



**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:
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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)

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- 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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- G-02 GENERAL NOTES AND LEGENDS
- G-03 SURVEY CONTROL AND ALIGNMENT 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 (TLDA) 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
C.1 Building Location and Orientation	<p>C.1.1 Storefront Streets and Corridor Guidelines</p> <p><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></p> <p><i>b. Parking lots should be located behind buildings and away from Storefront Streets.</i></p>	None	<p>The Riverview Gateway street designations are shown in Figure 4.</p> <p>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</p>

Design Guideline		Proposed Revision	Response
			<p>Type E Encroachment Permit has been requested to locate utilities, building footing, and below-grade parking below these streets if needed.</p> <p>Parking lots and structures are located away from the Storefront Streets.</p> <p>Compliance with this guideline will be confirmed at the time of Site Plan Review.</p>
	<p>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></p>	None	<p>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.</p> <p>Compliance with this guideline will be confirmed at the time of Site Plan Review.</p>
	<p><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></p>	None	<p>Compliance with this standard will be addressed at the time of Site Plan Review.</p> <p>The site does not contain properties along SE 192nd Ave, and the 20-ft landscaping guideline does not apply.</p>
	<p><i>c. Buildings should feature pedestrian entrances that face the streets</i> <i>Exceptions: Buildings organized around a courtyard may feature entrances</i></p>	None	<p>Compliance with this standard will be addressed at the time of Site Plan Review.</p>

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>	<p>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 areas² (structured parking on the ground floor adjacent to the street will count as a parking lot).</p>	<p>Compliance with this guideline will be confirmed at the time of Site Plan Review.</p> <p>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).</p>
		<p>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.</p> <p>a. Encouraged to be continuous along parking lot, unless the placement of other site elements make that impossible. Be</p>	<p>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.</p>

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
		<p>located to allow for clear sight triangles for drivers.</p> <p>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.</p> <p>c. May be freestanding or attached to adjacent fence or other structure.</p>	
	<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.
		<p>e. New Guidelines for Surface Parking at Street Corners</p> <p>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.</p>	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
	<p>C.1.3 Guidelines for Residential Streets</p> <p>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. [...]</p>		<p>The proposed North Loop Road and Street A are Residential Streets.</p> <p>Compliance with this guideline will be confirmed at the time of Site Plan Review.</p>
	<p>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.</p>		<p>Compliance with this guideline will be confirmed at the time of Site Plan Review.</p>
	<p>e. At least 15% of the building facades should be transparent.</p>		<p>Compliance with this guideline will be confirmed at the time of Site Plan Review.</p>
<p>C.2 Gateways/Street Corners</p>	<p>C.2.2 View Terminus Sites 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</p>		<p>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.</p>

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: 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 192 nd 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
<p><i>south of the planned Ring Road.</i></p> <p><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></p>		<p>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.</p>
<p><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></p>		<p>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.</p>
<p><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></p>		<p>As shown in Sheet MP-11, pathways within the corridor are 12 ft. wide.</p> <p>As shown in Sheet T-02, the sidewalks along Main Street are 16.5 ft. wide and intended to serve the adjacent retail uses.</p>
<p><i>d. The pedestrian corridors should also include plenty of landscaping elements.</i></p>	<p>C.3.1 Revised Guidelines for Pedestrian Corridors</p>	<p>As shown in Sheet MP-11, the conceptual landscaping elements for the pedestrian corridor</p>

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>	<p>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.</p> <p>Trees shall be provided along the loop trail in a less formal manner to create opportunities for shade and protect views along the trail.</p>	<p>include two rows of trees flanked by a “dry creek” stormwater facility.</p> <p>Compliance with those plans and this guideline will be verified at the time of Site Plan Review.</p>
	<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.
	<p>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></p>	<p>C3.2 Revised Guidelines for Focal Plazas <u>Materials and textures</u> a. Hardscape plaza - create a ground plane with texture by</p>	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
	<p><i>should be at the junction of the pedestrian corridors described above. They should be designed to accommodate public gatherings and special events.</i></p> <p><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></p>	<p>using pavers (preferably local stone) in patterns that create interest for pedestrians at the ground level and building tenants seeing the plaza from above.</p> <p>b. Bollards c. Stairs and walls d. Lighting</p> <p><u>Public Space</u></p> <p>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.</p>	<p>is at the junction of the Main Street pedestrian corridor and the First Street connection to the public park.</p> <p>The proposed plaza is approximately 30,800 sq. ft. in area and approximately 110 ft. x 280 ft. in dimension.</p> <p>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.</p>
	<p>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></p>	<p>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</p>	<p>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.</p> <p>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</p>

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.
	<p>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></p>	<p>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.</p>	<p>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.</p> <p>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.</p> <p>A revised guideline has been proposed to reflect the addition of a 6-ac public park within the open space plan.</p>
	<p>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></p>		Compliance with this guideline will be confirmed at the time of Site Plan Review.

Design Guideline		Proposed Revision	Response
	<p><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></p>		
C.4 Service Elements	<p><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></p>		<p>Compliance with this guideline will be confirmed at the time of Site Plan Review.</p>
C.5 Pedestrian Amenities	<p><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></p>	<p><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></p>	<p>Additional descriptive language is proposed to reference the desired aesthetic of pedestrian amenities within the HQ Master plan area.</p>

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>	
	<p>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></p>		Compliance with this guideline will be confirmed at the time of Site Plan Review.
	<p>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></p> <p><i>a. Pedestrian furniture, such as seating space, approved trash receptacles, consolidated newspaper racks, bicycle racks, and drinking</i></p>		<p>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.</p> <p>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.</p> <p>Conformance with this standard will be confirmed during engineering review for these public streets.</p>

Design Guideline	Proposed Revision	Response
<p><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></p> <ul style="list-style-type: none"> <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> 		
	<p>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></p>	<p>Compliance with this guideline will be confirmed at the time of Site Plan Review.</p>
<p>D.1 Street Pattern and Layout</p>	<p><i>Developments should meet the requirements of VMC</i></p>	<p>The street pattern and layout meets the</p>

Design Guideline	Proposed Revision	Response
	<p><i>Title 11 unless otherwise noted herein.</i></p>	<p>requirements of VMC Title 11, but modifications to the City's street standards are requested through the provisions of VMC 11.80.</p>
<p>D.1.1 Hierarchy of Connected Streets <i>Master Plans should successfully demonstrate how the proposed development meets the intent of the guidelines. Specifically:</i></p> <p><i>a. Development in the Riverview Gateway should accommodate connector streets as provided for in Figure 25 (see east-west "Ring Road").</i></p> <p><i>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.</i></p> <p><i>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:</i></p> <ol style="list-style-type: none"> <i>1) Arterial Streets (e.g., S.E. 192nd Avenue, Brady Road)</i> <i>2) Collector Streets [HQ Drive]</i> <i>3) Local Streets</i> 		<p>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 192nd 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.</p>
<p>D.2 Street Design</p>	<p><i>All public streets must comply with VMC Title 11.</i></p>	<p>The street pattern and layout meets the requirements of VMC Title 11, but modifications to the City's street standards are requested</p>

Design Guideline	Proposed Revision	Response
		through the provisions of VMC 11.80.
	<p>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></p>	<p>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.</p>
	<p>D.2.1 Low-Impact Street Design <i>Low-impact street design, including pervious pavement, rain gardens, etc, is encouraged.</i></p>	<p>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.</p>
<p>D.3 Pedestrian and Bicycle Circulation</p>	<p>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></p>	<p>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.</p> <p>Compliance with on-site pedestrian and bicycle circulation will be verified</p>

Design Guideline	Proposed Revision	Response
	<p>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></p>	<p>at the time of Site Plan Review.</p>
<p>D.4 Sidewalks and Pathways</p>	<p>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></p>	<p>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.</p>
	<p>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></p> <p><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></p>	<p>Compliance with this guideline will be verified at the time of Site Plan Review.</p>

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.
<p>D.6 Parking</p>	<p>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></p> <ul style="list-style-type: none"> a. <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> b. <i>Structured parking configurations where parking is below or behind storefronts are preferred. See Chapter D below.</i> c. <i>Provide attractive pedestrian connections between uses and through parking lots See Chapter D below.</i> d. <i>Provide landscaping in parking lots.</i> 	<p>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.</p>
	<p>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></p>	<p>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.</p>
	<p>D.6.3 Maximum Parking Allowed</p>	<p>Compliance with this guideline will be verified</p>

Design Guideline	Proposed Revision	Response
<p><i>The maximum number of parking spaces for all uses should be no more than 125% of the minimum requirement.</i></p>		<p>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.</p>
<p>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></p> <ul style="list-style-type: none"> <i>a. 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>b. Small setbacks with terraced landscaping elements can be particularly effective in softening the appearance of a parking garage.</i> <i>c. Upper level parking garages should use articulation treatments that break up the massing of the garage and add visual interest.</i> <i>d. Parking garages visible from a street should be designed to be complementary with adjacent buildings. This can be accomplished by</i> 	<p><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></p>	<p>Conceptual parking garage elevations are included in the HQ Design Guidelines included as Appendix C.</p> <p>Compliance with this guideline will be verified at the time of Site Plan Review.</p>

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>		
	<p>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></p>		Compliance with this guideline will be verified at the time of Site Plan Review.
	<p>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></p>		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>	
USE	RGX⁴⁴
COMMERCIAL	
<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>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.~~ *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.*

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>	6,103 – 9,507 sq. ft.
<i>Maximum Average Size</i>	<i>10,500 sq. ft.</i>	< 10,500 sq. ft.
<i>Minimum Lot Width</i>	<i>50'</i>	Varies
<i>Minimum Lot Depth</i>	<i>90'</i>	Varies
<i>Maximum Height</i>	<i>35'</i>	Dwellings will not exceed 35' in height as measured from the uphill side of the lot.

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>	100%	Varies
<i>Maximum Height</i>	35' – 75' ⁶	The maximum height is up to 75' on site.
<i>Minimum Landscaping Requirement (percentage of total net area)</i>	15%, unless adjusted through master plan	The Master Plan requests reduction of this requirement to 0% for sites with structured parking.

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
Family (4 or more units)				
Commercial, Industrial, Multi-Family (4 or more units)	All developed locations	Conifer	6'tall	"1"
Commercial, Industrial, Multi-Family (4 or more units)	Undeveloped locations (i.e. woodland interplanting, etc.)	Deciduous	1" caliper	"1"
Commercial, Industrial, Multi-Family (4 or more units)	Undeveloped locations (i.e. woodland interplanting, etc.)	Conifer	3' tall	"1"

[...]

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.*
 1. *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 a 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	<ul style="list-style-type: none"> ▪ 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	<ul style="list-style-type: none"> ▪ 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		8-ft. sidewalks	
Minor Arterial (Brady Rd) at western property line	T10-12			
Neighborhood Circulator (Main Street)	T10-14	<ul style="list-style-type: none"> ▪ 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	<ul style="list-style-type: none"> ▪ 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			<ul style="list-style-type: none"> ▪ 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	<ul style="list-style-type: none"> ▪ 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	<ul style="list-style-type: none"> ▪ 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.