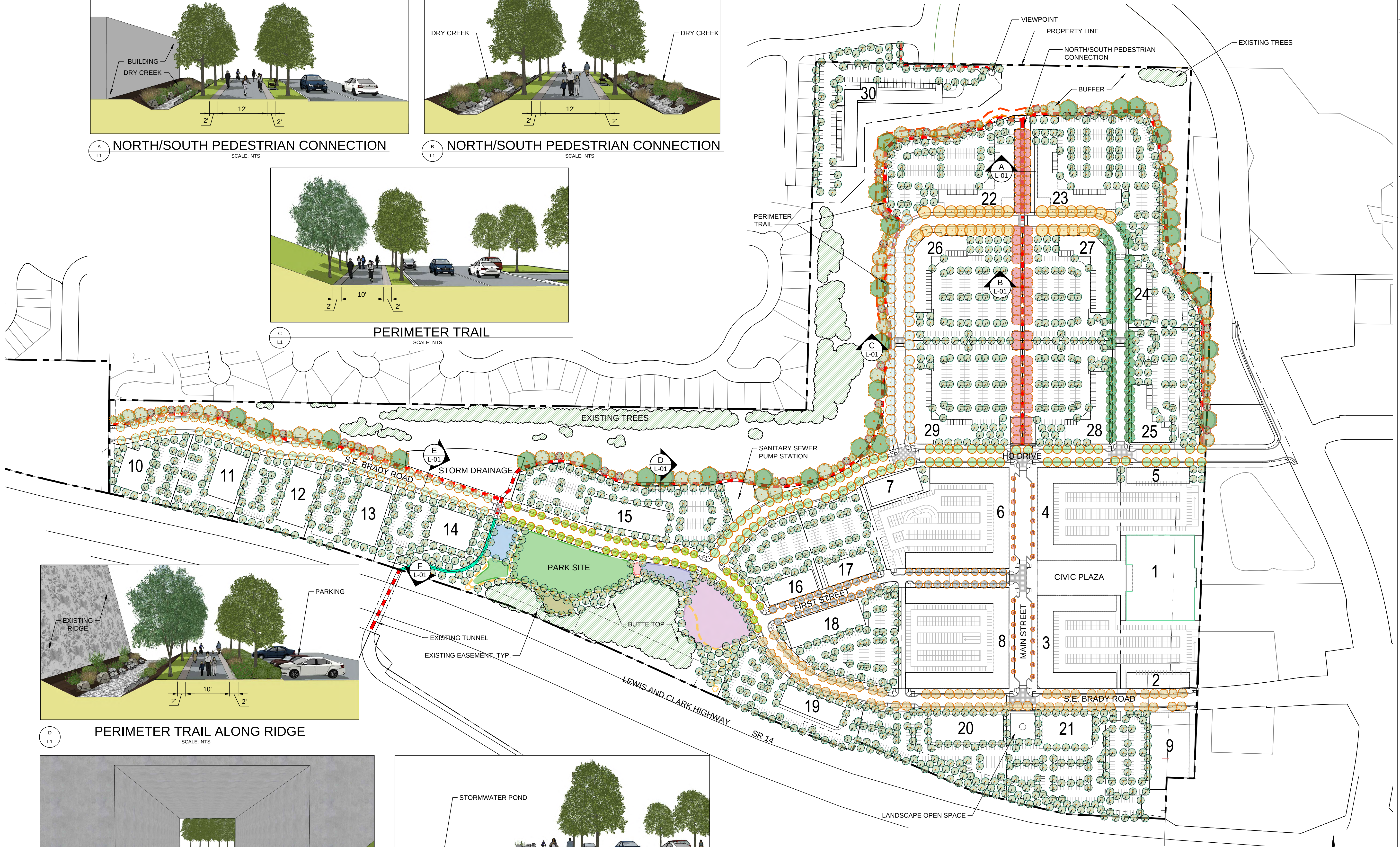
D
L1 PERIMETER TRAIL ALONG RIDGE
SCALE: NTS



E
L1 PEDESTRIAN CONNECTION THROUGH TUNNEL
SCALE: NTS



F
L1 TRAIL ALONG STORMWATER POND
SCALE: NTS



#	DATE	DESCRIPTION

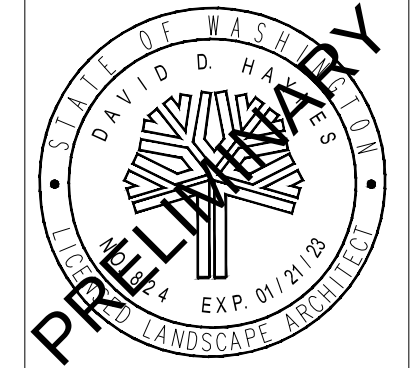
REVISIONS
JED DDH DRAWN BY CHECKED BY

STATUS
SEPTEMBER 2021 DATE
19809.100 PROJECT NUMBER

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HURLEY DEVELOPMENT
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VANCOUVER, WA 98660

HQ
MASTER PLAN AND SUBDIVISION APPLICATION
CITY OF VANCOUVER, WASHINGTON
COMMUNITY PARK MASTER PLAN
MASTER PLAN AND SUBDIVISION APPLICATION

TITLE		
#	DATE	DESCRIPTION

REVISIONS

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STATUS
SEPTEMBER 2021
DATE
19809.100
PROJECT NUMBER

MP-12

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HQ

MASTER PLAN AND SUBDIVISION APPLICATION
CITY OF VANCOUVER, WASHINGTON

PARKS, OPEN SPACES & TRAILS

MASTER PLAN AND SUBDIVISION APPLICATION

#	DATE	DESCRIPTION
REVISIONS		
TJP		TDL
DRAWN BY		CHECKED BY

STATUS

SEPTEMBER 2021

DATE

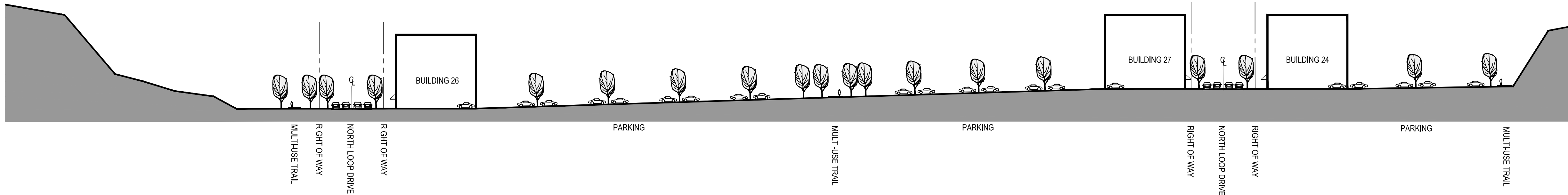
19809.100

PROJECT NUMBER

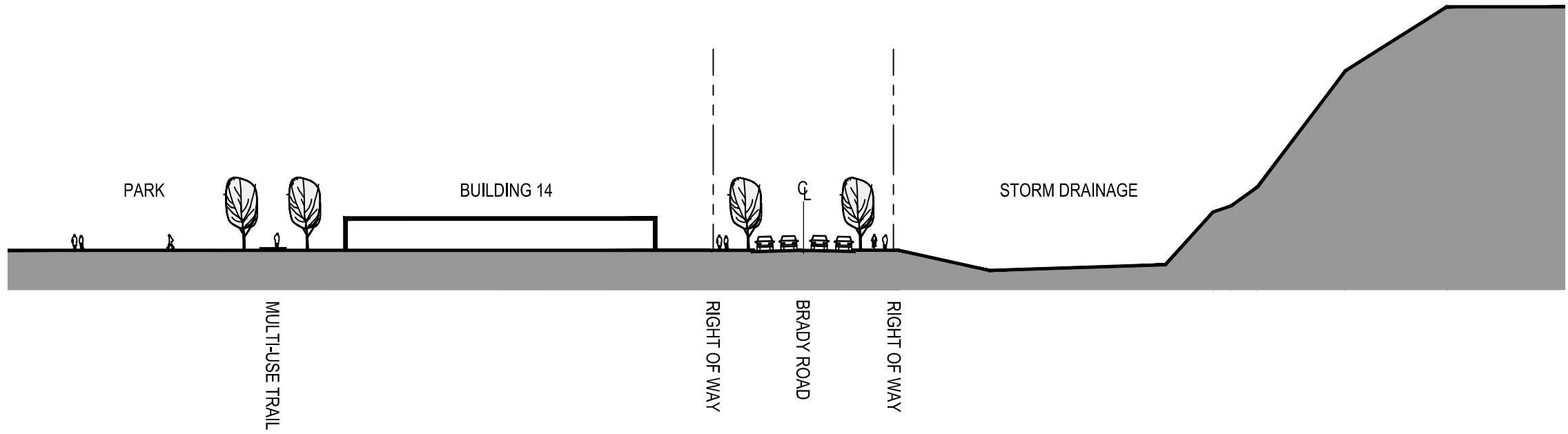
MP-13

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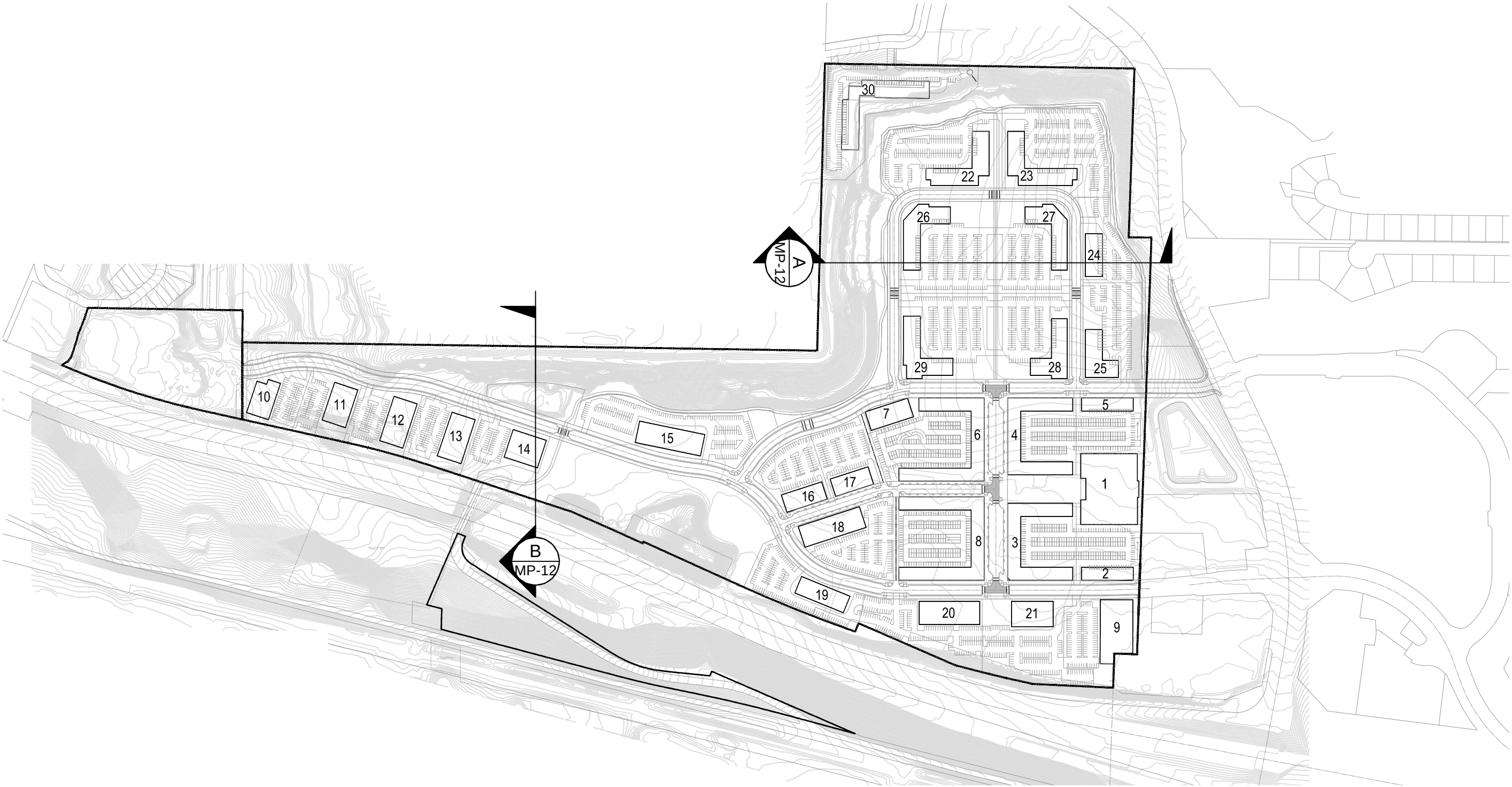
Sep 15, 2021 1:33pm
L:\Project\19809\19809 CAD\19809_Z-13 Site Section.dwg



SITE SECTION A



SITE SECTION B



SITE SECTION PLAN



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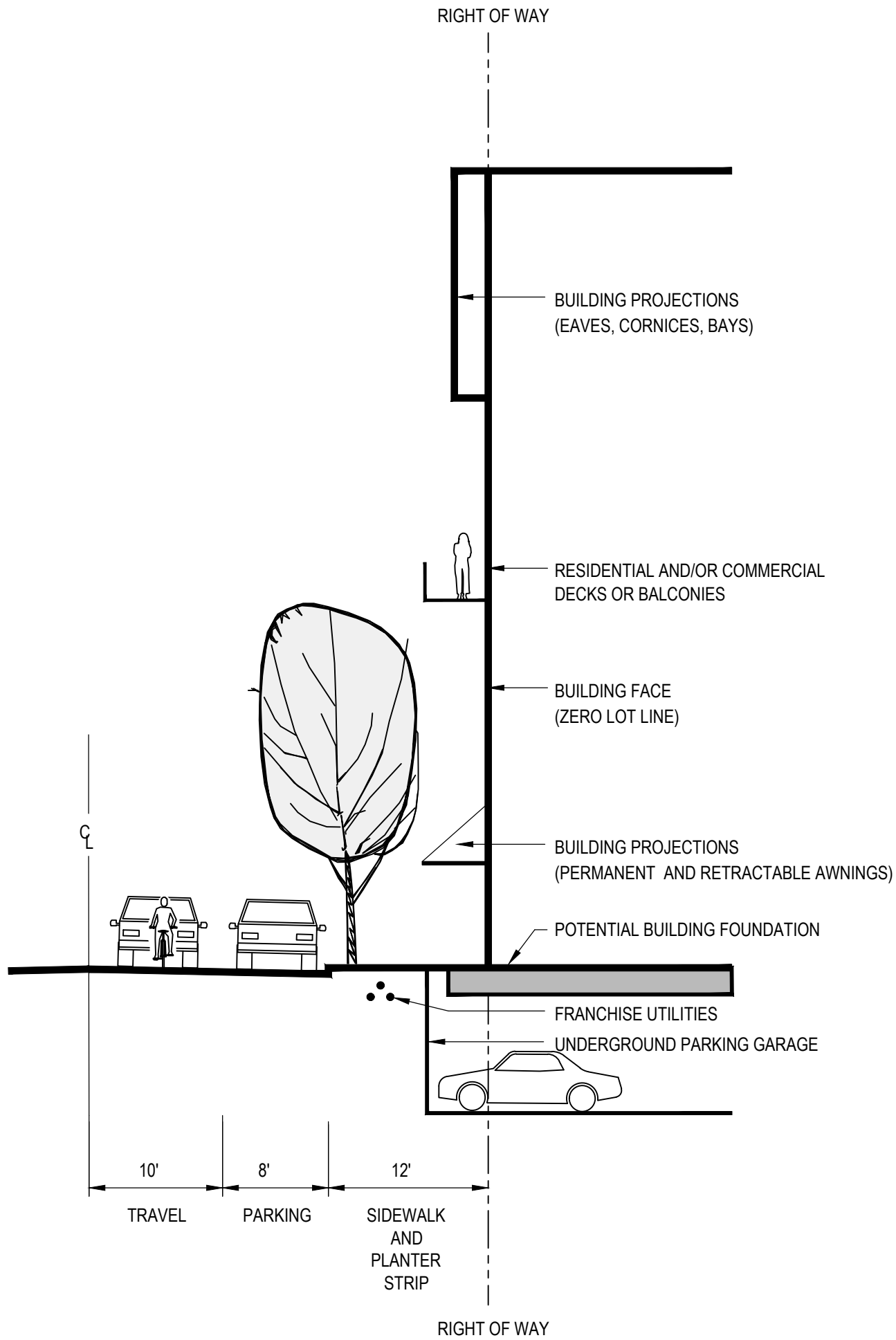
HURLEY DEVELOPMENT
275 W 3RD ST, STE 300
VANCOUVER, WA 98660

HQ
MASTER PLAN AND SUBDIVISION APPLICATION
CITY OF VANCOUVER, WASHINGTON
SITE SECTION
MASTER PLAN AND SUBDIVISION APPLICATION

TITLE		
#	DATE	DESCRIPTION
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TJP		TDL
DRAWN BY		CHECKED BY
STATUS		
SEPTEMBER 2021		
DATE		
19809.100		
PROJECT NUMBER		

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RIGHT OF WAY ENCROACHMENTS
PROPOSED FIRST STREET CROSS-SECTION



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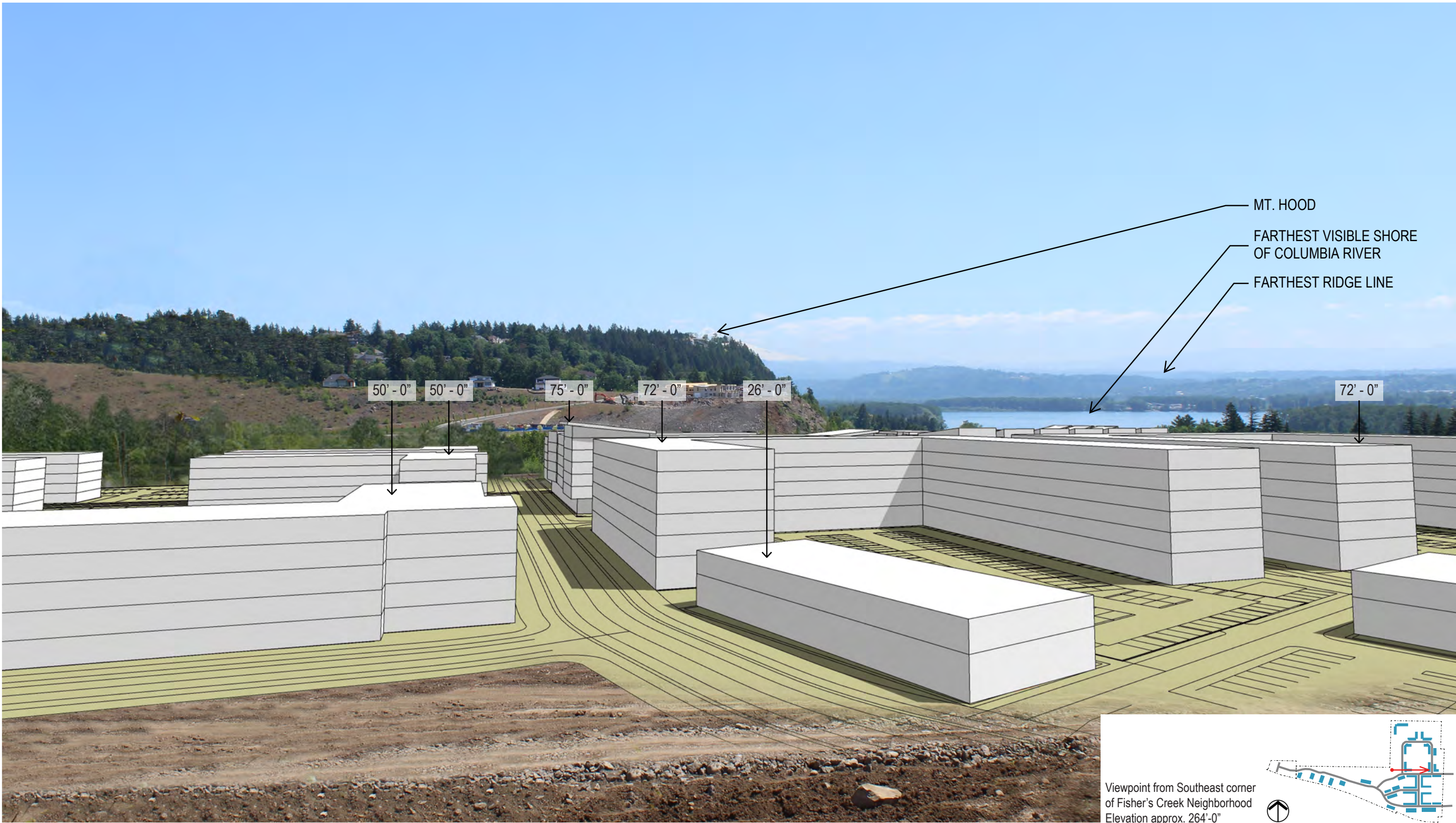
PRELIMINARY

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VANCOUVER, WA 98660

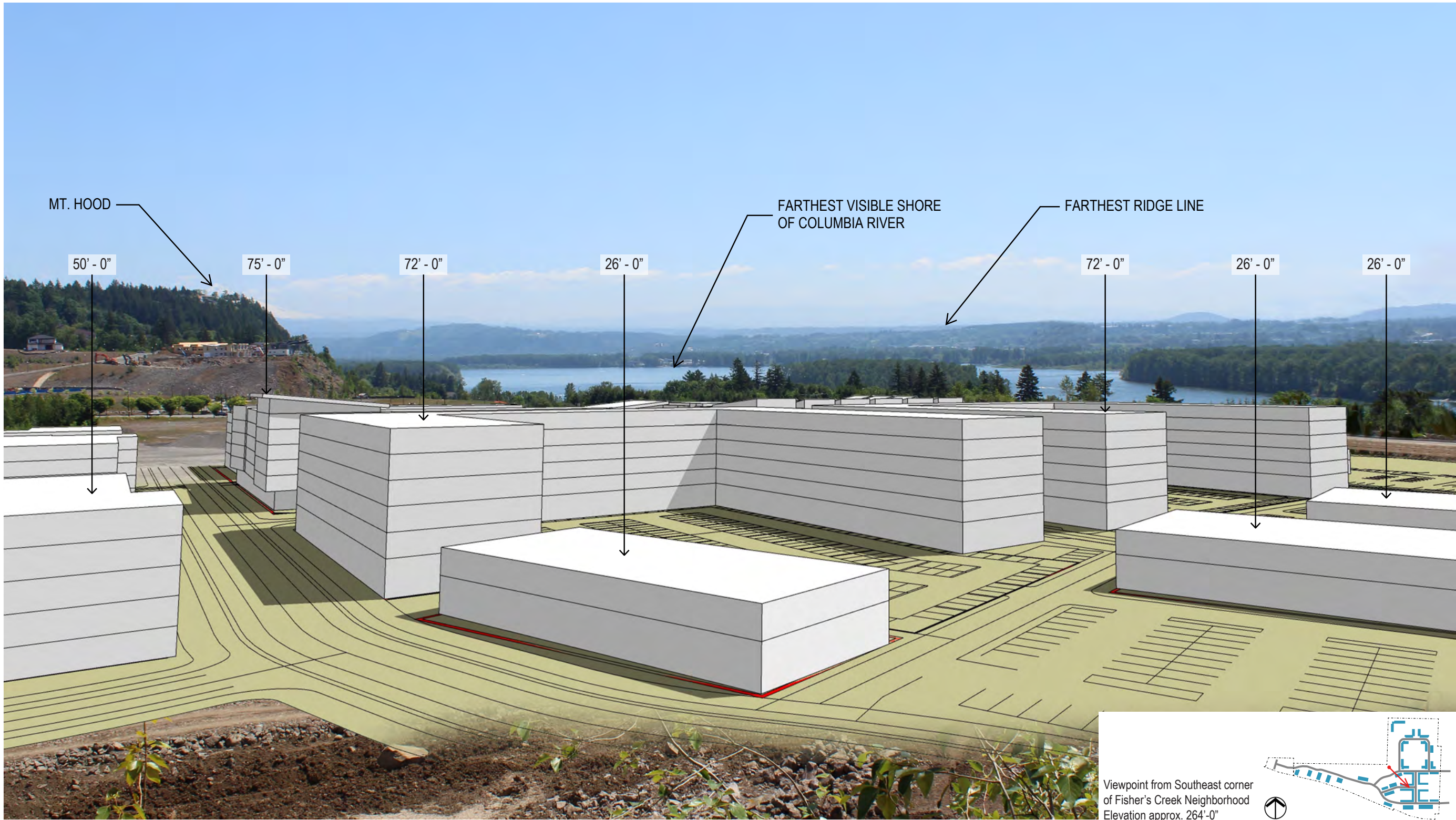
HQ
MASTER PLAN AND SUBDIVISION APPLICATION
CITY OF VANCOUVER, WASHINGTON
RIGHT OF WAY ENCROACHMENTS
MASTER PLAN AND SUBDIVISION APPLICATION

TITLE		
#	DATE	DESCRIPTION
REVISIONS		
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SEPTEMBER 2021		
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PROJECT NUMBER		
MP-15		
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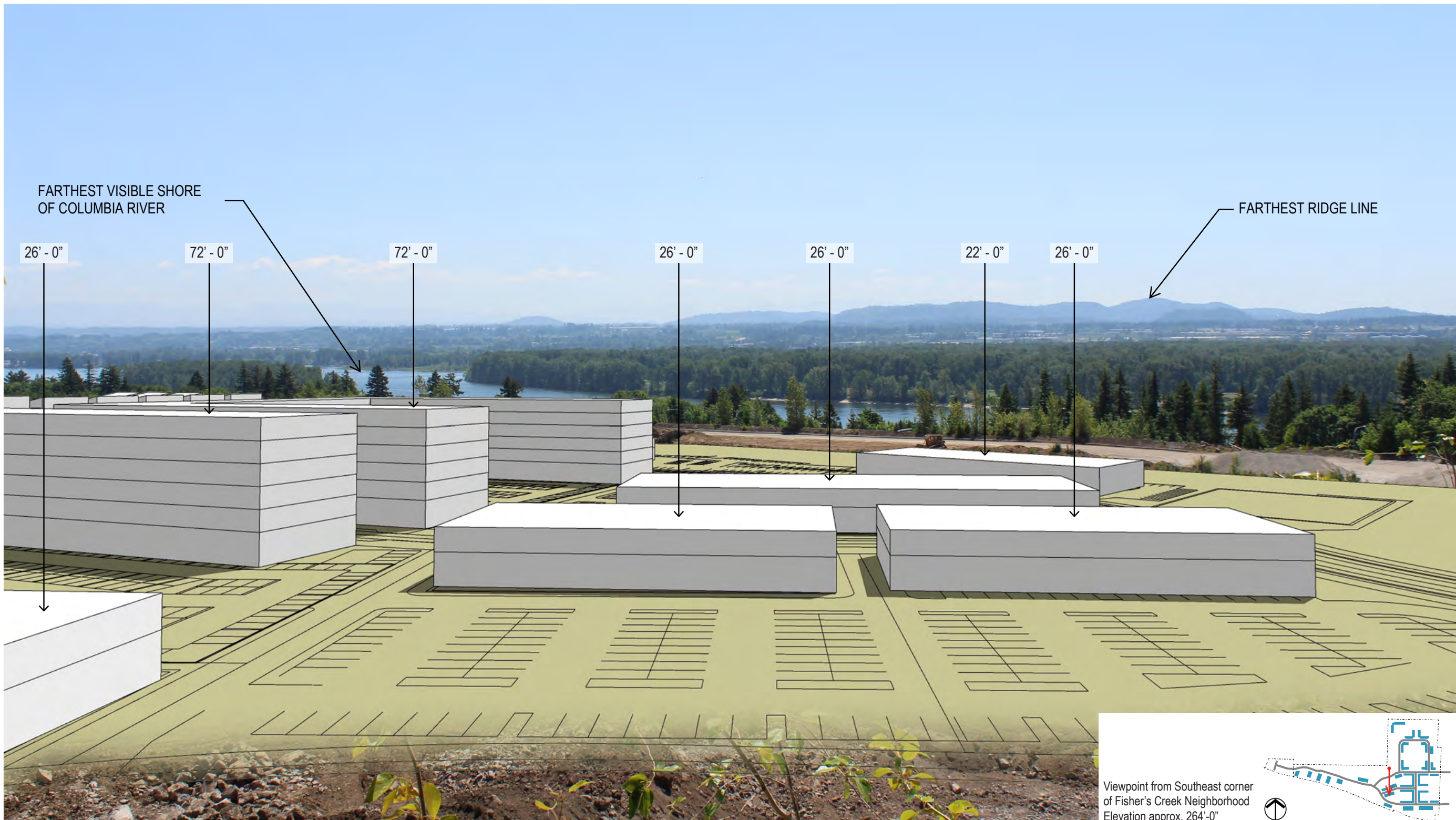
Jun 03, 2021 - 2:56pm
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VIEW - LOOKING EAST



VIEW - LOOKING SOUTH EAST



VIEW - LOOKING SOUTH



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PRELIMINARY

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CITY OF VANCOUVER, WASHINGTON
VIEWSHED ANALYSIS
MASTER PLAN AND SUBDIVISION APPLICATION

TITLE		
#	DATE	DESCRIPTION
REVISIONS		
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DRAWN BY	CHECKED BY	
STATUS		
SEPTEMBER 2021		
DATE		
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PROJECT NUMBER		
MP-16		
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From: [Kennedy, Rebecca](#)
To: [Kennedy, Rebecca](#)
Cc: [Nischik, Julie](#); [Snodgrass, Bryan](#); [Jones, Keith \(CED\)](#)
Subject: FW: Community concern regarding proposed ADA compliant trail accessing Lot 30 from quarry bottom. - HQ Development Master Plan
Date: Friday, January 14, 2022 11:07:37 AM
Attachments: [Trail Integration.pdf](#)
[image001.png](#)

Planning Commission –

Please see the below written communication from a community member related to the Fisher's Quarry/HQ Master Plan proposal. Thanks,

Rebecca Kennedy | Deputy Director
Pronouns: She/Her/Hers
CITY OF VANCOUVER, WASHINGTON
Community Development Department (CDD)
M: (360) 624-6070 | **O:** (360) 487-7896
rebecca.kennedy@cityofvancouver.us
www.cityofvancouver.us



Please note that I am working remotely. Please call my mobile number if you need to reach me over the phone. Learn more about the [City's COVID19 Response here](#).

From: stevenhaygood@mac.com <stevenhaygood@mac.com>
Sent: Friday, January 14, 2022 10:20 AM
To: Ledell, Marjorie <Marjorie.Ledell@cityofvancouver.us>; Schulte, Steve <Steve.Schulte@cityofvancouver.us>; jack.harroun@cityofvancouver.us; jim.atkins@cityofvancouver.us; Blaufus, Larry <Larry.Blaufus@cityofvancouver.us>; Pyle, Zachary <Zachary.Pyle@cityofvancouver.us>; tim.schauer@cityofvancouver.us; Nortz, Jason <Jason.Nortz@cityofvancouver.us>; Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>; Jones, Keith (CED) <Keith.Jones@cityofvancouver.us>; Lopossa, Ryan <ryan.lopossa@cityofvancouver.us>
Cc: City Council <council@cityofvancouver.us>; Hansen, Bart <B.Hansen@cityofvancouver.us>; Stober, Ty <T.Stober@cityofvancouver.us>; Glover, Linda <Linda.Glover@cityofvancouver.us>; Lebowsky, Laurie (City Council) <laurie.lebowsky@cityofvancouver.us>; Paulsen, Erik <E.Paulsen@cityofvancouver.us>; Fox, Sarah <S.Fox@cityofvancouver.us>
Subject: Community concern regarding proposed ADA compliant trail accessing Lot 30 from quarry bottom. - HQ Development Master Plan

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Vancouver City Council
Vancouver Planning Commission
City of Vancouver Departmental Staff
Jason Nortz, Development Review Manager

RE: HQ Development Plan Buffer Area Development Proposal

First, I want to take a moment to thank you all and recognize the amount of effort and work necessary to consider development plans and how they align with the vision for the City of Vancouver, the impacted neighborhoods and the sub-area plans created to provide guidance to new development. I am continually amazed by the number of people and considerations necessary to review and approve significant projects. Thank you for your efforts.

I am writing today on behalf of the Hiddenbrook Terrace Community Association (HCTA) which is a homeowners association contained within the Fishers Creek Neighborhood Association (FCNA). Both organizations appreciate the support from City of Vancouver Staff and the Hurley Development group on finding a solution to the community concerns with respect to Lot30 of the HQ development proposal. We are very happy to support the current proposal for transforming Lot30 into 12 single family housing lots connected to SE 41st Dr.

The review of the Lot30 proposal illustrated a new potential feature connecting Lot 30 to the bottom of the quarry with an ADA accessible trail navigating the steep quarry wall to a lookout point. While this trail is not on Lot30, directly adjacent to our community boundaries, this trail if developed has raised some of the same concerns from the community that the former 165 unit multifamily housing product that was proposed for lot 30.

There are two main concerns that were discussed with respect to a connecting trail that navigates the steep quarry wall from Lot 30 to the bottom of the quarry.

First is a concern for safety or people utilizing this trail. To be fair, we are making a few assumptions. Primarily that as an ADA accessible trail the trail may be paved, somewhat wider than a typical steep grade hiking trail, and the grade will be managed by switchbacks such that it is easily navigable by people with physical disabilities. All of these design considerations make sense to support disabled community members to allow them to enjoy the trail and viewpoint. However, all of these design considerations also may make this trail an interesting pathway for bikes, skateboards and sledding when snow is present. It is very common in our neighborhood to see children sled down the few roads and hills when snow is present. These roads and hills are relatively small, do not contain steep drop offs when off the path and do not have turns and switch backs. In addition, as a single-family housing development, the number of children living within immediate walking distance to the hills come from perhaps 100 homes per hill site. The proposed path will be directly adjacent to over a thousand multi-family housing units. The illustration shows the path entrance from the quarry bottom adjacent to the HD development multi-family development zone, which is coincidentally the furthest area from the proposed park development in the HD development plan. This leads us to assume that children who may find a long "ride" down the path will find this an attractive feature and thus a potential safety issue.

The second concern also relates to the density of the housing units at the bottom of the quarry and the relative distance to the HQ development park and green spaces. The concern is that

the proposed trail specifically has been illustrated to join the bottom high-density housing to Lot 30, where the lot 30 illustration continues the trail to terminate directly across the street from HCTA's community trail system. HCTA maintains the trail and three bridges crossing Fisher's creek and two contributories. All the expenses for trail grading, gravel and bridge maintenance are paid for by HCTA which contains approximately 450 housing units. While we respect that the HQ development housing units span multiple lots and includes housing units in the "commercial" zone, we also expect that most of the housing units may be focused on lots 22-29 in the multi-family housing area of the HQ plan. Our concern is that having a trail connection that is created specifically to provide a connection to the top of the quarry (Lot30) and directly aligns with the HCTA community trail system may have significant maintenance impacts to the existing community.

In a recent conversation with Scot Brantley (Hurley Dev) Scot mentioned that they are still trying to work through some challenges with being able to engineer and plan that connecting trail due to the grade. When I mentioned that the community did not see the connecting trail as a desirable attribute of the plan and that we would be happier if the connecting trail was removed from the plan, he indicated that the trail connector is a feature the City has an interest in.

The purpose of this letter is to present the community concerns and perhaps open a dialog with the City of Vancouver Staff that may be seeking the connector trail as a desired feature. We would prefer no connector trail that scales the quarry wall, removing the connecting trail that joins the high-density urban concept designed community with the low-density existing community. We can appreciate the desire to promote integration with the surrounding community, however we anticipate that this integration leads us to unique concerns given the elevation difference the connector trail must navigate and the fact that the trail specifically connects to a community-maintained trail system.

Thank you for your time and consideration of this information, please let me know if you have further questions or would like to discuss these concerns.

Steven Haygood

503 437-2995

stevenhaygood@mac.com

Fishers Creek Neighborhood Association - Chair

Hiddenbrook Terrace Community Association - Treasurer

From: [Nischik, Julie](#)
Cc: [Kennedy, Rebecca](#); [Snodgrass, Bryan](#)
Bcc:

Subject: FW: Citizen Communication
Date: Friday, February 18, 2022 8:51:00 AM

Commissioners,

Please see the below request for information and response from staff.

Thanks,
Julie Nischik (She/Her/Hers)
CITY OF VANCOUVER, WASHINGTON

-----Original Message-----

From: Kennedy, Rebecca
Sent: Friday, February 18, 2022 8:35 AM
To: 9.brooks@gmail.com
Cc: Snodgrass, Bryan <Bryan.Snodgrass@cityofvancouver.us>; Martinelli, Domenic <Domenic.Martinelli@cityofvancouver.us>
Subject: RE: Citizen Communication

Hi Nan-

Thank you for your email below. There are currently no initiatives underway for the St. Johns/St. James couplet, although it was slated for a commercial corridor study prior to the pandemic but was subsequently paused. This will likely be revisited through the forthcoming Comprehensive Plan Update process. It would be helpful to get a better understanding about your specific concerns about the houses you mention- can you provide some additional information here? I'm also happy to jump on a call sometime next week if that would be easier. If this works, are there times that work better for you? Thanks again for reaching out,

Rebecca Kennedy | Deputy Director
Pronouns: She/Her/Hers
CITY OF VANCOUVER, WASHINGTON
Community Development Department (CDD)
M: (360) 624-6070 | O: (360) 487-7896
rebecca.kennedy@cityofvancouver.us
www.cityofvancouver.us

Please note that I am working remotely. Please call my mobile number if you need to reach me over the phone. Learn more about the City's COVID19 Response [here](#).

-----Original Message-----

From: NB <9.brooks@gmail.com>
Sent: Thursday, February 17, 2022 10:44 AM
To: Planning Commission <PlanningCommission@cityofvancouver.us>
Subject: Citizen Communication

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am interested in planning for the Minnehaha area (west) in particular. Do you have any firm plans for the large

area currently zoned as "community commercial" starting at the corner of NE 53d Street, south to about 52d St. and west approximately 3 houses? Thank you. This is a question to be addressed at the next meeting on February 22.

nanC

Peter Fels
5121 NW Franklin Street
Vancouver WA 98663
TELEPHONE: (360) 737-3154 • plfels@gmail.com

Vancouver Planning Commission

RE: HQ Master Plan

Dear Planning Commission:

I reviewed the HQ Master Plan with considerations of global warming in mind. There are many positive aspects of the plan for which the developer should be lauded. However, a few tweaks would be helpful.

The developer states it will use a “smart city” approach. Specifically, it plans to use technology to incorporate water and energy conservation. As a person who is not dependent on my cell phone, I suspect there are others like me. Residents and visitors may not know how or want to use technology to control their energy and water uses. I would ask what additional ways can people be encouraged, and buildings and parking be designed, to minimize energy and water use?

The developer promises to use an unspecified “acknowledged green building certification”. While Vancouver is still developing its climate action plan and the state legislature is still debating “stretch” building codes, we need developers to lead the way. I would ask what level of certification is the developer planning to achieve?

The developer, along with the accompanying exhibit letter from C-Tran, notes that the area is currently underserved by transit. C-Tran notes that increased density may lead to a need for increased transit, but plans for serving the area are not fully in place. While the developer has planned for pedestrian and bicycle use, I would ask how it plans to encourage and incorporate public transit, electric bikes/scooters and ride-hailing services to reduce single vehicle use? (Note, due to the hilly terrain, some people will find it difficult to walk or bike. Perhaps the developer should consider electric mini-trams to allow very young, elderly and disabled residents and visitors to circulate throughout the development and take advantage of trails, park and views.

The HQ development is part of the Riverview Gateway Subarea, which includes another large development east of 192nd Avenue. With all this new density, it is likely there will be demand for public transit to the area. Why not pre-plan for bus stops and perhaps even a small transit center so that they will be less costly to incorporate at a later date?

Finally, with regard to tree plantings, the submitted materials state the developer intends to reach a 30% tree canopy and the “HQ Design Guidelines” at F.1(a) refers to a list of approved street trees provided as an exhibit, but I did not find the attachment within the posted meeting materials. Given the site is now a former rock quarry, any trees will be welcome, but it would be nice to see a mix including mostly native species, especially ones adaptable to a warming climate, pollution from the SR 14 traffic, and drought, and larger mature trees that will achieve the stated canopy soon, not many years in the future.

s/Peter Fels

From: [Snodgrass, Bryan](#)
To: [Nischik, Julie](#)
Subject: additional housing comment for PC
Date: Tuesday, February 22, 2022 8:34:58 AM

Julie

Can you send this to PC and post as additional housing comment? thanks

----- Forwarded message -----

From: Margot Rice <mrd303@gmail.com>
Date: Fri, Jan 28, 2022 at 1:20 PM
Subject: Question on code changes
To: <Bryan.Snodgrass@cityofvancouver.us>

Dear Mr. Snodgrass,

The proposed code changes would allow shared kitchen and bathrooms. So how would someone self isolate if they have Covid? Covid isn't going away anytime soon, so these code changes would put people at greater risk even if you are vaccinated and boosted.

Sincerely,

Margot Rice

From: [Don Steinke](#)
To: [Planning Commission](#)
Subject: Community forum, public comment Feb 22, 2022
Date: Monday, February 21, 2022 6:37:52 PM

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From Don Steinke

To be distributed to the commissioners and relevant staff, re planning for stronger energy codes, solar and EV readiness

Hello, my name is Don Steinke

I'm a retired science teacher, 43 years, mostly at Fort Vancouver High School.

I am here just to remind people that the City Council has established the goal of reducing ghg emissions at least 50% by 2030 and 95% by 2050.

Please consider that goal for every project you consider. The worst thing is to install barriers to clean energy solutions.

Before approving road widening projects, consider the induced emissions. Before approving new pavement in parking lots, consider installing the conduit under it for EV charging for most parking spaces.

Before approving buildings, encourage the builder to make it solar ready and all electric ready.

SB 5722 requires that commercial properties that exceed 20,000 square feet, upgrade to meet new energy code standards. The law already applies to buildings that exceed 50,000 sq ft.

It is far cheaper to do, and easier to finance when those things are done at the beginning, rather than as a retrofit.

On January 21, I attended the WSU Green Transportation webinar on electric trucks and buses. In 2020, our legislature adopted the California mandate for electric vehicles including trucks and buses.

Starting in 2025, Washington State Law requires that a steadily increasing percentage of sales by auto manufacturers in all weight classes are battery electric. The requirement is on the manufacturer, not the buying public. I assume the manufacturer will need to lower the price enough to make it happen or buy credits from manufacturers that have sold more than required.

Washington has already met the 2025 requirement for light duty vehicles such as cars, small pickups and vans, but the law will require a greater percentage of their sales to be electric every year until 2035, when their sales are required to be 100% electric.

The electric vehicle sales requirement varies depending on weight classification. For large pickups and vans, 7% of the sales must be electric in 2025 increasing gradually to 55% by 2035.

Providing for the infrastructure requires planning. I have more in my written comments. Thanks for the opportunity to speak.

For delivery vans, bucket trucks, service vans, school and transit buses, 11% of the sales must be electric in 2025, gradually increasing to 75% by 2035.

For Class 7-8 Tractors, 7% of the sales in 2025, and 40% of the sales in 2035 must be battery electric.

Fortunately, large fleet operators and manufacturers seem eager to make the switch. Amazon, FedEx, UPS and Walmart are in the news with plans for 200,000 electric delivery trucks.

Amazon has said it wants 100,000 electric trucks. FedEx plans to convert its entire fleet of 87,000 to battery electric. It is rumored that Walmart, UPS and Frito Lay are planning to electrify their fleets.

Ford is making the e-Transit Cargo Van for fleets with fewer than 50 vehicles, such as for plumbing and HVAC contractors.

Rivian is targeting the SUV market.

The General Motors BrightDrop is for delivery fleets.

Another speaker on the program was Andrea Tousignant, who spoke about fleets owned by Cities, Ports, school districts, and PUDs.

Andrea discussed the vehicles that were available via the state procurement contracts managed by the Department of Enterprise Services. If I remember correctly, the Tesla Model Y, and the Ford 150 Lightning are listed, and DES has 4 Mustang Mach-E to rent for testing.

Another speaker discussed grant opportunities. The last 1.5 hours was on school buses.

More take-aways:

A planning matrix is available.

Use 2022 to plan. It's already too late to buy anything this year.

Several companies are in the business of conversions.

Plan your charging infrastructure before you start choosing a vehicle.

Grants are available.

Fleet operators can send their fleet data to Andrea Tousignant to match needs and

opportunities.

From: [Ceci Smith](#)
To: [Planning Commission](#)
Subject: Citizen Communication
Date: Sunday, February 20, 2022 2:13:13 PM

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Brian and members of the Planning Commission,

I am writing concerning how these housing codes will be mitigated, in the Historic Hough Neighborhood. The Hough Neighborhood is the ONLY Historic District, in Clark County. Therefore some credence should be given to the architecture, of any new structures.

How will this be accomplished?

What you are doing is certainly in line, with what many communities are addressing, to increase their housing stock. Historical significance needs to be observed, in the initial planning stages of change.

Thanks,

Ceci Ryan Smith
Hough Neighborhood Resident

From: [Kathe W.](#)
To: [Planning Commission](#)
Cc: [Kennedy, Rebecca](#); [Jones, Keith \(CED\)](#)
Subject: My written testimony for February 22, 2022 meeting
Date: Sunday, February 20, 2022 1:49:22 PM

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We have lived in Fishers Landing for over 3 years. We chose this area for it's convenience and quiet tranquility complete with walking trails and parks. It is incomprehensible to us that the Vancouver Planning Commission would plan such an intensely packed development with retail and businesses mixed with over 1900 residential units and only have a tiny 4 acre park for this many residences when there should be at least 20 acres if not more. The Planning Commission has almost tripled the originally planned residential units from 700 to now 1900 units (with all but 12 being apartment units). The Planning Commission is not following the Sub Area Plan suggesting a mix of housing types, lots of trails and parks, etc.

To top it off the Vancouver Planning Commission wants to shove a gondola (really ??) through the middle of the development from the bottom of the quarry up to the top of the ridge overlooking our homes. That leaves our quiet, peaceful neighborhoods open to a lot of folks wandering around our nearby homes, using our trails and parks as they have no place to wander down below. In addition to that, how about some folks parking their cars in our neighborhood and taking the gondola down to their apartments?

If there are 1900 residences below our neighborhood the traffic impact on SE 192nd will be horrendous. Traffic on SE 192nd is already jam packed with commuters coming and going plus there are already more apartments built alongside SE 192nd and also off of SE 20th, SE 15th , SE 1st etc etc. How will parking be handled for all these Quarry residents living in 1900+ apartments? I do not believe that there is even a bus line that goes by that part of SE 192nd. The closest transit center is on SE 164th and no buses stop near that quarry site. Traffic congestion when SE 192nd gets backed up will have drivers cutting through the only alternate route which would be through our neighborhood. That would be a huge mess. Lots more cars, trucks etc mixing it up with school buses and school children not to mention pedestrians and joggers.

Please reduce the number of apartments at least back to the original 700, scrub the gondola idea and give the future residents some breathing room with at least a 20 acre park that is NOT next to the freeway #14.

Respectfully,
Katherine E. Worsley
17956 SE 41st Loop
Vancouver WA 98683

From: [Pat Lanagan](#)
To: [Planning Commission](#)
Subject: Citizen Communication
Date: Tuesday, February 22, 2022 10:32:55 AM

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Regarding the proposed bike/pedestrian path that is proposed to travel across a section of my property, I'm concerned that the current plan fails to address issues that directly impact my property and potentially would involve "use" of my privately held property. Among my concerns is the potential for crime on this somewhat remote parcel; our continued vehicular use of this roadway, liability issues inherent in such a change of use, environmental issues with respect to the creek at the top of the road, the unstable hillside above Quarry road which regularly "releases" rock and debris onto the road.

The other issue of concern, which doesn't potentially impact me as directly is the unicorn concept of a tram. Are we to take this seriously? What consideration has been given to the engineering and construction cost? What would be the annual operating budget and how would it be funded? If a level of ridership is needed for the income projections, where would those riders park?

Thank you

From: [Ben Grobe-Heintz](#)
To: [Planning Commission](#)
Subject: Citizen Communication-Affordable Housing
Date: Tuesday, February 22, 2022 11:06:55 AM

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

These comments are in response to the Columbian's February 20th article describing the city's response to the affordable housing crisis. As described by the article, changes to the city's zoning code aren't actually intended to provide affordable housing, but rather "middle housing", which seems to be a euphemism for additional mechanisms to enrich developers. Going through some of the changes described by the article:

1. Cottage Clusters: I really like the county's cottage housing code, but the fact is it has been on the books for a great while with next to zero permitted projects. The Cottages at Robison Place is mentioned in the article. According to the internet, one of these 900 sq ft cottages costs \$387,000, or \$430/sq ft. On a price per square foot basis, nothing in the area even comes close to this cost, with other new construction in the area on Zillow generally closer to the \$300/sq ft ballpark. Cottage clusters as a tool for private developers might provide more housing, but it will be more expensive and smaller than what we have now.
2. ADU's: Vancouver's ADU code is an awful joke which has led to next to zero units being built compared to Portland, which is seeing them pop up everywhere. Whereas many other proposed changes to the zoning code will actually negatively affect housing affordability, changes to the ADU provisions will have next to zero effect. In that sense they are a bright spot in the proposal.
3. Expanding High Density Limits: New construction by private developers isn't affordable. The idea that permitting more of it will somehow make it affordable is the central folly of the approach to affordable housing. What will happen through expansion of density limits is more new projects will go forward. What will get bulldozed to make room for these projects will be the cheapest, most affordable, existing housing. Smaller units with wall-to-wall granite and stainless will replace existing larger units with carpet and Formica. We'll have more housing, and it will be more expensive than what we have now.
4. New Low-Density Standards: Much like the expansion of higher density limits, these provisions will put a big target on the somewhat run-down rentals that are in fact the only affordable housing in the city. Developers will snatch up run down (ie affordable) rentals on larger lots and replace them with two gleaming luxury units. Again, we'll be left with more housing, but it will be less affordable than what we started with. To reiterate: these provisions will put a big target on what is currently the only affordable housing in the city.
5. Micro Housing: Great idea. There will be zero of these units built by private developers, because larger luxury housing will always turn a larger profit. Non profits may build a few that will be available to a very select group of people. The effect on affordable housing will be almost zero.

I'm sure a lot of work went into the 2016 Affordable Housing Task Force Report. Unfortunately basing affordable housing code provisions in 2022 on a 2016 report is not a good idea. The world has changed too fast. Time for a new report.

I can tell you what the city should be doing: focus public dollars on preserving existing affordable housing. Help landlords maintain their run-down rentals. Help transition mobile home parks to resident ownership. Eliminate short term rentals in structures that are not owner occupied. To the extent any public money is spent on new construction, it should be spent on providing a type of housing that doesn't exist, like micro housing, campgrounds, and new owner-occupied mobile home parks. If there is any tax mechanism that could disincentivize luxury housing, definitely implement that. If the public sector provides the lowest rung in the housing ladder, the private sector will have to start competing. Trying to get the private sector into the business of affordable housing has been an abject failure. Stop with the carrots, try using the stick on the high end of the housing market.

Thanks,

Ben

From: [Michael Burton](#)
To: [Planning Commission](#)
Subject: Planning Commission Comments for 2.22.2022
Date: Tuesday, February 22, 2022 11:52:42 AM

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My family and some of my neighbors in Fisher's Creek have expressed interest in the most recent master plan submitted by Hurley/Otak which limits Lot 30 to 12 single family homes. This plan would align with the current neighborhood's character and have minimal impact to traffic on the winding side-street, SE 41st Drive. This will require a change in zoning for this particular lot to allow single family homes.

If plans for single family homes on Lot 30 are not approved, I recommend that the city hold onto guidelines set in the original subarea plan which did not include development in the area of Lot 30. The subarea plan maintains a buffer with the surrounding established neighborhood to moderate impacts of differing residential densities (noise and visual impacts). The subarea plan also minimizes traffic congestion by locating the high density housing on the quarry floor in a mixed-use configuration to reduce vehicular trips out of the development.

Before I purchased my home, I was aware of the subarea plan for the quarry and assumed that the city would maintain the direction of that plan. Deviations from that plan can impact surrounding property values, neighborhood character, and traffic congestion. Please keep this development aligned with the previously defined goals.

Thank you,
Michael Burton

To: Vancouver Planning Commission
Public Comment/February 22, 2022/Cathryn Chudy

The Housing Code Updates reflect a tremendous amount of effort, and I appreciate the staff and Commissioners for the work being done to increase housing options as reflected in the report covered in today's workshop.

The Colombian covered on Sunday what they describe as "sweeping changes to the city's zoning regulations that will reimagine what it means to live in the growing city's neighborhoods <https://www.columbian.com/news/2022/feb/20/the-affordability-zone-planners-consider-ways-to-give-more-people-a-shot-at-living-in-vancouver/>

The article notes "...a widespread shortage of affordable housing" "getting worse, not better," according to Bryan Snodgrass, Vancouver long-range principal planner. According to the Columbian, Vancouver "...is joining governments across the nation supporting measures to promote affordable housing through increased housing density and adding lower-cost "middle housing" concepts into single-family residential areas."

My understanding is that "discussion of changes to the SFR zones will begin in 2022 to allow increased density in the form of duplexes and triplexes, something recommended by the Affordable Housing Task Force over 5 years ago.

Another Columbian article reports:
<https://www.columbian.com/news/2022/feb/16/washington-bill-allowing-duplexes-fourplexes-fails-to-pass-key-deadline/>

"Cities across Washington will continue to be able to zone land exclusively for single-family homes after the failure of a bill in the state Legislature that would have required them to allow greater density. HB 1782, known as "missing middle" housing legislation, would have required cities with more than 20,000 people to allow duplexes or fourplexes on certain single-family lots, depending on how close those lots were to frequent bus or train lines. For smaller cities, with at least 10,000 people, the bill would have allowed duplexes on certain lots that do not already have accessory dwelling units."

The failure to pass this key bill, that would have moved things forward for cities across Washington, including Vancouver, "...met resistance from local governments, who argued they should be able to set local zoning rules without state mandates."

I appreciate Rep. Jessica Bateman, D-Olympia, who sponsored the bill, pointing out that "We don't have time to waste. The housing crisis is being felt in every corner of our state, impacting families on all ends of the income spectrum. Land use is inextricably linked to our ability to mitigate climate change..."

Housing and Climate are both urgent priorities for our City, and it is up to Vancouver and our Planning Commission to avoid the Catch-22 that we are experiencing, moving forward as soon as possible in 2022 to address these priorities with the necessary local changes.

From: [Bev and Ken Tyler](#)
To: [Planning Commission](#)
Cc: [tylerknb](#)
Subject: Housing Code Updates
Date: Tuesday, February 22, 2022 12:04:47 PM

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sent from [Mail](#) for Windows
Hello

Just a note to share our thoughts regarding housing code changes.

Our recommendations:

1. Property line barriers code allows for 6 ft high shrubs or **fencing** between established neighborhoods and 3 apartments. Recommend 8 ft **wall** barriers between established neighborhoods and development over 25 ft tall (i.e., 3 story apartments).
2. Current code allows for a 5 ft building setback between properties for building new construction. Recommend code designs allowing parking lots and old tree lines between establishes neighborhoods and the start of multiple new buildings over 25 feet in height. This designs creates space between occupants in both residential and apartments preserving privacy to all. This design can be viewed at Park Apts in Fircrest Neighborhood.
3. If extending established building heights to accommodate ADU development such as one might find on a garage, recommend the builder place limited 2 story visualization into neighboring back yards. Multiple windows along property lines tends to minimize neighboring privacy and cast shadows. Many neighbors are planting small gardens and need sunshine versus shade.
4. If new construction is to receive a discount for using aging in place designs, recommend established senior households wishing to upgrade receive the same discount.
5. We are not in favor of decreasing apartment building code parking from 1.5 to 1. We believe this will promote more street parking, vehicle theft and safety site endangerment. The extra parking is needed for families owning more than 1 car and visitors.

Ken and Bev Tyler
1403 NE 131st Ave
Vancouver, Wa 98684

From: [jaynee Haygood](#)
To: [Planning Commission](#)
Subject: Copy of public testimony 02222022
Date: Tuesday, February 22, 2022 8:12:54 PM
Attachments: [PC testimony 02222022 \(1\).pdf](#)

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Here is a copy of my public testimony from the Feb 22, 2022 planning commission meeting:

Thanks again for the opportunity to provide my testimony,

Jayne Haygood

Thank you Commissioners,

2/22/2022 PC Mtg.

I appreciate the opportunity to once again share my excitement and concerns regarding the HQ Development. As this development is adjacent to our neighborhood we want to ensure the desired Sub Area Plan design goals are being met.

Hurley's website for this project states that the HQ Master Plan, "implements the goals and policies of the Riverview Gateway Subarea Plan." Unfortunately, the current Master Plan falls notably short in this regard.

*First, the subarea plan calls for a diversity of options from townhomes, apartments and single family. P. 15 of the subarea plan states, "Since the surrounding area has been developed as a predominately low-density suburb, there are naturally concerns that more intensive multifamily development will change the character of the community." Page 19 of the subarea plans shows about a 50/50 split of low density and high density residential; however the current master plan has less than 1% low density to 99.5% high density residential thus showing a *monumental* change from the subarea plan goals. Hurley has also *dramatically* increased the number of residential units—tripling the number from 675 (?) to over 1900 residential units. This increase will exceed the school enrollment capacity as noted in the Evergreen Schools Letter which states, "it is essential that the developer and prospective residents of this subdivision understand that students residing there may not be allowed to be enrolled in their neighborhood school" and the "excess enrollment capacity would negatively affect the quality of school's instructional programs."

*Second, this dramatic increase in residential units significantly impacts the traffic vision that was originally stated in the subarea plan. With the increase in units from this development, plus the proposed 1200 units from the VIC along with the multiple apartment complexes that have been built along the 192nd corridor recently, all of this traffic is bound to cause backups when trying to enter SR-14. This congestion will have only one alternate route through the HQ development which will be through our neighborhood during morning bus/school times. This poses a significant safety risk for the children in our neighborhood.

*Next, parks, trails and open space plays a pivotal role in the original subarea plan for this development. P. 25 of the subarea plan states, "The quarry site's streets, trails, and open space network are the big picture items that frame development." Unfortunately, the current master plan has all but eliminated the majority of open space networks and trails and replaced them with parking lots to compensate for the tripling of residential units. For the considerable increase of residential units, there should be approximately 20 acres of park space, but unfortunately the master plan only has 4 acres of usable park space. This is once again a pronounced deviation from the subarea plan goals.

*Finally, the gondola was not in the original subarea plan and has since been added to the master plan. As a key feature of this development, I find it of concern that nothing about the gondola is stated in the HQ website, even under their "Key Project Features" tab. The height

and purpose of this proposed gondola has the potential to significantly impact our neighborhood. The gondola would allow riders to view into the residential units in the development and possibly into the homes and yards of those in our neighborhood, therefore the proposed gondola's purpose and construction should be further clarified before approval.

Once again, it is an honor to participate in this inclusive process which helps ensure clear communication during the planning phase.

From: [Christine Dickinsen](#)
To: [Planning Commission](#)
Cc: [Terry Ibert](#); [elizabeth verbeck](#); [Michelle MC DERMID NEIGHBOR](#)
Subject: Unintended consequences
Date: Tuesday, February 22, 2022 7:33:43 PM

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Good Evening Planning Commissioners

I generally support the updates to the housing codes presented at the 2/22 workshop. My concern is that we have weak code governing short-term rentals. Currently, they are technically not legal in residential zones. However, despite this, we now have over 250+ STRS and numbers continue to grow. In my neighborhood, we have a developer that last year purchased a double lot zoned R9. They have split the formerly single family home on one lot into two airbnb's. The 2nd lot (which used to be the yard and garden of the SFH) now sits empty. This particular developer is known to build duplex in Clark County so we believe the empty lot will have a duplex once these codes go through. We need to have STR code in place along these housing code changes so duplexes such as these stay housing stock, not STRS. The same could be said for new ADU's, apartments and cottage homes.

Short-term rental policy is complex. We are behind the eight ball in comparison to other cities. It will take some time to get it right for Vancouver. Nonetheless, we need to have some STR code happen simultaneously with the new housing codes changes if we want to protect the goal of increasing middle housing stock. Perhaps caps or bans on STRS for duplex, cottage homes, etc.

Thank you for all that you do towards keeping Vancouver a great place to live and work,

Christine Dickinsen
503 704 7143

Sent from [Mail](#) for Windows