

From: [Nortz, Jason](#)
To: [Jones, Keith \(CED\)](#); [Lopossa, Ryan](#); [Kennedy, Rebecca](#)
Subject: Fwd: Community Concerns with HQ development proposal
Date: Thursday, August 12, 2021 5:33:22 PM
Attachments: [Screen Shot 2021-08-12 at 4.44.50 PM.png](#)
[Screen Shot 2021-08-12 at 4.17.44 PM.png](#)

FYI

From: Steven Haygood <stevenhaygood@mac.com>
Sent: Thursday, August 12, 2021 5:10:17 PM
To: Nortz, Jason <Jason.Nortz@cityofvancouver.us>
Subject: Community Concerns with HQ development proposal

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Mr. Nortz

I am the Chair of the Fishers Creek Neighborhood Association and a board member for Hiddenbrook Terrace Community Association.

You are listed as the Development Review Manager for the HQ Development Agreement and this development directly impacts my associations.

My community is extremely concerned with the illustrative plan diagrams showing a current city lot being represented as a parking lot and main road access to one of the proposed multifamily units in this proposal.

While our community members are already upset with the removal of all of the trees and hillside on the developer property that has provided them privacy, a larger population of the community has concerns about the impact to traffic at SE 41st Dr and SE 192nd which is already stressed at times, safety of the community along this blind curve adjacent to the lot and increased burden upon our community maintained properties adjacent to the area along with waling trail and three bridges which will be directly across from this development if access to SE 41st Dr from the development is approved. Perhaps needless to say we are opposed to the transformation of this city lot into a parking lot and roadway access to the development.

The developers are already using equipment and working on their property accessing the property from within their property, we ask that access to the multi family housing unit at the top of the hill continue to be tied into the transportation services within the rest of their development and leave this lot unchanged.

This lot pictured below is within our community and is along the main entrance to our community. Hiddenbrook Terrace has over 100 homes accessed before you get to this lot from 192nd and 300 or so homes accessed after this lot along SE 41st Dr. This is one of the two access points to Hiddenbrook Terrace, The Gentrys, Hiddenbrook at Fishers Creek and the Gables development. As the main transportation corridor it is the only access from SE 192nd to the interior of our community. We have planted all the trees on this lot working with Urban Forestry and Friends of Trees, we mow the grass next to the sidewalk and at one time had discussed putting irrigation onto the property and transitioning the field grass to managed lawn.

I am not 100% sure what your role entails, I am hoping part of your role contributes to ensuring the existing community impacts are understood and helping find a solution that supports the City of Vancouver goals as well as maintaining an livable and vibrant community.

Parcel Information	
Property Identification Number:	125830000
Property Location Address	
18419 SE 34TH ST, VANCOUVER, WA 98683	
Property Owner	
CITY OF VANCOUVER	
Owner Mailing Address	
1300 FRANKLIN ST 4TH FLR VANCOUVER WA, 98660	
Most Recent Sale	
Sale Date:	04/01/2003
Document Type:	DEED
Document Number:	0517642A
Sale Amount:	\$0.00
Property Photo	
Photo Date:	03/18/2021



The HQ Development Agreement presentation shows the following graphic:



From: [Nortz, Jason](#)
To: [Lopossa, Ryan](#); [Kennedy, Rebecca](#); [Jones, Keith \(CED\)](#)
Subject: FW: HQ Development Plan traffic access concerns from Fishers Creek Neighborhood Association and Hiddenbrook Terrace Community Association
Date: Monday, August 16, 2021 10:14:12 AM
Attachments: [SE41stAccess.PNG](#)

FYI

From: Steven Haygood <stevenhaygood@mac.com>

Sent: Monday, August 16, 2021 6:45 AM

To: Nortz, Jason <Jason.Nortz@cityofvancouver.us>; Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>; McEnerney-Ogle, Anne <Anne.McEnerney-Ogle@cityofvancouver.us>; Hansen, Bart <Bart.Hansen@cityofvancouver.us>; Stober, Ty <Ty.Stober@cityofvancouver.us>; Glover, Linda <Linda.Glover@cityofvancouver.us>; Lebowsky, Laurie (City Council) <laurie.lebowsky@cityofvancouver.us>; Paulsen, Erik <erik.paulsen@cityofvancouver.us>; Fox, Sarah <sarah.fox@cityofvancouver.us>; john@johnblom.com; info@votekimharless.com; FriendsOfDavidGellatly@gmail.com; ElectDianaPerez@gmail.com

Subject: HQ Development Plan traffic access concerns from Fishers Creek Neighborhood Association and Hiddenbrook Terrace Community Association

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Thank you for your time and consideration of this letter submitted on behalf of the Fishers Creek Neighborhood Association (FCNA). FCNA historically has represented the area bounded by SE 176th Ave to SE 192nd Ave and SE 34th St to SR14. It is unclear if the proposed residential development within the HQ Development Proposal will be considered part of our association, up to now there have been no residential lots within that area.

I am submitting this letter with direct community concerns related to the transportation plans of the HQ Development proposal with respect to the Multi-Family Housing unit planned for the upper boundary of HQ Developments property line and proposed land use of the City of Vancouver Lot on SE 41st Dr. SE 41st Dr is the main transportation corridor for access to the Hiddenbrook Terrace Community Association (HCTA) and its sub-associations.

It is my understanding that the intent of the development proposal is to transition the City of Vancouver lot into a parking lot as well as the only transportation access to the Multi-Family complex at the top of the quarry unlike the other 8 Multi-Family complexes that will be served by transportation infrastructure contained within the HQ development area exiting at Brady Road.

While there certainly are aesthetic concerns about the main drive to our community being developed into a parking lot, there is also an emotional connection many members of the community have with this city lot as we have invested many volunteer hours and dollars in cooperation with Urban Forestry and Friends of Trees on that City of Vancouver owned lot.

The main concerns however, relate to transportation safety, on road parking and anticipated impact to the SE41st Dr / SE 192nd Ave. intersection as well residential road use. We feel all of these concerns could be easily mitigated by having all Multi Family housing transportation serviced from within the HQ development lot and maintaining the City of Vancouver Lot as is. We do not feel our community should have to bear the burden of increased transportation safety risks, residential traffic and potential street parking issues for a development plan that has significant space and infrastructure to support their units on their own lot.

As a board member of the Neighborhood Association and the impacted Homeowners' Association - I am unaware of any outreach, traffic plan studies or community education on the proposed changes to our community. I do believe transportation impacts were considered when reviewing the Columbia Palisades overall plan, but that that plan projected impacts to SE 192nd from SR 14 to SE 34th and Brady Rd. There was no proposal at that time to provide multi-family housing transportation access via SE 41st Dr and its impact to the community. My understanding is this transportation access from SE 41st Dr is being introduced by the HQ Development Agreement

The proposed plan does not specify the specific number housing units nor of count vehicles anticipated to be supported by this housing complex. We assume given the viewpoint - this building will be a prime location and therefore they will seek to maximize the unit counts. Our estimate is that we could expect around 400 additional vehicles that will be required to use our community roads to reach SE 192nd Ave..

Here are a few points on the area surrounding the proposed access point from the City property:

The area is directly adjacent to a blind corner, the road is very close to a 90* corner

where the interior of the corner is a heavily wooded protected natural area containing tributaries to Fishers Creek and ultimately the Columbia River.

The area is directly adjacent to multiple school bus stops where it is common that parents need to stay with the children as they play and wait for the bus. These multi-family units will contribute to the number of children at these stops as well as the number of vehicles driving adjacent to the children.

This segment of SE 41st Dr already has traffic and safety issues where drivers speed and frequently only roll stop at the 4 way stop sign at SE 41st Dr and SE 187th Loop. This area is already a safety issue.

The residential roads in the community are too narrow to allow for parking on both sides, they are typically marked parking on one side of the road with the other side designated as a fire lane.

It is not uncommon to have vehicle restrictions in multi-family housing parking lots. We wonder then, where will overflow parking or oversized vehicles used by residents or visiting these units be parked?

This is not the place to go through all the community concerns. We welcome a discussion and further exchange of information and planning. I ask that these considerations be taken into account when evaluating the proposed change of use of the City Lot.

Steven Haygood
503 437-2995
stevenhaygood@mac.com
Fishers Creek Neighborhood Association - Chair
Hiddenbrook Terrace Community Association - Treasurer

Dear Mr. Nortz:

I hope you and your family are staying safe and healthy.

This is regarding the recently released plans on the HQ Development/192nd Street Quarry Development plans you will review at tonight's City Council Workshop. We welcome our new neighbors but ask for one accommodation in the planning. Please do not approve the sale of city land on 41st Drive. Safety is a major concern and I outline a few points for you:

Parking Lot: Hurley Development wants to add an additional building (#30) with access for parking through the land on 41st that the City of Vancouver owns. Hurley's new plan is to level that hill and create a parking lot directly across from the school bus stop. This is unsafe for the children to walk safely to the school bus stop and/or walk to school and cause dangerous traffic congestion.

Safety of Children: This parking lot, which is estimated to have 200+ cars, is directly across from a school bus stop, and would cut into the middle of the bike lane and sidewalk which will increase the likelihood of an unnecessary risk to neighbors.

41st Drive: 41st Drive is only 25 feet wide with no ability to expand. The original design of the subdivision does not support this traffic flow. It was not built to accommodate 250+ additional cars. That neighborhood only has 400 homes now so it would more than double the traffic. It is unsafe.

Choke Points: There are two stoplights (192nd & Brady) and (192nd & HQ Drive) for traffic to enter and exit the HQ Development. Having a large amount of traffic travel to 192nd & 41st Drive will cause major backups coming and leaving the neighborhood.

Existing Traffic Issues: In 2015, the Neighborhood association requested a traffic calming study be completed at the 4-way stop on the corner of 41st & 187th Loop. The study was done - but after school was out. One of the concerns was the school bus stop and so many children who have had scary close calls because of drivers not stopping. The study was not reflective of the traffic through the neighborhood but it does show a pattern of concerns about that particular street (41st).

Pedestrian Death Rate: Since Vancouver already has twice the Pedestrian Death Rate as any city in Washington, I hope City Council will consider the safety of cyclists, children, and neighbors walking up the street to the QFC or bank.

Can you please:

1. Have the City of Vancouver conduct a traffic study?
2. Confirm that Building 30 was not in the original, approved plans.
3. Provide a multimodal connectivity plan?
4. Ask Hurley to provide an alternative plan for traffic flow.

Thank you very much for your time and commitment to our neighborhoods.

Maureen **Winningham** | 818.472.5439 | maureenwinningham@gmail.com

From: stevenhaygood@mac.com
To: [Lopossa, Ryan](mailto:Lopossa_Ryan)
Cc: MontRE2ECS@aol.com; Porter, Brooke; "Johnny Winningham"; Hahn, Eric; Turner, Greg; Nortz, Jason; [Jones, Keith \(CED\)](mailto:Jones, Keith (CED)); Snodgrass, Bryan; Kennedy, Rebecca
Subject: RE: Traffic trip counts
Date: Wednesday, September 29, 2021 3:30:24 PM
Attachments: [image001.png](#)
[image003.png](#)

Thank you Ryan for your help.

We did see two radar boxes placed along SE 41st Dr that were removed this past week. I assume these were the traffic counters you had requested. Will the results be available to us?

Related to the overall impact at that intersection, can you speak to the timing and controls of the traffic light timing at SE 41st Dr / SE 192nd Dr?

I assume that to some extent the lights are "smart" controlled based upon the oncoming (green light) traffic volume and (red light) vehicle queue times. I know I frequently observe the light change to green quickly after a vehicle queues on SE 41st Dr at night and there is little traffic on SE 192nd. When it comes to peak hours, are there guidelines or parameters that can help suggest the average wait time in queue from SE 41st Dr as well as the length of time the light remains green (again from SE 41st Dr onto SE 192nd.) I am trying to form an estimate of how significant of an impact to the queue times and the max queue length (# of vehicles) we may observe if we were to see an increase in vehicle trip counts at peak hours.

Clearly if the queue clears frequently – then there is less concern. If given the increasing volume of flow on SE 192nd the SE 41st queue times may increase – that is the impact we are trying to understand. My only concern is if the queue time increased such that the length of the queue obstructs the right hand turn access on to Southbound SE 192nd and ultimately if it encroaches upon the entry way to the Gables community. We do have a decent amount of space to the entry way, so I don't expect this will be an issue.

From: Lopossa, Ryan <ryan.lopossa@cityofvancouver.us>
Sent: Tuesday, September 7, 2021 9:58 AM
To: Steven Haygood <stevenhaygood@mac.com>
Cc: MontRE2ECS@aol.com; Porter, Brooke <Brooke.Porter@cityofvancouver.us>; [Johnny Winningham](mailto:JohnnyWinningham@icloud.com) <johnnywinningham@icloud.com>; [Hahn, Eric](mailto:Eric.Hahn@cityofvancouver.us) <Eric.Hahn@cityofvancouver.us>; [Turner, Greg](mailto:Greg.Turner@cityofvancouver.us) <Greg.Turner@cityofvancouver.us>; [Nortz, Jason](mailto:Jason.Nortz@cityofvancouver.us) <Jason.Nortz@cityofvancouver.us>; [Jones, Keith \(CED\)](mailto:Keith.Jones@cityofvancouver.us) <Keith.Jones@cityofvancouver.us>; [Snodgrass, Bryan](mailto:Bryan.Snodgrass@cityofvancouver.us) <Bryan.Snodgrass@cityofvancouver.us>; [Kennedy, Rebecca](mailto:Rebecca.Kennedy@cityofvancouver.us) <Rebecca.Kennedy@cityofvancouver.us>
Subject: RE: Traffic trip counts

Good Morning Steven

I'll have our traffic engineering folks set out counters at two locations along SE 41st Drive – one before SE 40th Street and another after SE 40th Street. That should give us a good baseline. I believe the developer's traffic study included existing and proposed peak hour counts at the intersection of 41st Drive and 192nd Avenue so we have those to draw on as well.

Let me know if you have any questions. Thank You.

Ryan Lopossa, P.E. | Streets & Transportation Manager



CITY OF VANCOUVER, WASHINGTON
Public Works/Streets & Transportation Division
Marine Park Engineering – 4500 SE Columbia Way
P.O. Box 1995 • Vancouver, WA, 98668-1995

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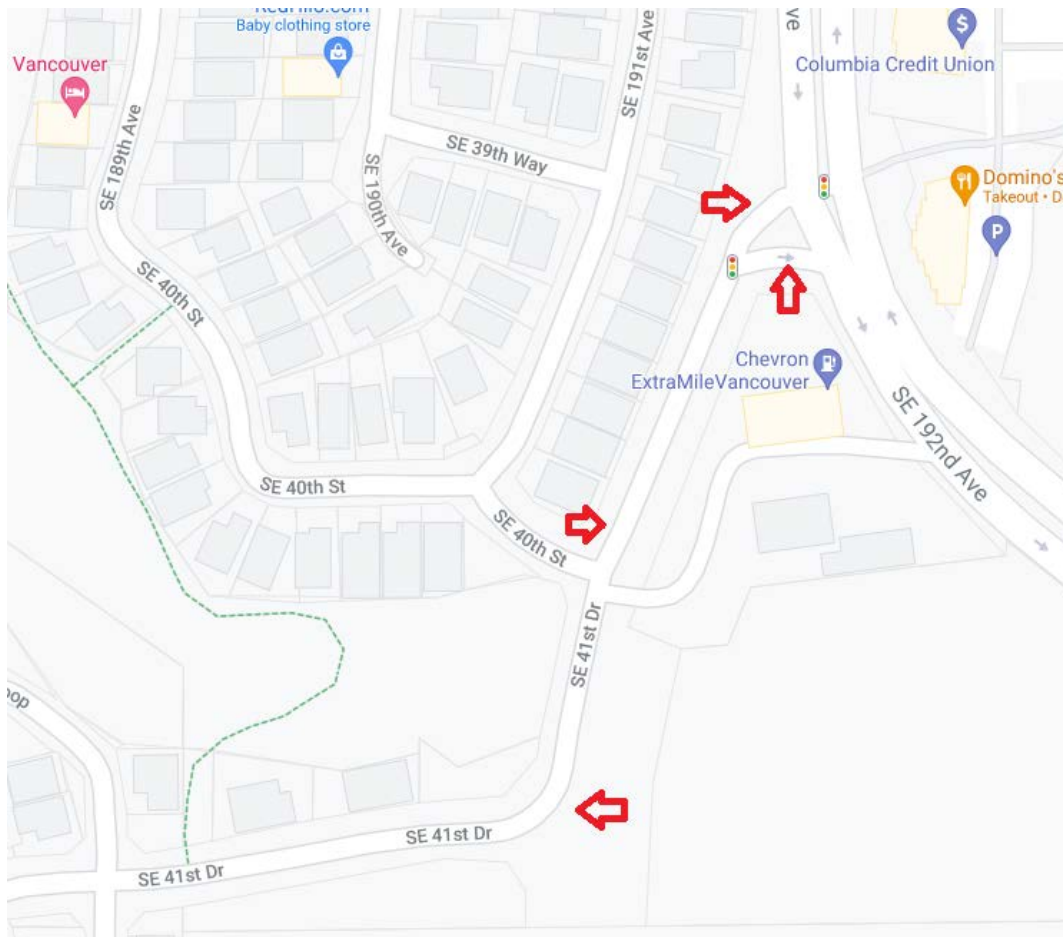
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From: Steven Haygood <stevenhaygood@mac.com>
Sent: Friday, September 3, 2021 10:04 AM
To: Lopossa, Ryan <ryan.lopossa@cityofvancouver.us>
Cc: MontRE2ECS@aol.com; Porter, Brooke <Brooke.Porter@cityofvancouver.us>; Johnny Winningham <johnnywinningham@icloud.com>; Hahn, Eric <Eric.Hahn@cityofvancouver.us>; Turner, Greg <Greg.Turner@cityofvancouver.us>; Nortz, Jason <Jason.Nortz@cityofvancouver.us>; Jones, Keith (CED) <Keith.Jones@cityofvancouver.us>; Snodgrass, Bryan <Bryan.Snodgrass@cityofvancouver.us>; Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>
Subject: Re: Traffic trip counts

Thank you for the note, I am happy that everyone will be working with the developer on this project. Is there a way we will be able to get the current trip counts as a baseline from several points along SE 41st Way?



A conversation yesterday with Ryan Hurley suggests they are in fact considering options, but it appears all of those options at present still are looking for vehicular access via SE 41st Dr. Some considerations in the conversation revolved around the unit count changes if they went with condos vs apartments or even perhaps a retirement age housing facility. The idea that both of those alternatives would reduce either vehicles (based on unit counts) or trips based on age based travel frequency. It was confirmed there is no plans for access to the lower development from the bluff.

Our main concern is vehicle traffic congestion at the 192nd / 41st dr intersection and the impact along SE 41st Dr from trips for up to 264 new parked vehicles and associated service vehicles (garbage, delivery trucks etc) There are houses directly across the street from the proposed access lot, as well as the east entrance to the gables community across from the chevron.

If we were able to understand the baseline trip counts and how material the increased estimated trip counts would be to that baseline, it may

help alleviate concerns if we can present fact based statistics. Certainly a 10% increase in total trip counts is materially different than a 50% increase. 165 units supporting 264 vehicles is close to the entire population of vehicles in the Gables area (128 units) alone. Thus you might understand the potential concern.

On August 30, 2021 at 2:10 PM, "Lopossa, Ryan" <ryan.lopossa@cityofvancouver.us> wrote:

Good Afternoon Steve

Thanks for sharing this information. You are correct in that the City does work with NTSA to complete projects in neighborhoods that help to slow traffic and promote safety – especially for pedestrians and bicyclists. In cases where new development has the potential to create traffic issues, the City works directly with the developer to address the need for potential traffic calming measures. We're already planning to work with the HQ developer in regards to traffic impacts on SE 41st Drive, should they decide to move forward with the development of the multi-family complex on the top of the bluff near SE 41st Drive.

Let me know if you have any questions. Thank You.

Ryan Lopossa, P.E. | Streets & Transportation Manager



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From: Steven Haygood <stevenhaygood@mac.com>

Sent: Monday, August 30, 2021 12:03 PM

To: MontRE2ECS@aol.com; Porter, Brooke <Brooke.Porter@cityofvancouver.us>; Lopossa, Ryan <ryan.lopossa@cityofvancouver.us>

Cc: Johnny Winningham <johnnywinningham@icloud.com>

Subject: Re: Traffic trip counts

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Ross, I am not sure if the Neighborhood Traffic Management program identified in the City of Vancouver Transportation Plan adopted in 2003 is specifically what the Neighborhood Traffic Safety Alliance is fulfilling or if it is a broader program of which NTSA contributes to.

According to the Transportation plan description:

"The purpose of the NTM is to address the negative livability impacts of unchecked speed and volume on neighborhood streets. This not only means fixing existing problems on existing streets, it also means not relocating the problem to another area. In addition, it means addressing neighborhood street impacts of new development so no further problems are created."

I would like to understand more about the role of the NTM program and how it relates to understanding the impacts of the proposed sole transportation access for a new multifamily housing unit in the Riverview Gateway district into the existing Fishers Creek neighborhood access at SE 41st Dr.

I have included Ryan Lopossa as I believe he is familiar with the subject.

On August 30, 2021 at 11:13 AM, Steven Haygood <stevenhaygood@mac.com> wrote:

I thought it may be helpful to copy Brooke Porter as I am not sure if Vancouver Public Works gets involved with this kind of thing or not.

On August 30, 2021 at 11:04 AM, Steven Haygood <stevenhaygood@mac.com> wrote:

Ross, I am hoping you can assist or direct me to who may be able to assist.

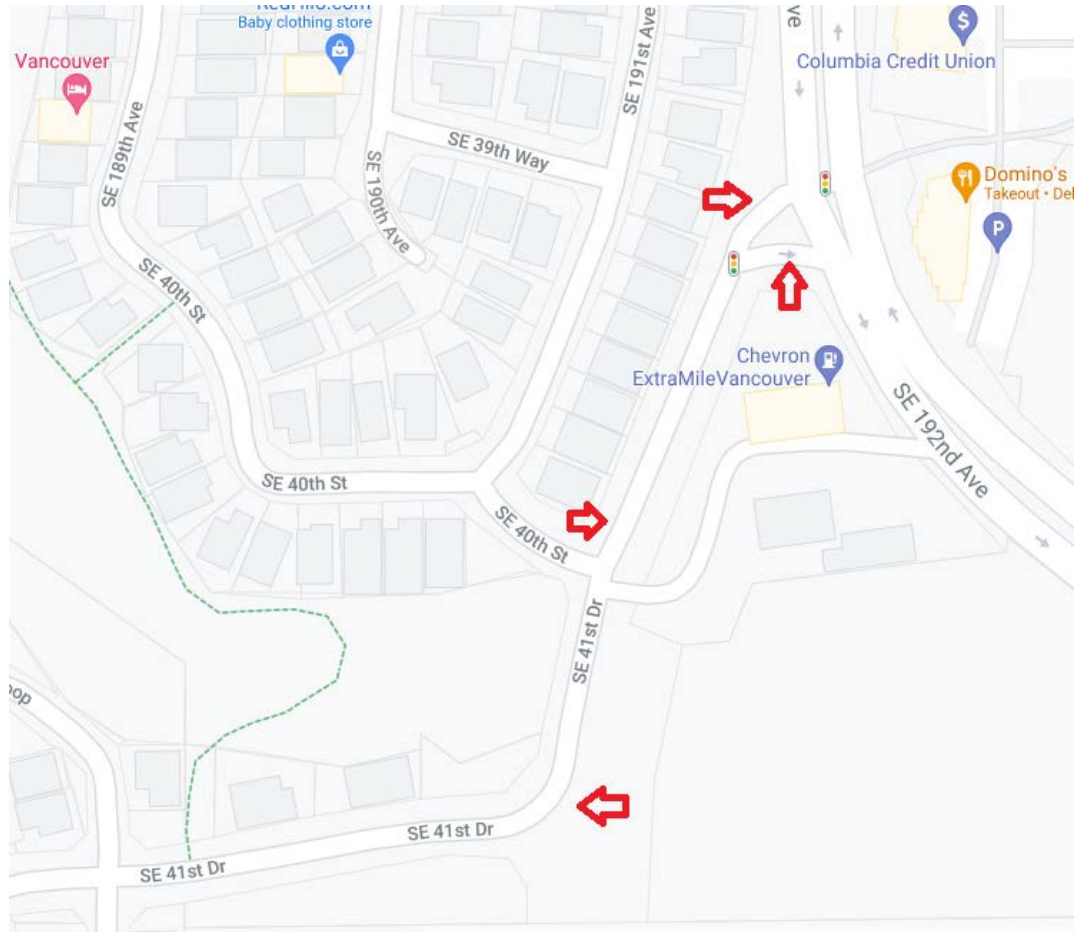
On the last coffee with the Mayor call, I resented a current concern and issue within our neighborhood association about the proposed Riverview Gateway project and their proposal to modify a city lot to become the sole transportation access to a multifamily housing unit on the top of the fishers quarry.

The concern is clearly the impact on the additional trip counts and congestion potential at the SE 41st Dr and 192nd Ave interaction.

I was encouraged that the developer is expected to provide a traffic analysis however I am concerned that the impact estimates may be skewed in the developers favor and we may not have an objective baseline of trip data along SE 41st Dr to compare to. To that end I am hoping that we might be able to facilitate a multi point trip count at a few key places to model the current traffic.

The intent is to understand the current trip counts entering and exiting SE 41st Dr onto SE 192nd as well as the counts at two points along SE 41st Dr designed to isolate the trip counts from within the interior of the community and then the added trips from a sub division.

I have attached an illustration of what I'm thinking. How could we get something like this executed?



From: [Eiken, Chad](#)
To: [Jones, Keith \(CED\)](#); [Kennedy, Rebecca](#); [Lopossa, Ryan](#)
Subject: FW: Riverview Gateway Project
Date: Wednesday, September 8, 2021 9:30:41 AM

FYI only

From: Steven Haygood <stevenhaygood@mac.com>
Sent: Wednesday, September 8, 2021 9:28 AM
To: Scot Brantley <scot@hurleydev.com>
Cc: Johnny Winningham <johnnywinningham@icloud.com>; Eiken, Chad <Chad.Eiken@cityofvancouver.us>; Nortz, Jason <Jason.Nortz@cityofvancouver.us>
Subject: Riverview Gateway Project

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

Scot,

Thank you for your time and arranging the call we had on Thursday Sept 2nd. In that call it was great to hear how excited Ryan is about the broader development goals in the project. It certainly sounds like the development at the bottom of the quarry will have many attractive features to people looking to live in an urban environment and take advantage of the technology services and amenities you guys plan for at the bottom of the quarry property.

On the call you mentioned working on generating some form of updated conceptual site plan for lot 30 and the proposed transportation access and use of the City owned lot adjacent to SE 41st Dr. You had hoped to forward the illustration Thursday evening or perhaps Friday - I don't think we have seen this yet. Are you able to provide an updated conceptual view of lot 30 and the lot adjacent to SE 41st Dr?

Also, you mentioned you expected the community outreach to be scheduled for Sept 29th. When will that be finalized and communicated? Is it customary to plan these community outreach sessions during working hours and peak travel times for people who typically work until 5pm? Would it be possible to move this to the prior week Sept 22nd and perhaps later in the evening such as 6-8PM as opposed to 4-6PM?

There were a few points that I wanted to follow up on, Ryan is certainly passionate about the project and that's great. Understandably most of the discussion revolved around the overall plan for the development below the bluff. Our concern is primarily with transportation access from SE 41st Dr and the appearance and presentation of the entrance to our community.

- The transportation concerns are directly related to potential safety concerns from increased trip counts in an area that is the only point for all of the east bound traffic in our neighborhood.
- The appearance of the entrance to our community likely can be mitigated by visual barriers and attractive landscaping however the depth of the lot feels like it will be difficult to provide a visual buffer from the road.
 - Perhaps this won't be much of an issue given VMC 20.680.040.C.4 and 6.f.1 indicate that "Non structured on-site parking and access drives shall account for no more than 35% of the major street frontage of any project."

There are a few specific questions we would like to have answered.

1. Has the master plan been developed and presented for approval or is that the phase we are in?
2. Has the Traffic Analysis and Mitigation Plan been completed and documented?
 1. If Yes, where can we obtain a copy of this document?
3. Has the Proposed parking management plan for this site been completed and documented?
 1. If Yes, where can we obtain a copy of this document?
4. What prevents the transportation access to Lot 30 from being connected to the main development transportation infrastructure planned in the quarry basin?
 1. It appears work access to lot 30 is accessing the bluff from within the Quarry basin - why can't transportation access for the lot 30 building(s) continue to be accessed solely from within the quarry property?

I appreciate your time and assistance with these questions.

October 3, 2021

Thank you Planning Commissioners,

I wanted to take this opportunity to share with you my concerns regarding the Riverview Gateway/HQ Development currently proposed off of SR14 and 192nd Ave. As a neighbor to this property in the Fisher's Creek Neighborhood Association, we have some significant concerns with regards to Lot 30. This will be an apartment complex of 165 units with proposed access off of 41st Dr. The original subarea plan for this development did not have Lot 30, and did not show any development on the ridge line. It also only had approximately 700 residential units instead of the now proposed 2,100 units for the entire development. This is a dramatic change from the approved subarea plan proposed for this property.

Our concerns with Lot 30 focus on numerous key factors:

- 1). This section of 41st Drive is a fairly narrow street that has a blind corner and a bus stop at 187th Place. To try to put a street and proposed parking lot through the city owned parcel directly off Lot 30 poses major safety concerns for those who utilize this area as it is a main corridor access to 192nd Ave. for our neighborhood and has children of all ages awaiting the bus in the morning and being dropped off in the afternoons.
- 2). Overflow parking. A main problem with most apartment complexes is that there never seems to be enough parking spots available for the total number of cars. Therefore, the residents end up parking along the streets. With the narrow street, blind corner, and bus stop, there really is no safe space (nor a lot of space) to allow overflow parking of cars along 41st Dr.
- 3). Encroachment into neighboring homes. Upon viewing Lot 30, this apartment complex is on a berm and would have direct views into the neighboring homes. This poses a privacy concern for many of the homeowners.
- 4). Light and noise buffering for neighboring homes. With the Lot 30 apartments being so close to the neighboring homes, light and noise buffering is also a significant concern for the neighboring homeowners.
- 5). Overall structural safety regarding constructing a 165 unit apartment complex on a ridge that has been repeatedly blasted with dynamite for decades. We live approximately 4 blocks away and have felt the affects of the blasting in our home. Although, I believe there will be a stability test that will determine if this location will be safe to build on.
- 6). Will the development follow the protocol that the subarea plan defines with regards to locations of apartments, parking lots and streets? If it does, then the current plan will need to be revised as it has the street, parking lot, then apartment face rather than the street, apartment face, and parking lot as per the subarea plan protocol.
- 7). Use of our neighborhood trail which is maintained through our homeowners fees. This apartment complex will be directly across the street from our neighborhood trailhead. It is a beautiful natural trail in the watershed buffer of our little creek and is one of the treasures in our community. The increase in foot traffic will mean an increase in maintenance of which this development will not be required to provide.
- 8). Traffic study. The traffic study that is currently being used was completed in June 2021. However, the final design plans (now showing an added Lot 30) were not released until July 2021. Was the traffic study that was done reflective of this change, as well as the significant increase in residential units (tripling from 700 to 2100)?

It appears that when the subarea plan for this development was made, they recognized that the ridge (now Lot 30) was not a viable location for development due to its limited size and access. I hope that you will recognize this as well and prohibit any development on Lot 30 to help ensure the safety of our children, streets, and community.

Sincerely,
Jaynee Haygood (homeowner: 18112 SE 41st Way, 98683)

From: [Jones, Keith \(CED\)](#)
To: [Nortz, Jason](#); [Delapena, Amanda](#)
Cc: [McEnery-Ogle, Anne](#)
Subject: RE: Quality of life
Date: Tuesday, October 5, 2021 7:09:00 AM
Attachments: [image003.png](#)
[image004.png](#)

Amanda,

Hurley Development is proposing to develop the Fisher's Quarry site. The first step in the process is for Hurley Development to obtain approval from the City of a master plan. A master plan application has been submitted to the City and staff is reviewing the submittal. Hurley development is calling the project the HQ Master Plan.

The master plan approval requires public hearings before the Planning Commission and City Council. Planning Commission will make recommendation to City Council following a public hearing and City Council will make the decision following public hearing. The Planning Commission hearing will be the first hearing and is tentatively scheduled for December 14. A public notice will be sent out once the hearing is officially scheduled. The public can testify at the public hearing or in writing.

Prior to public hearings, City staff presents the project to both City Council and Planning Commission at workshop meetings. These are more informal meetings for the Planning Commission and City Council to be brought up to speed on the developer's proposal and to ask questions prior to public hearing. The Planning Commission Workshop meeting is scheduled for October 12.

The developer held an online neighborhood meeting last week where similar concerns were expressed by many in the neighborhood who attended. It is staff's understanding that the developer is looking at ways to mitigate the development to address neighborhood concerns.

Let me know if there are other questions.

Keith

Keith Jones | Senior Planner
CITY OF VANCOUVER, WASHINGTON
Community and Economic Development Department
415 W. 6th St. | Vancouver, WA 98668-1995
P: 360-487-7887 | TTY: 360-487-8602
www.cityofvancouver.us



Permit Center Moves to Virtual Operations in Response to Virus. Please visit our [website](#) for more information.

From: Nortz, Jason <Jason.Nortz@cityofvancouver.us>
Sent: Monday, October 4, 2021 12:05 PM
To: Delapena, Amanda <Amanda.Delapena@cityofvancouver.us>
Cc: McEnerny-Ogle, Anne <Anne.McEnerny-Ogle@cityofvancouver.us>; Jones, Keith (CED) <Keith.Jones@cityofvancouver.us>
Subject: RE: Quality of life

Amanda,

I'm copying Keith Jones who is the project planner assigned to this one. Originally this project was in for a Development Agreement and I was managing that effort but they've since decided not to move forward with the DA but rather process it as a Master Plan application. Keith is managing that.

Jason

From: Delapena, Amanda <Amanda.Delapena@cityofvancouver.us>
Sent: Monday, October 4, 2021 11:51 AM
To: Nortz, Jason <Jason.Nortz@cityofvancouver.us>
Cc: McEnerny-Ogle, Anne <Anne.McEnerny-Ogle@cityofvancouver.us>
Subject: FW: Quality of life

Hi Jason,

The City Council received the email below regarding the HQ development. Would you be able to help us craft a response the Mayor could send?

Amanda Delapena

[LEARN ABOUT VANCOUVER'S COVID-19 RESPONSE HERE](#)

From: McEnerny-Ogle, Anne <Anne.McEnerny-Ogle@cityofvancouver.us>
Sent: Monday, October 4, 2021 11:42 AM
To: Delapena, Amanda <Amanda.Delapena@cityofvancouver.us>
Subject: FW: Quality of life

Amanda,

Which staff member is handling the Hurley HQ development?
Perhaps they have a response that I can use for the person.

Anne

Anne McEnerny-Ogle | Mayor



CITY OF VANCOUVER, WASHINGTON

P.O. Box 1995 • Vancouver, WA 98668-1995

P: 360.487.8629 | F: 360.487.8625

www.cityofvancouver.us | www.cityofvancouver.us/socialmedia



This message, in whole or in part, may be subject to public disclosure, including routine disclosure to the media.

From: suzanne mcnulty <ksuzymc@gmail.com>

Sent: Friday, October 1, 2021 1:41 PM

To: McEnerny-Ogle, Anne <Anne.McEnerny-Ogle@cityofvancouver.us>

Cc: Hansen, Bart <Bart.Hansen@cityofvancouver.us>; Stober, Ty <Ty.Stober@cityofvancouver.us>; Glover, Linda <Linda.Glover@cityofvancouver.us>; Glover, Linda <Linda.Glover@cityofvancouver.us>; Paulsen, Erik <erik.paulsen@cityofvancouver.us>; Fox, Sarah <sarah.fox@cityofvancouver.us>

Subject: Quality of life

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

Please protect our community and mental health integrity:

Dear City of Vancouver representatives,

I'm writing to express my anguish about the proposed development of a tiny but very important greenspace along SE 41st Ave in East Vancouver. This neighborhood area of Fisher Creek+ has been under siege since it was developed. Some earlier Vancouver City Council thought it was a lucrative idea to develop property on the literal rim of an active blasting quarry. The city promised residents for years that the very long term quarry company was going to stop blasting within a couple years. This empty promise continued for near 20 years. The trauma of blasting got worse toward the end when the company focused their efforts on the wall right below the houses on SE 186th. Ave. Even a block away, I had pictures and mirrors fall off my wall and break, cracks caused in my walls and more damage from blasting. Finally the blasting stopped. The news/ images available showed the pending developments **within** the quarry space. Sounded loud and dusty but no more blasting. To find out this late summer that the city plans to compromise the tiny greenspace on SE 41st st to be developed for a large apartment complex and parking is horribly distressing. The houses around here for the most part do not have yards. People enjoy strolling along that side walk all throughout the day. That green space provides an opportunity to connect with a little nature through the beautiful grasses, reflective morning dew, birds, flowers, occasional deer and other natural life that is so restoring and **life giving**. I think the national news is pretty clear that the need for outdoor natural green spaces during covid has been more important than ever in the last 18+ months. Please dont allow that little green space to turn into a parking lot or building.

The loss of integrity of the neighborhood caused by connecting to this new unrelated dense development deeply cuts into a safety of community. Suddenly we are just part of a sprawl not a connection of little

quiet neighborhoods. Not to mention the traffic! There are so many new apartment buildings along 192nd the traffic is already much higher than it was just 5 years ago! How much money are you offered for this to make it worth destroying the community in this area? What do you plan to put that money to? Anything to benefit this little east Vancouver neighborhood? It is deeply sad to think that money matters more than nature and values of community peace and integrity. Please use whatever power you have for good and do not let this happen in this area. Please KEEP IT IN THE QUARRY and leave SE 41st ave and its tiny greenspace in peace. Please.

Pleadingly,

Current resident ,

K Suzanne McNulty , PMHNP-BC

From: [Nischik, Julie](#)
Cc: [Kennedy, Rebecca](#); [Snodgrass, Bryan](#); [Nortz, Jason](#); [Jones, Keith \(CED\)](#); [Tubberville, Monica](#)
Subject: FW: Citizen Communication
Date: Thursday, October 7, 2021 1:55:39 PM

FYI

Thanks,

Julie Nischik (She/Her/Hers)
CITY OF VANCOUVER, WASHINGTON

From: J B <jblick00@gmail.com>
Sent: Wednesday, October 6, 2021 4:59 PM
To: Planning Commission <PlanningCommission@cityofvancouver.us>
Subject: Citizen Communication

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

Hello;

We would like to add our voices to those of our neighbors in opposition to the proposed apartment complex on lot 30 of the West quarry land off of SE 192nd Avenue.

When the quarry was first being planned and discussed the city held many feedback sessions and presented several possible development frameworks within which future developers could plan.

Many in the neighborhood near the quarry provided feedback, including us, arguing strongly for a buffer at the north end of the West quarry that could be left in a natural state with a possible walking trail. These views were incorporated into the final version of those guidelines and we were satisfied that the opinions of the adjacent neighborhoods were being taken into consideration.

We see now a proposal which stands those guidelines on their head and would turn a pleasant natural hillside with trees planted by Friends of Trees into a parking lot.

We attended the presentation by Hurley and were pleased to hear that they would like to emphasize a pleasant walkable/bikeable space, with trees and a park. We were not pleased when we learned that they were planning to take the massive amount of car parking for apartments in the quarry and export it to the adjacent neighborhood. This is an unfair burden for us, and believe that their plans should not come at our expense. This many additional apartments would mean an overrun of our tiny park nearby and the walking trails that our HOA currently maintains.

There seem to be two resolutions to this issue to take things forward:

- 1) Stay with the original plan as agreed to with neighborhood feedback and leave the Northern part of the quarry in a natural state
- 2) Allow for 5-6 high end luxury homes to be built on the bluff, mirrored by what we currently see at the top of the East quarry land.

Resolution #2 would keep the additional car traffic to a reasonable level, and the additional users of

the park and trails would be manageable.

We support the development of the East and West quarry land and think that if done right it could be a great asset to the neighborhoods that surround it. We believe that a plan which balances development with greenspace and pedestrian accommodation is the most mature way to develop a 21st century city. We ask that you consider this balanced approach and prevent the proposed parking lot replacement of what little natural land we have left to enjoy here.

John & Jane Blickenstaff
18901 SE 40th St.
Vancouver, WA, 98683

October 8, 2021

Dear City of Vancouver Planning Commission,

Please consider rejecting, challenging, and requesting changes to the modified plans of the development of the Riverview Gateway project (HQ Vancouver) adjacent to SE 41st Drive and SE 187th Place.

My family moved to the Fisher's Creek neighborhood several years ago, and we specifically chose our house, which backs to the quarry along 187th Pl, because of the single-family homes and quiet nature of the community. We also loved the fact it backed to a 20-foot, vegetation-filled berm. We expected the eventual development of the land behind the house on the lower floor, and after reviewing the originally submitted plan, even supported it. What we did not expect, because there was no notification of any kind, was the flattening of that 20-foot berm and the proposed apartment complex that would peer right into our home.

The original plan had called for development that kept appropriate boundaries and buffers. This new modification, however, brings that development directly into the existing community. Below are my family's biggest concerns:

- **Parking:** The proposed apartment complex connecting to 41st Dr could overwhelm our quiet streets with hundreds of additional cars belonging to not only apartment owners, but their guests as well. I imagine overflow parking will bleed into our neighborhood.
- **Privacy:** During a neighborhood meeting, the developer showed mitigations to privacy issues and sightlines that included trees separating homeowners in their backyards and apartment owners on their 5th/6th floor balconies; however, the proposed mitigations did not account for homeowners on the second story or apartment owners on the 6th/7th floor terrace. In the September city council meeting, the developer stated an originally planned trail at the top of the berm would have been too invasive to the surrounding homeowners, and I'm not sure how an apartment complex instead would be better.
- **Noise:** The developer showed the complex's parking would be about 9 feet from homeowners' fences but did not explain any noise mitigations. I have doubts that a single row of trees would significantly mitigate the noise that accompanies scores of cars and people coming and going just 9 feet away.
- **Light:** The developer did not explain any mitigations to light pollution to the neighboring homes. I imagine an apartment complex with parking lots would require substantial lighting to ensure the safety of its residents at night; however, that lighting would undoubtedly affect its immediate surroundings.

While I understand high density living is essential for a growing city, please consider how this modification deviates from the approved master plan and what mitigations could be in place in order to secure community support. Such mitigations could include stronger barriers/buffers, shorter buildings, and fewer residential units. Please also consider relocating the planned park area from near industrial zones and the freeway to this Lot 30 area.

Thank you,

Alex and Jennifer Myrwold

From: [Nischik, Julie](#)
Cc: [Kennedy, Rebecca](#); [Snodgrass, Bryan](#); [Jones, Keith \(CED\)](#)
Subject: FW: My Opinion of the Riverview Gateway Development in Fisher's Creek
Date: Monday, October 11, 2021 8:48:26 AM

FYI

Thanks,
Julie Nischik (She/Her/Hers)
CITY OF VANCOUVER, WASHINGTON

From: Kathe W. <katheworsley@gmail.com>
Sent: Sunday, October 10, 2021 12:09 PM
To: Planning Commission <PlanningCommission@cityofvancouver.us>
Subject: My Opinion of the Riverview Gateway Development in Fisher's Creek

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

I am appalled at the plan of placing 200 or more parking spaces in a quiet and peaceful neighborhood. It will disrupt and ruin what is today a pleasant place to live. Traffic congestion from an additional 200 cars is unacceptable especially with children waiting for the nearby school bus in the mornings. Not to mention the existing adults commuting to work. Try to visualize all the cars backed up trying to get on SE 192nd! Then visualize all the cars turning around and cutting through towards SE 180th to get to SE 34th zooming past the Elementary School! The quiet little Fishers Creek neighborhood will be overrun by 200 additional household cars. If the Hurley developers want to cram in 200 more apartments then they need to figure out how to cram 200 more parking sites down below inside the quarry area BELOW SE 41st Drive .

The existing neighborhood had a buffer zone which has already been removed by machines. It looks as if this is already

a done deal with the early tree removals and buffer area removal. Why were they allowed to do that?

Finally, I question the ability of John Blom and David Gellatly being able to make a truly honest decision since they have accepted political contributions from **Hurley Development**. **They should recuse themselves from any decision making.** Keep the development in the quarry not on top and directly in front of existing homes with no buffer.

Hopefully you will do the right thing for the neighbors who live here!

Katherine E Worsley
17956 SE 41st Loop
Vancouver WA 98683

From: [Nischik, Julie](#)
Cc: [Kennedy, Rebecca](#); [Snodgrass, Bryan](#); [Jones, Keith \(CED\)](#)
Subject: FW: Citizen Communication(about LOT30 Riverview Gate HQ)
Date: Monday, October 11, 2021 2:52:51 PM

FYI

Thanks,
Julie Nischik (She/Her/Hers)
CITY OF VANCOUVER, WASHINGTON

-----Original Message-----

From: Gyal mobu <mobu2010@gmail.com>
Sent: Monday, October 11, 2021 2:38 PM
To: Planning Commission <PlanningCommission@cityofvancouver.us>
Subject: Citizen Communication(about LOT30 Riverview Gate HQ)

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

Khado Gyal

4105 SE 187 THE PL
VANCOUVE WA
98683
Cell # 303-250-4733
10/11/2021

Dear City Planning Commission,

I am the property owner of 4105 SE 187 TH PL VANCOUVER WA, and my backyard is directly connected to the LOT 30 HQ Riverview Gate. The HQ Development has removed the huge beam behind my house which was covered with trees and plants that provide privacy and sound barriers to my house. As a result, It completely takes away the privacy of my house and we are now experiencing loud noisy and dust pollutions from the Highway 14, 192nd St.

I am writing this letter to the City planning commission and share my strong objection to this revised plan to build large number of parking lots and apartment buildings just above the level of my backyard fence.

Firstly, the Lot 30 and its public parking lot is located above my fence and its block my windows. It will create an opportunity to trespasser to easy access into my property and also this parking lot will naturally become overlook site for my house. I will completely lose all my privacies and safety.

Secondly, there is not enough distance between my property and (Lot 30) public parking lot, plus the parking lot is located above my fence. There will be a huge light and noisy pollution from the parking lot and it will significantly impact on the market value of my property.

Therefore, I would like to appeal to both the City Planning Commission and the developer side to further investigation before act any construction project.

sincerely
khado

From: [Michael Burton](#)
To: [Planning Commission](#); [City of Vancouver - Office of the City Manager](#)
Cc: [Nortz, Jason](#); [Jones, Keith \(CED\)](#); [Tubberville, Monica](#)
Subject: Comments Regarding HQ Vancouver/Fishers Quarry Master Plan
Date: Monday, October 11, 2021 9:03:27 PM

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

In speaking with neighbors we have learned that Fisher's Creek neighborhood residents, including myself, are deeply concerned about the proposed Lot 30 development, its access to SE 41st Drive, and the lack of willingness of the developer to work with neighbors to mitigate or address our concerns. We think it is reasonable to be asking how these impacts will be mitigated, and so far instead of proposing mitigation actions the developer has instead been dismissing our concerns as unfounded. We are hoping the City will recognize that these concerns are legitimate and should be considered in planning for the development of this area. Specifically, our concerns include:

Impacts to existing parks and the goals of the City's Parks, Recreation and Natural Areas Plan

The residential building proposed for Lot 30 will not have roadway or trail access to the park being built in the same development, to the south. When we asked the developer (Hurley Development) about this at a recent open house, they informed us that their solution is to make the residential building "either condos or a retirement community," implying that older residents or condo residents don't need access to parks or recreation services. This seems inequitable, to limit the access residents have to a public park because of their age, perceived level of physical ability, or other characteristics that Hurley feels characterizes condo-dwellers. This conflicts with the spirit of Vancouver's recent pledges to work to create a more equitable and inclusive community. This would also increase the number of residents for whom Fisher's Creek Neighborhood Park is their nearest and most accessible park or open space (within walking distance). Currently, the City of Vancouver has less than half of the number of acres of park land per capita as the national median for similar-sized cities, according to the City's own [assessment](#). This is apparent to us, as already the City seems to struggle to keep up with the impact of the current level of park use at Fisher's Creek Neighborhood Park (see complaints from neighbors, on file). We are concerned that restricting Lot 30 residents' access to the park proposed for the quarry development would only increase use and user impacts on the Fisher's Creek Park without proportional increases in service from the City. Additionally, the park has no on-street parking nearby because of bike lanes on the roads adjacent. Many families already drive to the park daily to access it, blocking the bike lanes, and we are worried this would only increase. Finally, the increase in residents, without access to the quarry's proposed park facilities, would almost certainly increase costs to our HOA to maintain and insure HOA-owned trails near the park, and residents are concerned that this would increase membership dues.

Impacts to vehicle traffic and congestion in the neighborhood

We are concerned about the impact of limiting the access of the Lot 30 development to SE 41st Drive, instead of connecting it directly to SE 192nd Avenue or the rest of the proposed quarry development. The [adopted level of service standard](#) for SE 192nd Ave between SR-14 and NE 18th St is 10mph. Additional trips created by the proposed Lot 30 development through SE 41st Drive could slow traffic on 192nd Avenue, specifically at the turn lane from

SE 192nd Avenue northbound. Congestion at this turn lane inhibits northbound travel when more than five passenger vehicles queue to turn left onto SE 41st Drive. We would like the City and the developer to consider connecting the Lot 30 development to the rest of the HQ development to the south, which is accessed from the SE Brady Road intersection which has a much longer turn lane. We are concerned that recently-conducted traffic flow studies will significantly underestimate trips due to the continued impact of Covid-19 on work schedules and the increased availability of telework. Additionally, Hurley is proposing 1.6 parking spaces per unit in the Lot 30 development. We are concerned that this is not enough parking for residents of that building, and they will park on neighborhood streets which already have issues with limited parking due to fire lanes, bike lanes, and many current neighbors having more vehicles than they have space for on their property. While I don't know how Hurley arrived at 1.6 spaces per unit, I do know that according to the US Census Bureau's 2019 American Community Survey, Clark County households typically have more vehicles than the national average, with 68.9% of Clark County households having two or more vehicles (while the national average is 59%). This also does not account for guests, or if the building is a retirement community as Hurley has suggested it might be, does not include parking for the levels of staffing typically seen in such communities. Parking issues already cause concern about the ability of emergency vehicles to navigate our neighborhood. Personally, we have family members with limited mobility who often can't find parking within a block of our home. We are concerned about the impact the Lot 30 building will have on neighborhood parking if Hurley does not plan for adequate parking facilities or propose strategies to mitigate the impact of a deficient level of parking on our neighborhood.

Thank you,
Michael Burton

From: [Nischik, Julie](#)
Cc: [Kennedy, Rebecca](#); [Jones, Keith \(CED\)](#)
Subject: FW: Comments Regarding HQ Vancouver/Fishers Quarry Master Plan
Date: Tuesday, October 12, 2021 9:37:00 AM

FYI

Thanks,

Julie Nischik (She/Her/Hers)
CITY OF VANCOUVER, WASHINGTON

From: Michael Burton <michaeldburton14@gmail.com>
Sent: Monday, October 11, 2021 9:03 PM
To: Planning Commission <PlanningCommission@cityofvancouver.us>; City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Cc: Nortz, Jason <Jason.Nortz@cityofvancouver.us>; Jones, Keith (CED) <Keith.Jones@cityofvancouver.us>; Tubberville, Monica <Monica.Tubberville@cityofvancouver.us>
Subject: Comments Regarding HQ Vancouver/Fishers Quarry Master Plan

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Additionally, the park has no on-street parking nearby because of bike lanes on the roads adjacent. Many families already drive to the park daily to access it, blocking the bike lanes, and we are worried this would only increase. Finally, the increase in residents, without access to the quarry's proposed park facilities, would almost certainly increase costs to our HOA to maintain and insure HOA-owned trails near the park, and residents are concerned that this would increase membership dues.

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Thank you,
Michael Burton

From: [Nischik, Julie](#)
Cc: [Kennedy, Rebecca](#); [Snodgrass, Bryan](#); [Jones, Keith \(CED\)](#)
Subject: FW: Citizen Communication
Date: Tuesday, October 12, 2021 9:37:42 AM

FYI

Thanks,
Julie Nischik (She/Her/Hers)
CITY OF VANCOUVER, WASHINGTON

-----Original Message-----

From: Michael Vanover <mvanover2@icloud.com>
Sent: Monday, October 11, 2021 10:43 PM
To: Planning Commission <PlanningCommission@cityofvancouver.us>
Subject: Citizen Communication

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

Glad to see development happening on 192nd. I live in the subdivision next to the rock quarry and I welcome this enhancement.

Michael Vanover

From: [Nischik, Julie](#)
Cc: [Kennedy, Rebecca](#); [Snodgrass, Bryan](#); [Jones, Keith \(CED\)](#)
Subject: FW: Hurley Corp. attempt to purchase city property adjacent to SE 31st.
Date: Tuesday, October 12, 2021 9:38:27 AM

FYI

Thanks,
Julie Nischik (She/Her/Hers)
CITY OF VANCOUVER, WASHINGTON

-----Original Message-----

From: Jane Chance <chancejane61@gmail.com>
Sent: Tuesday, October 12, 2021 8:07 AM
To: Planning Commission <PlanningCommission@cityofvancouver.us>
Subject: Re: Hurley Corp. attempt to purchase city property adjacent to SE 31st.

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

I have a mistakenly identified South E. 41st Dr. as 31st Drive in several places in my letter.

My elderly brain got stuck.

Jane Chance

Sent from my iPhone

> On Oct 12, 2021, at 12:48 AM, Jane Chance <chancejane61@gmail.com> wrote:

>

> My home is in the Gentrys at 41st Loop along SE180th. I have great concerns over the attempt of Hurley Corp. to purchase city property on SE 31 Drive in order to alleviate a need for parking for their proposed 200 unit apartment building.

>

> SE 31 Drive is a mere two lane street with no sensible way to widen that street to allow for more traffic lanes.

>

> I can only foresee a traffic jam at the intersection of SE 31st and SE 192nd. In order for apartment residents to exit via the proposed parking lot and avoid the sure to be traffic jam, some drivers will certainly take a right turn onto SE 41st and proceed toward SE 180th to the traffic circle by Fisher's Landing Elementary and continue up Hidden Brook Drive to exit the neighborhood via SE 34th St. If they don't proceed to the traffic circle, they will learn that they can exit via surface streets using a left turn onto SE 39th street and follow the winding streets up to SE 34th that way. Just what those developments will love, more cars on their streets.

>

> Looking at the future traffic problems will be the issue for the proposed and already city approved housing that will be built in the development at the now end of SE 178th and right at The Lakes Gates. I see a huge traffic issue and one can't traffic study the future issues but only make an educated guess. Most of that future traffic will exit via 178 St past the Lakes Gates and up SE 43 St and onto 180th and then travel up SE 42 onto 41 Dr, the traffic circle at the park, through the 4 way stop where the school bus picks up children and then out onto SE 192nd adding to the traffic jam there. (Oh, my, what a mess that will be at the Exxon Station

>

> I am fully aware that the developer needs to have a way for businesses, home owners and tenants to have ingress and egress for the highly modern and technologically advanced proposed building plans? Did no one in the Hurley Corp. think of this when they made plans to purchase this property or did they think they could miraculously move roads and already built houses and businesses out of their way so they could proceed with their building plans? Did they think current property owners would just roll over and play like they don't see and hear the changes that more

cars on streets never designed to carry this much traffic, would magically be blind and dumb?

>

> Neighborhoods outside our gates have many children that walk, ride bikes and play on the streets and there are a large number of older people that live in these houses. Here in the Gentry's there are more retirees and widows than any other demographic. More traffic sends our nerves aquiver.

>

> This community has been a jewel of a neighborhood and now it's being threatened. The Quarry brought its own issues but now it seems to be creating greater threats to our peace and tranquility.

>

> Please take all of us into consideration as you entertain the offer of a chance to add to the city coffers by selling this sliver of property to the Hurley Corporation. That property is the finger in the dyke that will keep 200 plus cars off our streets.

>

> Thank you in advance for your careful considerations of this major issue. Please don't leave us powerless under the desires of more, more, more, and then more.

>

> I am frightened.

>

> Sincerely,

>

> Jane Chance

> 17951 SE 41st Loop

> 98683

>

From: [Nischik, Julie](#)
Cc: [Kennedy, Rebecca](#); [Snodgrass, Bryan](#); [Jones, Keith \(CED\)](#)
Subject: FW: HQ Development - Fishers Creek Neighborhood Association and Hiddenbrook Community Association Concerns
Date: Tuesday, October 12, 2021 9:39:13 AM

FYI

Thanks,

Julie Nischik (She/Her/Hers)
CITY OF VANCOUVER, WASHINGTON

From: stevenhaygood@mac.com <stevenhaygood@mac.com>
Sent: Tuesday, October 12, 2021 8:11 AM
To: Ledell, Marjorie <Marjorie.Ledell@cityofvancouver.us>; Schulte, Steve <Steve.Schulte@cityofvancouver.us>; Harroun, Jack <Jack.Harroun@cityofvancouver.us>; jim.atkins@cityofvancouver.us; Blaufus, Larry <Larry.Blaufus@cityofvancouver.us>; Pyle, Zachary <Zachary.Pyle@cityofvancouver.us>; Schauer, Tim <Tim.Schauer@cityofvancouver.us>
Cc: Planning Commission <PlanningCommission@cityofvancouver.us>
Subject: HQ Development - Fishers Creek Neighborhood Association and Hiddenbrook Community Association Concerns

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

First I want to thank all of you for volunteering your time to serve on the Planning Commission. I imagine it is not very easy to evaluate proposals, anticipate issues and potential resolutions when there are concerns. Further, I am grateful to Scot Brantley (Hurley Development), Janet Jones (MacKenzie) for providing information about the transportation impact analysis performed and Ryan Lapossa (City of Vancouver) for coordinating a traffic count analysis along SE 41st Dr at our request. All of their efforts have contributed to our ability to understand what a reasonable expectation of the transportation impact may be.

I am submitting this letter on behalf of the many residents of the Fishers Creek Neighborhood Association and the Hiddenbrook Terrace Community Association most directly impacted by the proposed HQ Development project.

To be as clear as possible up front, the community has very little cause for concern for the planned use and development aspirations of the HQ development project in the quarry basin.

The concern of our community is the impact to our community anticipated from the development plan on Lot 30. At present, Lot 30 has been presented as a multi-family housing product that will be physically isolated from the main development area with no direct access to transportation (car, bike nor pedestrian), recreation nor main HQ development community amenities planned in the HQ development project. As the Lot 30 development will be isolated from the main development infrastructure, the impact of the transportation and natural desire to enjoy simple outdoor pleasures of enjoying greenspaces, walking with family, friends or pets will fall into our community. One final note before I break it down. For the purposes of this letter I will refer to LOT 30 specifically meaning

the area proposed in the HQ plan as the development on top of the bluff, and completely contained within the former Fishers Quarry property. Lot 30 is separated from SE 41st Dr by a lot currently owned by the city, so for lack of a better name I'll refer to this as the "City Lot" although I am sure as we move forward it may be purchased by Hurley. The City Lot is the prime focus for our concerns as it is the bridge between Lot 30 and our neighborhood.

I am going to try to summarize several issues here and I would be happy to discuss and consider other points that you or the development team may offer. To date, we have had somewhat limited discussion about the specific development plans as many of the details appear to be reserved for later phases of the project planning.

From my conversations with community members there are basically 5 areas of concern about the development on Lot 30, a few of the specific concerns relate to each other.

1. Traffic impact at SE 41st Dr and SE 192nd from the proposed transportation access from SE 41st Dr. If this were resolved by access providing transportation access to Lot 30 from the quarry – this likely would address three additional areas of concern.
2. Traffic impact to the interior of our neighborhood from the proposed transportation access from SE 41st Dr and SE 178th
3. Potential for overflow Parking along SE 41st Dr
4. Potential unwelcoming view along SE 41st Dr if the City lot provides parking or a unobstructed view into the parking lot on Lot 30 as the parking lot is anticipated to hold over 200 vehicles. People loosely discuss this as driving home past the "walmart" parking lot at the entrance to our community.
5. Increased foot traffic on community maintained trails and bridges, this also encompasses dog waste improperly disposed of along the trails and the capacity of the trash can at the park.

While we are not fans of the transportation access onto SE 41st Dr, it has been pretty clear that there is little desire to attempt to connect lot 30 to the main development and to integrate it into our neighborhood. All lines of inquiry relating to the ability to connect lot 30 transportation to the lower basin have been answered with various versions of the degree of difficulty, expense or simply would require a redesign of the plan.

If that is the case, I feel our most successful conclusion may be one that seeks to minimize the impact of points 2-5.

Here is what I am thinking...I'm going to step through it rather than jump to the end and then comeback and explain why...

- Focus on #3 and #4 by seeking an solution that:
 - Minimizes the need for overflow parking on the (current) city lot adjacent to SE 41st Dr.
 - Landscape the city lot to present the entrance to the community in a favorable way:
 - by shielding visual access into the lot 30 parking lot

- is professionally landscaped and maintained. (#4),
- Position transportation access on the city lot to minimize traffic along SE 41st Dr.
 - Position the Lot 30 transportation access to the EAST end of the city lot such that the traffic heads directly to SE 41st Dr/ SE 192nd and minimizes the need to actually drive along SE 41st Dr close to the school bus stops on the west end.
 - Put the emergency vehicle secure access on the WEST end, which will support school children access to the existing bus stops away from the traffic.
 - Monitor and seek traffic calming and mitigation (#2) along SE 41st Dr by placing speed bumps between the EAST lot 30 access and the West emergency vehicle access.
- Provide a mechanism for the community to have some control over future changes to the City lot post development so things don't change down the road. i.e. say it won't be a parking lot today, then in 4 years decide - it would be useful to make it a parking lot.
- Recognize that the lot 30 development will present an increased burden onto Hiddenbrook Terrace and provide a mechanism that would allow for the new development to offset their impact to our community. #5

Issues #1,2,3 all directly relate to the number of vehicles housed on Lot 30 and expected number of vehicles due to the number of dwelling units. Therefore reducing the number of dwelling units by transitioning to Condos vs Apartments or changing the expected vehicle counts and utilization by changing the product to retirement living will help mitigate #1,2,3.

I think there is a potential solution that provides the accountability and fosters cooperation with respect to #4, #5:

Include the City lot into the Hiddenbrook Terrace Community Association with a represented unit count of perhaps 5 unit lots. This model is already in place with commercial properties in our association. I think this provides a solution for the following reasons:

1. By including the lot as part of the HOA, it can allow the agreement on how to use the lot for transportation access and entrance landscaping. Subsequent changes can occur with the approval of the board – so the HOA has some oversight on proposed changes.
2. By having the lot represent X number of unit lots, the Lot 30 operators will be subject to X number of common assessments. Those funds can offset the increased expenses of maintenance for the trails and bridges etc. PS our current assessment is \$327 per year so 5 units would equate to \$1635. We are not trying to profit from the process, simply would look to evaluate what increased expenses on our trail system and community bridges may bring and have a mechanism to offset the community paid expenses to integrate with the new units.
3. By including this lot into the HOA, the lot is subject to appearance and compliance – we don't think this would be an issue – but it allows an official way to ensure the lot is maintained.

The final point with the agreement on this lot is that we might be able to get a dog station on this lot or the adjacent HOA lot and have the trash can collected and maintained by the LOT 30 operator as it would primarily be in support of their residents walking their dogs. We don't have an operations staff to be able to maintain these cans, but I have to assume lot 30 would.

I think this covers all of the main issues, and could provide a roadmap to seek to partner with Hurley for how to operate Lot 30 with our community without imposing the burden upon us for what we completely expect to be a natural outcome of interfacing with our neighborhood.

Ok the letter is long, and I know you guys are not in the position to dictate resolutions. My goal was to share our concerns and to present potential options that may alleviate the concerns from our membership. We would prefer partnership is addressing these issues.

Steven Haygood

stevenhaygood@mac.com

(503) 437-2995

Fishers Creek Neighborhood Association Chair

Hiddenbrook Terrace Community Association Treasurer

-----Original Message-----

From: Gloria Bennett <cdbgo@hotmail.com>

Sent: Tuesday, October 12, 2021 10:36 AM

To: Planning Commission <PlanningCommission@cityofvancouver.us>

Cc: Daniel Bennett <bfillc902@yahoo.com>; Scot Brantley <scot@hurleydev.com>

Subject: Citizen Communication/HQ Development

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

We are the owners of 18521 SE 44th Lane Vancouver 98683, a single family residence. Our property, and several others, in this area border land acquired by Hurley Development as part of Riverview Gateway/HQ Development. This development's property line directly meets our rear yard property line. The land now owned by Hurley Development is sloped and totally unusable by them for any development per proposed plans and verbal comments. This land can be used by the impacted homeowners though for privacy or recreation.

We are requesting the planning commission review all the privately owned single family home land parcels that border Hurley Development's Riverview Gateway/HQ Development along SE 44th Lane and 185th Court. It is our opinion that this land should be gifted, or sold at a nominal fee, to legal owners of these parcels. If such agreement is not possible then Hurley Development should be legally mandated to maintain this vegetated hillside free from debris and hazards to said properties.

We have had this discussion with Scot Brantley, Senior Project Manager but as this project is in early stages no plan has been formulated. We are insisting this issue be addressed by the Planning Commission prior to full approval of Riverview Gateway/HQ Development.

We look forward to, and welcome, this project but also need to ensure the integrity and safety of our property and home.

Please feel free to contact us as needed. Our contact information is listed below.

Respectfully,

Daniel F Bennett and Gloria Quintana-Bennett Daniel's mobile phone: 760-799-7785 Gloria's mobile phone: 760-333-7960

Email: cdbgo@hotmail.com

Mailing address: 19215 SE 34th St #106-630 Camas, WA 98607

Please see photos illustrating area of concern as mentioned in our recently sent email.

Respectfully,

Daniel F Bennett and Gloria Quintana-Bennett 760-799-7785 or 760-333-7960



From: [Nischik, Julie](#)
Cc: [Kennedy, Rebecca](#); [Snodgrass, Bryan](#); [Jones, Keith \(CED\)](#)
Subject: FW: HQ Development - Fishers Creek Neighborhood Association and Hiddenbrook Community Association Concerns
Date: Tuesday, October 12, 2021 2:02:54 PM
Attachments: [units.PNG](#)
[Parking.PNG](#)

FYI – a follow up message from one sent earlier this morning.

Thanks,

Julie Nischik (She/Her/Hers)
CITY OF VANCOUVER, WASHINGTON

From: stevenhaygood@mac.com <stevenhaygood@mac.com>
Sent: Tuesday, October 12, 2021 2:01 PM
To: Ledell, Marjorie <Marjorie.Ledell@cityofvancouver.us>; Schulte, Steve <Steve.Schulte@cityofvancouver.us>; Harroun, Jack <Jack.Harroun@cityofvancouver.us>; jim.atkins@cityofvancouver.us; Blaufus, Larry <Larry.Blaufus@cityofvancouver.us>; Pyle, Zachary <Zachary.Pyle@cityofvancouver.us>; Schauer, Tim <Tim.Schauer@cityofvancouver.us>
Cc: Planning Commission <PlanningCommission@cityofvancouver.us>
Subject: RE: HQ Development - Fishers Creek Neighborhood Association and Hiddenbrook Community Association Concerns

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

I apologize for this late comment, I have just reviewed the drawings posted for the planning commission. With respect to Lot 30 and it seems like they are planning on 165 housing units and 175 surface parking spaces and no structured parking on that lot. If that is the case, we are certainly concerned about overflow parking on SE41st Dr as this seems insufficient. Perhaps it is a mistake.

From: stevenhaygood@mac.com <stevenhaygood@mac.com>
Sent: Tuesday, October 12, 2021 8:11 AM
To: 'marjorie.ledell@cityofvancouver.us' <marjorie.ledell@cityofvancouver.us>; 'steve.schulte@cityofvancouver.us' <steve.schulte@cityofvancouver.us>; 'jack.harroun@cityofvancouver.us' <jack.harroun@cityofvancouver.us>; 'jim.atkins@cityofvancouver.us' <jim.atkins@cityofvancouver.us>; 'larry.blaufus@cityofvancouver.us' <larry.blaufus@cityofvancouver.us>; 'zachary.pyle@cityofvancouver.us' <zachary.pyle@cityofvancouver.us>; 'tim.schauer@cityofvancouver.us' <tim.schauer@cityofvancouver.us>
Cc: 'planningcommission@cityofvancouver.us' <planningcommission@cityofvancouver.us>
Subject: HQ Development - Fishers Creek Neighborhood Association and Hiddenbrook Community Association Concerns

First I want to thank all of you for volunteering your time to serve on the Planning Commission. I imagine it is not very easy to evaluate proposals, anticipate issues and potential resolutions when there are concerns. Further, I am grateful to Scot Brantley (Hurley Development), Janet Jones

(MacKenzie) for providing information about the transportation impact analysis performed and Ryan Lapossa (City of Vancouver) for coordinating a traffic count analysis along SE 41st Dr at our request. All of their efforts have contributed to our ability to understand what a reasonable expectation of the transportation impact may be.

I am submitting this letter on behalf of the many residents of the Fishers Creek Neighborhood Association and the Hiddenbrook Terrace Community Association most directly impacted by the proposed HQ Development project.

To be as clear as possible up front, the community has very little cause for concern for the planned use and development aspirations of the HQ development project in the quarry basin.

The concern of our community is the impact to our community anticipated from the development plan on Lot 30. At present, Lot 30 has been presented as a multi-family housing product that will be physically isolated from the main development area with no direct access to transportation (car, bike nor pedestrian), recreation nor main HQ development community amenities planned in the HQ development project. As the Lot 30 development will be isolated from the main development infrastructure, the impact of the transportation and natural desire to enjoy simple outdoor pleasures of enjoying greenspaces, walking with family, friends or pets will fall into our community. One final note before I break it down. For the purposes of this letter I will refer to LOT 30 specifically meaning the area proposed in the HQ plan as the development on top of the bluff, and completely contained within the former Fishers Quarry property. Lot 30 is separated from SE 41st Dr by a lot currently owned by the city, so for lack of a better name I'll refer to this as the "City Lot" although I am sure as we move forward it may be purchased by Hurley. The City Lot is the prime focus for our concerns as it is the bridge between Lot 30 and our neighborhood.

I am going to try to summarize several issues here and I would be happy to discuss and consider other points that you or the development team may offer. To date, we have had somewhat limited discussion about the specific development plans as many of the details appear to be reserved for later phases of the project planning.

From my conversations with community members there are basically 5 areas of concern about the development on Lot 30, a few of the specific concerns relate to each other.

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5. Increased foot traffic on community maintained trails and bridges, this also encompasses dog waste improperly disposed of along the trails and the capacity of the trash can at the park.

While we are not fans of the transportation access onto SE 41st Dr, it has been pretty clear that there is little desire to attempt to connect lot 30 to the main development and to integrate it into our neighborhood. All lines of inquiry relating to the ability to connect lot 30 transportation to the lower basin have been answered with various versions of the degree of difficulty, expense or simply would require a redesign of the plan.

If that is the case, I feel our most successful conclusion may be one that seeks to minimize the impact of points 2-5.

Here is what I am thinking...I'm going to step through it rather than jump to the end and then comeback and explain why...

- Focus on #3 and #4 by seeking a solution that:
 - Minimizes the need for overflow parking on the (current) city lot adjacent to SE 41st Dr.
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Issues #1,2,3 all directly relate to the number of vehicles housed on Lot 30 and expected number of vehicles due to the number of dwelling units. Therefore reducing the number of dwelling units by transitioning to Condos vs Apartments or changing the expected vehicle counts and utilization by changing the product to retirement living will help mitigate #1,2,3.

I think there is a potential solution that provides the accountability and fosters cooperation with

respect to #4, #5:

Include the City lot into the Hiddenbrook Terrace Community Association with a represented unit count of perhaps 5 unit lots. This model is already in place with commercial properties in our association. I think this provides a solution for the following reasons:

1. By including the lot as part of the HOA, it can allow the agreement on how to use the lot for transportation access and entrance landscaping. Subsequent changes can occur with the approval of the board – so the HOA has some oversight on proposed changes.
2. By having the lot represent X number of unit lots, the Lot 30 operators will be subject to X number of common assessments. Those funds can offset the increased expenses of maintenance for the trails and bridges etc. PS our current assessment is \$327 per year so 5 units would equate to \$1635. We are not trying to profit from the process, simply would look to evaluate what increased expenses on our trail system and community bridges may bring and have a mechanism to offset the community paid expenses to integrate with the new units.
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I think this covers all of the main issues, and could provide a roadmap to seek to partner with Hurley for how to operate Lot 30 with our community without imposing the burden upon us for what we completely expect to be a natural outcome of interfacing with our neighborhood.

Ok the letter is long, and I know you guys are not in the position to dictate resolutions. My goal was to share our concerns and to present potential options that may alleviate the concerns from our membership. We would prefer partnership is addressing these issues.

Steven Haygood

stevenhaygood@mac.com

(503) 437-2995

Fishers Creek Neighborhood Association Chair

Hiddenbrook Terrace Community Association Treasurer

From: [Nischik, Julie](#)
Cc: [Kennedy, Rebecca](#); [Jones, Keith \(CED\)](#); [Snodgrass, Bryan](#)
Subject: FW: Quarry project: Comments for December 14, 2021 Meeting
Date: Thursday, December 2, 2021 2:21:51 PM

FYI

Thanks,

Julie Nischik (She/Her/Hers)
CITY OF VANCOUVER, WASHINGTON

From: Kathe W. <katheworsley@gmail.com>
Sent: Thursday, December 2, 2021 2:11 PM
To: Planning Commission <PlanningCommission@cityofvancouver.us>
Subject: Quarry project: Comments for December 14, 2021 Meeting

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

Prior to the meeting on December 14, 2021 I would like everyone on the Vancouver Planning Commission to read this attached : <https://www.mikeontraffic.com/numbers-every-traffic-engineer-should-know/>

READ IT CAREFULLY.

1. I am very concerned about the load of traffic this project will create for all of us living in this neighborhood now.

We already have too much traffic on SE 192nd due to multiple dwellings/ apartments constructed in the past few years.

The amount of drivers breaking basic traffic laws is extreme: running red lights, not stopping at stop signs, exceeding the 40mph speed limit, not yielding to pedestrians trying to use crosswalks with the walk light, etc. And nary a policeman or woman to be seen.

2. What is the point in having a gondola?

a. What would the cost of this gondola be and how would it be maintained? How much \$ each year?

b. Who would be using it and why?

c. What hours would this gondola run? 24/7?

3. Far too many apartment buildings and not enough green space for all those residents. For the amount of people living there the parks are dismally small. WE all need breathing space between all the asphalt and concrete.

Please rethink what you are doing.

Respectfully.

Katherine Worsley

A Fishers Creek resident

From: [Kennedy, Rebecca](#)
To: [Kennedy, Rebecca](#)
Cc: [Nischik, Julie](#); [Jones, Keith \(CED\)](#); [Caballero, Shari](#)
Subject: FW: Quarry meeting, December 14th 2021
Date: Monday, December 13, 2021 2:01:57 PM
Attachments: [image001.png](#)

Planning Commission-

Please see the below written communication from a community member re: the HQ Master Plan agenda item. Thank you,

Rebecca Kennedy | Deputy Director
Pronouns: She/Her/Hers
CITY OF VANCOUVER, WASHINGTON
Community Development Department (CDD)
M: (360) 624-6070 | **O:** (360) 487-7896
rebecca.kennedy@cityofvancouver.us
www.cityofvancouver.us



Please note that I am working remotely. Please call my mobile number if you need to reach me over the phone. Learn more about the [City's COVID19 Response here](#).

From: Planning Commission <PlanningCommission@cityofvancouver.us>
Sent: Monday, December 13, 2021 1:31 PM
To: Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>; Caballero, Shari <Shari.Caballero@cityofvancouver.us>; Nischik, Julie <Julie.Nischik@cityofvancouver.us>
Subject: FW: Quarry meeting, December 14th 2021

From: Nalina B <nalina_b@yahoo.com>
Sent: Monday, December 13, 2021 9:48:09 AM (UTC-08:00) Pacific Time (US & Canada)
To: Planning Commission <PlanningCommission@cityofvancouver.us>
Subject: Quarry meeting, December 14th 2021

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

Good morning,

I am a resident adjacent to the quarry development and am following the progress with great interest. I am concerned about the potential increase in traffic (vehicle and foot traffic). The gondola sounds wonderful but I want to know what the plan is to ensure this area doesn't become a public

attraction?

What we love so much about our neighborhood is how family-friendly it is as well as the safety and quiet of the area. With the additional infrastructure, how will this atmosphere be able to be maintained?

Thank you for your time.

Nalina B. T.

[Sent from Yahoo Mail for iPhone](#)

Vancouver City Council
Vancouver Planning Commission
Jason Nortz, Development Review Manager

Thank you for your time and consideration of this letter submitted on behalf of the Fishers Creek Neighborhood Association (FCNA) and Hiddenbrook Terrace Community Association (HCTA). FCNA historically has represented the area bounded by SE 176th Ave to SE 192nd Ave and SE 34th St to SR14. HCTA is the homeowner's association directly adjacent to the HQ Development northern boundary, including the area previously referred to as Lot 30 close to SE 41st Dr.

I am submitting this letter of community support for the proposed HQ development plan modification for upper bluff area of the HQ Master Plan as provided to the Fishers Creek Neighborhood Association and Hiddenbrook Terrace Community Association. This proposed modification to establish 12 single family home sites in place of the multifamily housing product formerly proposed on the upper bluff adjacent to the city lot along SE 41st Dr (formerly referred to as Lot 30) mitigates several concerns of the neighborhood association and homeowner's association adjacent to the development site.

Please see attached drawing 2021_1117 Lot 30 -2.pdf submitted to me by Scot Brantley of Hurley Development.

The adjacent homeowners, represented by the HCTA within the Fishers Creek Neighborhood Association feel that this alternate development plan addresses several significant concerns:

- The traffic impacts and concerns with transportation access facilitated from SE 41st Dr.
- The community appearance along its main transportation corridor adjacent to the modified development plan.
- The potential privacy concerns to homeowners to the west where the former multi-family development line of site may have led unobstructed views into upper windows of the existing homes.
- The potential increased foot traffic impact to our community-maintained trail system and bridges.

Further it is our understanding that the "green space" areas that serve as a buffer between the existing homes and the new proposed lots and road as well the area that is directly adjacent to SE 41st Dr will become community-maintained landscape tracts related to the 12 single family home lots created.

If convenient for the long-term administration and maintenance of these newly formed community tracts, the Hiddenbrook Terrace Community Association (HCTA) welcomes discussion and the potential acceptance of these 12 single family home sites and community tracts into the existing association.

The HCTA currently administers and maintains common property associated with 369 single family homes in addition to two sub associations that have increased maintenance responsibilities. Generally folding these 12 single family home sites and the associated landscape tracts would be somewhat insignificant to the overall management and landscape maintenance responsibilities assuming the new proposed road will be a public road (not privately maintained) and depending on the stormwater management responsibilities that are expected to be associated with the 12 home sites. In any event, HCTA is open to the discussion if it is desirable to leverage the existing management.

I would like to recognize Scot Brantley and Ryan Hurley for their efforts and considerations for the expressed community concerns related to the former Lot 30 proposal. This new proposal is viewed as a welcome change and is widely supported by our community as the best alternative that minimizes impact to our community and hope to welcome these new families to our community.

Steven Haygood

503 437-2995

stevenhaygood@mac.com

Fishers Creek Neighborhood Association - Chair

Hiddenbrook Terrace Community Association - Treasurer

From: [Kennedy, Rebecca](#)
To: [Kennedy, Rebecca](#)
Cc: [Nischik, Julie](#); [Caballero, Shari](#); [Jones, Keith \(CED\)](#)
Subject: FW: Comment for 12/14/21 Workshop: HQ Vancouver/Fishers Quarry Master Plan
Date: Tuesday, December 14, 2021 12:10:38 PM
Attachments: [image002.png](#)

Planning Commission-

Please see the comment below related to the HQ Master Plan item on the agenda tonight. Thank you,

Rebecca Kennedy | Deputy Director
Pronouns: She/Her/Hers
CITY OF VANCOUVER, WASHINGTON
Community Development Department (CDD)
M: (360) 624-6070 | **O:** (360) 487-7896
rebecca.kennedy@cityofvancouver.us
www.cityofvancouver.us



Please note that I am working remotely. Please call my mobile number if you need to reach me over the phone. Learn more about the [City's COVID19 Response here](#).

From: Planning Commission <PlanningCommission@cityofvancouver.us>
Sent: Tuesday, December 14, 2021 11:42 AM
To: Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>; Caballero, Shari <Shari.Caballero@cityofvancouver.us>; Nischik, Julie <Julie.Nischik@cityofvancouver.us>
Subject: FW: Comment for 12/14/21 Workshop: HQ Vancouver/Fishers Quarry Master Plan

From: Michael Burton <michaeldburton14@gmail.com>
Sent: Tuesday, December 14, 2021 11:41:29 AM (UTC-08:00) Pacific Time (US & Canada)
To: Planning Commission <PlanningCommission@cityofvancouver.us>
Subject: Comment for 12/14/21 Workshop: HQ Vancouver/Fishers Quarry Master Plan

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

My family and some of my neighbors in Fisher's Creek have expressed interest in the most recent master plan submitted by Hurley/Otak which limits Lot 30 to single family homes. This plan would align with the current neighborhood's character and have minimal impact to traffic on the winding side-street, SE 41st Drive. This will require a change in zoning for this particular lot to allow single family homes.

If plans for single family homes on Lot 30 are not approved, I recommend that the city hold onto guidelines set in the original subarea plan which did not include development in the area of Lot 30. The subarea plan maintains a buffer with the surrounding established neighborhood to moderate impacts of differing residential densities (noise and visual impacts). The subarea plan also minimizes traffic congestion by locating the high density housing on the quarry floor in a mixed-use configuration to reduce vehicular trips out of the development.

Before I purchased my home, I was aware of the subarea plan for the quarry and assumed that the city would maintain the direction of that plan. Deviations from that plan can impact surrounding property values, neighborhood character, and traffic congestion. Please keep this development aligned with the previously defined goals.

Thank you,
-Michael Burton

From: stevenhaygood@mac.com
To: [Ledell, Marjorie](#); [Schulte, Steve](#); [Harroun, Jack](#); jim.atkins@cityofvancouver.us; [Blaufus, Larry](#); [Pyle, Zachary](#); [Schauer, Tim](#); [Nortz, Jason](#); [Kennedy, Rebecca](#); [Jones, Keith \(CED\)](#)
Cc: ["Johnny"](#); ["Kurt Moke"](#); ["David Ruther"](#)
Subject: Community comment related planning commission workshop discussion 14 Dec 2021
Date: Tuesday, December 14, 2021 9:08:32 PM

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

Vancouver Planning Commission

Thank you for your continued efforts supporting the goals and vision of City of Vancouver and its citizens with respect to the HQ development proposal and the Riverview Gateway Sub Area plan framework. While we understand that development along the northern boundary was not contemplated in the sub area plan, we also recognize that that plan was based on a general understanding of the property without the aid of development surveys and an assessment of the developable land that may exist on the northern boundary that was serving as a safety buffer to our community. It seems reasonable that we may find an acceptable use for this land that honors the Sub Area objectives to buffer the impacts of the overall HQ development master plan with the surrounding community. I respect the comments made this evening that seek guidance on how to demonstrate how allowing development in the area represented as Lot 30 may be viewed as consistent with the sub area plan, given the sub area plan did not contemplate this area specifically. I believe that this is the judgment call that is the burden of the Planning Commission and the Vancouver City Council to bear. As a representative of the impacted neighborhood association and homeowners association adjacent to this development, we simply seek to ensure that any development approved in the northern boundary keeps that goal of minimizing the impact to the existing community. Earlier I submitted a letter of support for the modified proposal to develop lot 30 into 12 single family home lots. We still support that proposal, we would also support the concept of developing that land into a public park perhaps with tennis courts and a gazebo for birthday parties, but we feel that's is not the most likely outcome given this is truly valuable development land given the view supported. My point is we have adopted the position that development of the land is the most likely outcome.

I am submitting this letter for reference based upon commissioner commentary related to potentially reducing the lot sizes and therefor increasing the density of housing planned on the area referred to as Lot 30 of the HQ Development Master Plan.

While it is true that the proposed lot sizes are larger than the average lot sizes directly adjacent to the proposed development; the area directly adjacent to lot 30 was developed with an increased density over the prior developments in the same homeowner association. This specific area (Hiddenbrook Terrace at Fisher's Landing Lots 199 and 200) holds the smallest average lot sizes in the entire community. This increased density area has led to numerous problems with respect to parking, traffic flow and desirable livability features found in other parts of our community. In short it is not representative of the broader community and should not be used as a basis to scale the development proposal.

I submit the following observations of the minimum and maximum lot sizes (by phase) as observed from plat maps representing the multiple phases of the Hiddenbrook Terrace Community Association prepared by MacKay & Sposito. As the properties are not uniform the minimum and maximum sizes may somewhat relate to unique features of the property but

that the majority of the properties are generally between 5000-6000 sqft

Hiddenbrook Terrace at Fisher's Landing Phase B-1 (5143-7143 sqft)
Hiddenbrook Terrace at Fisher's Landing Phase B-2 (4962-7684 sqft)
Hiddenbrook Terrace at Fisher's Landing Phase B-3 (4505-6994 sqft)
Hiddenbrook Terrace at Fisher's Landing Phase B-4 (4969-6961 sqft)
Hiddenbrook Terrace at Fisher's Landing Phase B-5 (4505-6445 sqft)
Hiddenbrook Terrace at Fisher's Landing Lots 199 and 200 (2188-5332 sqft)
The Gables at Hiddenbrook Terrace Phase 1 (2851 - 6023)
The Renaissance at Hiddenbrook (3026- 8266 sqft)

Fishers Creek Neighborhood Association representing the Hiddenbrook Terrace Community Association is comfortable with the R-6 zoning designation proposed as it mitigates the majority of the traffic and community appearance and conformity issues raised by our members. HCTA would equally support lot sizes slightly smaller that may be more consistent with the average midpoint lot sizes throughout the community such as R-9, this change from our view point is marginal as it may increase the unit count by perhaps 3 units. Allowing lot 30 to develop a premium single family home product with a premium lot size will provide greater benefit to the existing community, than to scale the development to the lowest standard in our community.

I appreciate the time and effort the Planning Commission puts into balancing the needs of the community with the development proposals put forth. I respectfully request that we seek a solution that is acceptable to both the developer and the community. We had thought that we had arrived at that solution with the current proposal for 12 single family lots. Our concern remains with mitigating the impact to the community with respect to transportation, potential of development overflow parking onto SE 41st Dr and impacts to our community maintained bridges and trails from increased pedestrian foot traffic anticipated by our new neighbors. Of the alternatives discussed with Hurley, the 12 single family home proposal was the most desirable. Increasing the density of the development proposal beyond R-9 starts to re-introduce the same concerns about the impacts to our community. Please do not push open the door for Hurley to re-introduce multi-family products or materially higher density single family homes.

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