

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

HEARING DATE: 2/22/2022



Report Date: 2/15/2022

Hearing Date: 2/22/2022

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

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

Appeals are heard by Superior Court

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

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

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

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

SEPA

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

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

APPEAL

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

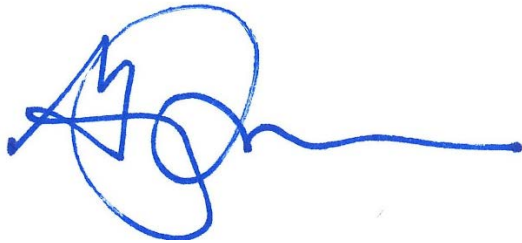
For questions or additional information, you may contact the case manager by telephone at 360-487-7887, or by e-mail at keith.jones@cityofvancouver.us.



Report Prepared by
Keith Jones, Senior Planner

2-15-2022

Date



For Greg Turner, Manager
Land Use Team

2-15-2022

Date

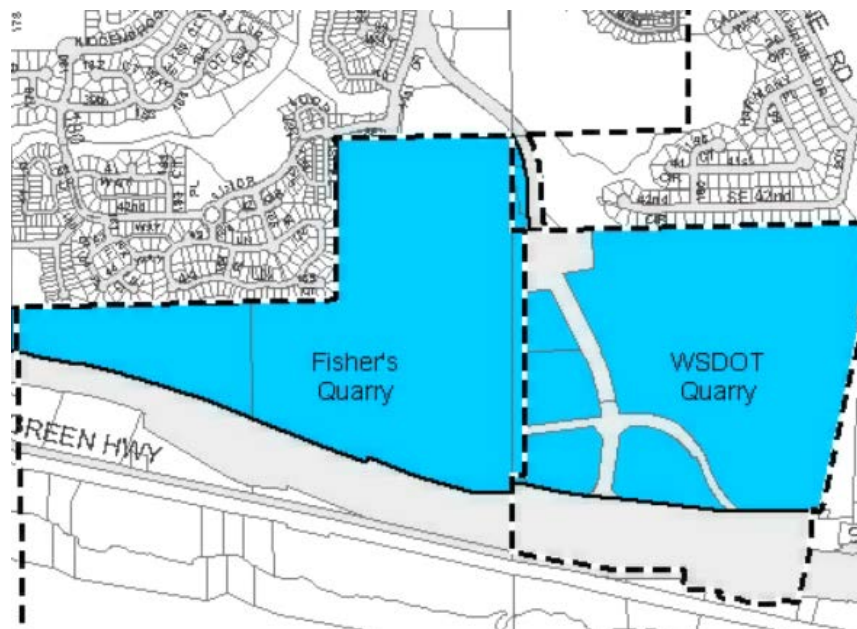
I. PRIOR COMMISSION REVIEW:

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

II. BACKGROUND AND REVIEW PROCESS:

Land Use Approval Background

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



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

Applicant Request

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

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

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

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

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

General Site Information

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

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

Procedural History

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

APPLICABLE REGULATIONS

Vancouver Municipal Code

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

Public Works Publications

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

Other

Manual on Uniform Traffic Control Devices

ANALYSIS

Major Issues

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

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

AGENCY AND PUBLIC COMMENT

Department of Ecology

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

Southwest Clean Air Agency (SWCAA)

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

Washington Department of Fish & Wildlife

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

Public Comment – 30-Day Comment Period

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

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

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

- 1) *First is a concern for safety or people utilizing this trail. To be fair, we are making a few assumptions. Primarily that as an ADA accessible trail the trail may be paved, somewhat wider than a typical steep grade hiking trail, and the grade will be managed by switchbacks such that it is easily navigable by people with physical disabilities. All of these design considerations make sense to support disabled community members to allow them to enjoy the trail and viewpoint. However, all of these design considerations also may make this trail an interesting pathway for bikes, skateboards and sledding when snow is present. It is very common in our neighborhood to see children sled down the few roads and hills when snow is present. These roads and hills are relatively small, do not contain steep drop offs when off the path and do not have turns and switch backs. In addition, as a single-family housing development, the number of children living within immediate walking distance to the hills come from perhaps 100 homes per hill site. The proposed path will be directly adjacent to over a thousand multi-family housing units. The illustration shows the path entrance from the quarry bottom adjacent to the HD development multi-family development zone, which is coincidentally the furthest area from the proposed park development in the HD development plan. This leads us to assume that children who may find a long "ride" down the path will find this an attractive feature and thus a potential safety issue.*

- 2) *The second concern also relates to the density of the housing units at the bottom of the quarry and the relative distance to the HQ development park and green spaces. The concern is that the proposed trail specifically has been illustrated to join the bottom high-density housing to Lot 30, where the lot 30 illustration continues the trail to terminate directly across the street from HCTAs community trail system. HCTA maintains the trail and three bridges crossing fisher's creek and two tributaries. All the expenses for trail grading, gravel and bridge maintenance are paid for by HCTA which contains approximately 450 housing units. While we respect that the HQ development housing units span multiple lots and includes housing units in the "commercial" zone, we also expect that most of the housing units may be focused on lots 22-29 in the multi-family housing area of the HQ plan. Our concern is that having a trail connection that is created specifically to provide a connection to the top of the quarry (Lot30) and directly aligns with the HCTA community trail system may have significant maintenance impacts to the exiting community.*

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

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

Public Comments – Received prior to 30-day Comment Period

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

Comments are summarized as follows:

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

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

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

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

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

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

3. Concerns with Traffic

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

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

4. Concerns with amount of open space

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

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

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

VMC Title 20 – Land Use and Development Code

Chapter 20.200 – Land Use Decisions

20.210 Decision Making Procedures

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

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

20.285 Text and Map Amendments

20.285.020 - Applicability

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

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

Requested Text Amendments – Additional Uses in the RGX Zone

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Requested Text Amendments – Additional Uses in the RGX Zone

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

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

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

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

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

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

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

Chapter 20.300 – Land Division

20.320 Subdivisions

20.320.020 – Approval Process

[...]

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

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

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

20.320.040 – Preliminary Plat Approval Criteria

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Finding: Does not apply.

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

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

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

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

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

The site is located in the Evergreen School District including the Fisher's Landing Elementary; Shahala Middle; and Mountain View High School attendance areas. The Evergreen Public Schools provided comments in a letter dated Oct. 27, 2021 (Exhibit 4). The School District states that bus transportation is provided for elementary students who live more than 1/2 mile for elementary and one mile for secondary or when there is unsafe walking conditions. Given the distances all schools will likely be bused to school.

20.320.070 – Technical Standards

A. Subdivision Layout and Required Improvements.

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

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

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

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

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

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

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

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

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

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

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

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

d. Easements

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The project can comply as conditioned.

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

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

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

Finding: Does not apply.

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

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

Finding: See response to tree requirements Section 20.770.

Chapter 20.400 – Zoning Districts

20.430 Commercial and Mixed-Use Districts

20.430.030 – Uses

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

20.430.040 – Development Standards

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

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

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

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

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

Chapter 20.600– Plan Districts

20.680 Riverview Gateway Plan District

20.680.020 – Applicability

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

20.680.030 – Allowed Uses and Development Standards

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

Finding: Does not apply. Mining operations have ended.

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

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

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

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

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

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

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

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

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

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

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

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

Table 1 – HQ Master Plan Land Use Allocations

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

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

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

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

D. Buildings.

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

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

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

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

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

20.680.040 – Master Planning

[...]

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

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

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

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

Riverview Gateway Subarea Plan

Purpose of Plan and Vision

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

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

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

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

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

Plan Concepts

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

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

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

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

Land Use and Urban Design

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

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

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

Open Space, Trails, and Public Facilities

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

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

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

Subarea Plan Policies

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

1) Land Use and Urban Design

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

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

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

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

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

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

2) Transportation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4) *Environment*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

C.1 - Building Location and Orientation

Surface Parking Lots

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

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

C.3 – Open Space

Pedestrian Corridors

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

Focal Plazas

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

Buffer Open Spaces

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

Pedestrian Amenities

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

D.4 – Sidewalk and Pathways

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

D.6 – Parking

Parking Garage Design

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

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

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

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

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

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

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

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

Finding: The applicant has demonstrated compliance with this requirement.

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

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

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

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

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

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

Finding: The applicant has demonstrated compliance with this requirement.

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

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

Finding: The applicant has demonstrated compliance with this requirement.

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

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

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

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

Finding: The applicant has demonstrated compliance with this requirement.

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

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

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

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

2. *Surface parking areas shall include landscaping;*

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

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

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

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

E.3.1 Revised Maximum Blank Walls Guidelines

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

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

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

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

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

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

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

Finding: The applicant has demonstrated compliance with this requirement.

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

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

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

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

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

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

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

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

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

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

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

The RCW 84.14 definition of moderate-income households is:

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

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

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

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

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

Table 1 – Portland-Vancouver-Hillsboro MSA Income

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

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

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

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

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

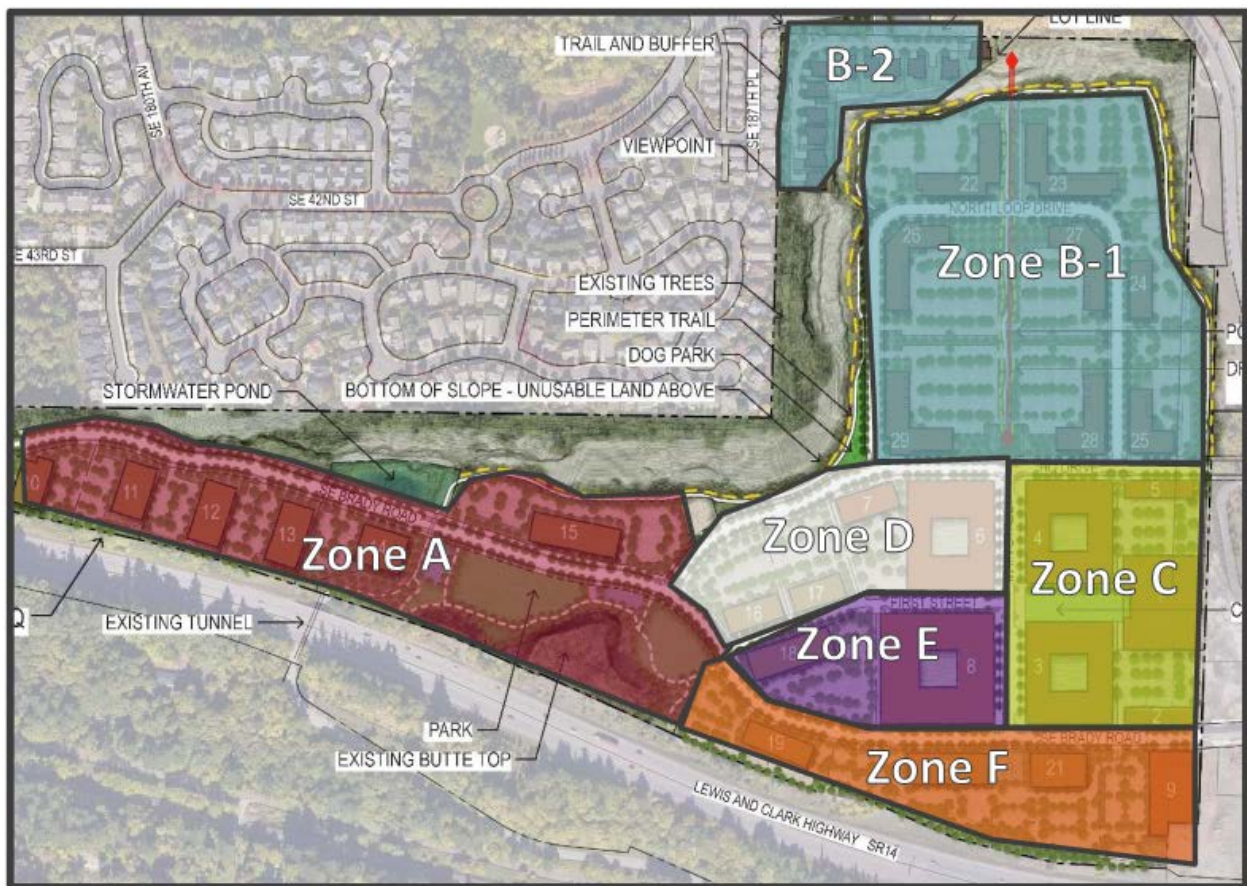
- j. *Includes standards or legal agreements ensuring shared parking is utilized to the maximum extent practicable throughout the master plan area. The number of nonstructured parking spaces provided for individual uses shall be no less than indicated in VMC Table 20.945.070-2, Minimum Off-Street Vehicle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

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

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

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

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



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

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

have minimum parking in place to support each phase of development including any needed shared parking agreements.

- k. *Ensures that the environmental impacts of the master plan and subsequent development projects within it are disclosed consistent with SEPA review requirements, including a site-specific hydrogeologic analysis.*

Finding: A SEPA determination of non-significance was issued Jan. 7, 2022. The 30-day comment period ended Feb. 7, 2022, and the DNS was retained, the project complies with the SEPA. The applicant has provided a site-specific hydrogeologic analysis.

- l. *Buildings proposed or allowed by the Master Plan shall mitigate visual impacts to the adjacent area, in balance with the Subarea Plan development vision. At minimum this shall require the following:*
 - 1. *Buildings in the western portion of Fisher Quarry designated Industrial by the Comprehensive Plan shall not exceed maximum height of 35-75 feet per VMC 20.430.040-1;*
 - 2. *Buildings of any height extending above the farthest visible shore of the Columbia River, as seen from the Overlook facility or the southeast corner of the Fisher Quarry bluff, shall:*
 - a. *Be located towards the southern portion of the quarries to the fullest extent practicable;*
 - b. *Be separated from one another such that the east-west coordinates of the portions of the buildings impacting river views are a minimum of 200 feet apart;*
 - c. *Be discouraged from extending above the farthest visible Oregon ridge line. Only one such building shall be permitted per quarry; and*
 - 3. *The Master Plan shall include an assessment of how buildings will prevent off-site glare impacts from direct or reflected light sources as required by VMC 20.935.030.D.*

Finding: The applicant has demonstrated that the project can comply with the 35–75-foot height limit in Table 20.430.040-1, see Section 20.430 of this report for more details.

The applicant has provided a viewshed analysis demonstrating that the project complies with #2, above. The analysis is provided in the master plan maps sheet MP16.

VMC 20.935.030.D states the following:

D. *Light and glare.* No development or use shall create off-site glare impacts from direct or reflected light sources. For new developments, the Planning Official may impose conditions which minimize potential off-site light and glare impacts, such as placement of light sources away from adjacent properties, requiring shields on lights, or reducing the number of lights to the minimum needed for safety and security. For existing sources of glare, the Code Enforcement Supervisor may require sources of glare to be shielded or redirected to minimize off-site glare. Due to the negative effect off-site light and glare have upon the public health, safety and welfare, the prohibition on off-site light and glare is intended to apply to all uses in existence on the date of adoption of this ordinance and no right to maintain a use creating off-site light and glare impacts shall exist.

The project has been conditioned that all new developments have lighting that is shielded to prevent glare.

Chapter 20.700– Environmental Regulations

20.710 Archaeological Resource Protection

Finding: The applicant has completed an archaeological survey and submitted the survey to the Department of Archaeology and Historic Preservation (DAHP). No additional work is required.

20.740 Critical Areas Protection

20.740.130 Geologic Hazard Areas

Finding: The applicant submitted a critical areas report prepared by GeoDesign Inc. Future development shall follow the recommendation contained in this report.

20.740.140 Wetlands

Finding: A wetland buffer extends onto the site at the western end. A Critical Areas Report and Buffer Averaging Plan was prepared by Otak, Inc. date Sept. 28, 2021.

A small 71-square-foot area of the buffer is proposed to be impacted by construction of SE Brady Road. The applicant proposes to add 142 square feet through buffer averaging. The project complies with this section, nothing additional is required.

20.770 Tree, Vegetation and Soil Conservation

Finding: Compliance with this section will be verified at time of site plan review and/or building permit.

20.790 SEPA Regulations

Finding: Final Determination of Non-significance (DNS) was issued Feb. 8, 2021. The 14-day appeal period ended on February 22, 2022.

Conclusion: The proposal complies with SEPA requirements.

Chapter 20.900– Additional Development Regulations

20.915 - Impact Fees

Finding: Impact fees will be assessed at time of building permit.

20.925 - Landscaping

Finding: Compliance with the landscaping standards will be verified at time of site plan review and/or building permit issuance.

20.935 - Off-Site Impacts

Finding: The proposal must at all times comply with the environmental noise, off-site drainage, smoke and particulate, light and glare, and vibration limits of VMC 20.935. If at any time the proposal is out of compliance with the off-site impact regulations of VMC 20.935, the property owner must make revisions to bring the site into compliance.

20.945 – Parking and Loading

Finding: Compliance with the parking standards will be verified at time of site plan review and/or building permit issuance.

20.970 – Solid Waste

Finding: Compliance with the parking standards will be verified at time of site plan review and/or building permit issuance.

VMC Title 11 – Streets and Sidewalks

Chapter 11.70 – Transportation Concurrency

The applicant submitted a Transportation Impact Analysis (TIA) dated June 30, 2011, from Mackenzie. The TIA included trip generation, trip distribution, intersection level-of-service analysis, collision analysis, intersection queueing analysis, turn-lane warrant analysis, and sight distance analysis. Trip generation rates were based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, utilizing the following Land Use Codes:

- 221 – Multi-family Housing (Mid-Rise)
- 310 – Hotel
- 465 – Ice Skating Rink
- 710 – General Office
- 720 – Medical/Dental Office
- 760 – R & D Center
- 820 – Shopping Center
- 932 – High-Turnover Sit-Down Restaurant

Based on this information, the proposed project will generate 19,759 net new Average Daily Trips (ADT) including 1,135 new a.m. Peak Hour Trips and 1,762 new p.m. peak hour trips.

Pursuant to VMC 11.70.090, SE 192nd Avenue between SR-14 and NE 18th Street is designated a Category 1 Concurrency corridor, which stipulates that the corridor is operating at or above the City’s adopted level of service standards. The trips generated by the proposed development are not anticipated to cause the corridor to drop below the adopted level of service standard.

The proposed use is located within the #247 Transportation Analysis Zone. The proposed project contributes p.m. peak hour trips to the following Transportation Management Zones (TMZ):

Corridor Name	Corridor Limit	PM Peak Trips
164 th /162 nd Avenue	SR 14 to SE 1 st St.	441
192 nd Avenue	SR-14 to NE 18 th Street	1,573

Prior to the issuance of civil plan approval for each project within the master plan area, the project applicant shall pay the concurrency modeling fees calculated for the site plan. Pursuant to the applicant’s information, the project will not distribute trips to any other Transportation Management Zones.

The applicant’s traffic analysis provides distribution of trips used to establish the proportionate share contribution towards off-site traffic mitigation projects pursuant to VMC 11.80.080(C). A list of the intersection(s) slated for proportionate share contributions is as follows:

Intersection or Corridor	Cost Per <i>PM</i> Peak Hour Trip	Number of Trips	Proportionate Share
SE 192 nd Ave & SE 34 th Street	\$150	881	\$132,150

SE 192 nd Ave & SR-14 WB Ramps	\$2,000	705	\$1,410,000
Total Estimated Proportionate Share Cost for Master Plan build-out			\$1,542,150.00

Prior to the issuance of site plan approval for any project within the proposed master plan, the project applicant shall pay the portion of the proportionate share fees calculated for that project.

The TIA identifies several intersections within the study area that are projected to exceed the City’s standards for level-of-service (LOS) and/or volume-to-capacity ratio (V/C ratio) with addition of the project-generated trips. The report also identified several locations where existing lane lengths may be exceeded by the expected vehicle queue lengths. The TIA also identifies mitigation strategies. The following is a list of the locations that are projected to exceed standards, along with the recommended mitigation efforts and the City’s requirements:

- SE 192nd Ave / SR-14 WB ramps
 - The intersection is shown to exceed capacity standards currently during the p.m. peak hour (V/C 1.26, LOS F).
 - NB vehicle queue lengths will begin to exceed storage lengths, beginning in 2031 post-development.
 - The City has put in place a proportionate share project to address the necessary mitigations at this intersection. The fee rate for the proportionate share project is \$2,000 per p.m. peak hour trip generated by the project and passing through the intersection. **Prior to the issuance of site plan approval for any project within the proposed master plan, the project applicant shall pay the portion of the proportionate share fees calculated for that project.**

- SE 192nd Ave / Brady Road
 - The intersection is shown to exceed capacity standards during the a.m. peak hour in 2036 (V/C 1.13, LOS F).
 - Vehicle queue lengths at all legs will begin to exceed storage lengths, beginning in 2031 post-development.
 - **The TIA recommends that the signal timing be optimized, and that the intersection continue to be monitored as site plan development occurs within the master plan area.**
 - The EB left-turn queue is projected to exceed the existing turn-lane capacity during the p.m. peak hour, starting in 2031 post-development. **This turn lane is currently 200 feet, it must be extended to at least 300 feet as part of the required subdivision improvements.**
 - See TIA requirements for site plan development within the master plan area, below.

- SE 192nd Ave / HQ Drive (Columbia Palisades Dr)
 - The intersection is shown to exceed capacity standards during the p.m. peak hour in 2036 (V/C 1.17, LOS F).
 - NB vehicle queue lengths will begin to exceed storage lengths in 2031 post-development.

- The SB left-turn queue is projected to exceed the existing turn-lane capacity during the p.m. peak hour in 2036. **This turn lane is currently 250 feet long, it must be extended to 400 feet when the fourth leg of the intersection is constructed and the intersection is signalized.**
- **The TIA recommends that the intersection be signalized, and that the intersection continue to be monitored as site plan development occurs within the master plan area. Signalization of the intersection must occur when the fourth leg is constructed.**
- See TIA requirements for site plan development within the master plan area, below.
- SE 192nd Ave / SE 34th Street
 - The intersection is shown to exceed capacity standards during the p.m. peak hour in 2036 (V/C 1.06, LOS F).
 - Vehicle queue lengths for WB left-turns currently exceed the turn-lane storage length.
 - Vehicle queue lengths at all legs will begin to exceed storage lengths, beginning in 2031 post-development.
 - **The TIA recommends that the signal timing be optimized, and that the intersection continue to be monitored as site plan development occurs within the master plan area.**
 - The City has put in place a proportionate share project to address the necessary mitigations at this intersection. The fee rate for the proportionate share project is \$150 per p.m. peak hour trip generated by the project and passing through the intersection. **Prior to the issuance of site plan approval for any project within the proposed Master Plan, the project applicant shall pay the portion of the proportionate share fees calculated for that project.**
 - See TIA requirements for site plan development within the master plan area, below.

Prior to the issuance of site plan approval for any project within the proposed Master Plan area, the applicant shall provide the City with a TIA that re-analyzes the study area intersections based on existing traffic conditions in place at the time of site plan application, conditions at year of opening of the proposed site plan development, and conditions at future build-out (five years from year of opening). Any intersection movements or queueing lengths that do not meet City standards with the addition of project-generated trips will require mitigation prior to the issuance of occupancy approval for the site plan development.

Transportation Impact Fees (TIF) are imposed per VMC 20.915. See the section of this staff report addressing VMC 20.915 for calculation of TIF.

Conclusion: The proposed development meets the requirements of VMC 11.70 as conditioned.

Chapter 11.80 – Streets and Development Standards

SE 192nd Avenue

Southeast 192nd Avenue is designated a principal arterial with center turn lane and bike lanes, which requires a minimum 50 feet half-width right of way and 35 feet paved street half-width per city standard plan T10-06. If the existing right of way is substandard, right of way dedication will be required. The existing road along the property frontage of SE 192nd Avenue includes asphalt

roadway, curb, gutter, partial detached sidewalks, planter strip, ADA ramps, street lighting, and storm drainage

Prior to the issuance of final subdivision approval, the applicant shall provide the following improvements to SE 192nd Avenue, per City of Vancouver standards:

- Dedicate public right of way as necessary to meet the standard.
- Per VMC 11.80.080(C), the City reserves the right to require improvements to non-abutting street if, in the opinion of the Director, the proposed development will cause an adverse impact or create dangerous or hazardous condition on or to another street. Therefore, the applicant shall construct a 6-foot-wide detached sidewalk along the west side of SE 192nd Avenue, from where the sidewalk currently terminates along the Chevron property to the north to where the sidewalk terminates along the Fisher Quarry development.
- At the intersection with HQ Drive (Columbia Palisades Drive):
 - o Construct the west leg of the intersection. Curb radii must be a minimum of 35 feet per the design criteria tables of VMC 11.80.040.
 - o Construct a SB right-turn lane
 - o Extend the storage length of the existing SB left-turn turn lane to 400 feet
 - o Construct a NB left turn lane. The length of the NB left turn lane must be designed to accommodate the vehicle queueing length identified in the TIA
 - o Install a traffic signal
- Street lighting must be installed or updated to current City standards. See street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

No direct driveway access shall be allowed on SE 192nd Avenue, per VMC 11.80.110(A), unless no other access to the site is available. All driveway access shall be taken from the proposed streets within the development.

Brady Road

Brady Road is designated a minor arterial. Currently, Brady Road is stubbed from SE 192nd Avenue to the property line of the subject development property. The applicant proposes a street section for Brady Road that includes 72-foot right of way width, a 38-foot curb-to-curb pavement width (including 11-foot traffic lanes and 8-foot parallel parking lanes), a 4-foot planter strip on each side, a 15-foot multi-modal sidewalk/bike path on the north side, and an 11-foot multi-modal sidewalk/bike path on the south side.

Prior to the issuance of final subdivision approval, the applicant shall provide the following improvements to Brady Road, per City of Vancouver standards:

- Dedicate public right of way as necessary to meet the standard adopted for the Master Plan.
- Extend Brady Road to the project's west property line, using the standard adopted for the Master Plan.
- At the intersection with SE 192nd Avenue, extend the storage length of the EB left-turn lane to at least 300 feet.
- Install a raised pedestrian crossing where the proposed multi-modal trail intersects with Brady Road.

- Street lighting must be installed to current City standards. See street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

The short length of Brady Road between SE 192nd Avenue and the project site was constructed in April 2019. Pursuant to VMC 11.80.100 B., a street cut prohibition is in effect through April 8, 2024. If the applicant finds it necessary to cut into the street to provide utility services and all options have been exhausted, submittal of a minor road modification request pursuant to VMC 11.80.160 will be required. This application shall be submitted for review in order to deviate from the five-year street cut moratorium.

There is a small area of remnant WSDOT right of way located at the end of Brady Road that impacts Lots 2 and 9 on the proposed preliminary plat. WSDOT has turned this remnant right of way back to the City. The City will reserve the right of way necessary for the extension of Brady Road. Pursuant to State and City requirements, the remaining area can then be sold as surplus to the abutting property owner(s) upon completion of the required appraisal and surplus process.

HQ Drive (Columbia Palisades Drive)

HQ Drive is designated a collector. The applicant proposes a street section for HQ Drive that includes 72-foot right of way width, a 38-foot curb-to-curb pavement width (including 11-foot traffic lanes and 8-foot parallel parking lanes), a 4-foot planter strip on each side, a 15-foot multi-modal sidewalk/bike path on the south side, and an 11-foot multi-modal sidewalk/bike path on the north side. **Prior to the issuance of final subdivision approval, the applicant shall provide the following improvements to HQ Drive, per City of Vancouver standards:**

- Dedicate public right of way as necessary to meet the standard adopted for the Master Plan.
- Construct HQ Drive from SE 192nd Avenue to the proposed intersection with Brady Road, using the standard adopted for the Master Plan.
- Enhanced pedestrian crossings must be installed at key intersections and/or midblock crossing locations, as identified on the Master Plan.
- Street lighting must be installed to current City standards. See street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

North Loop Drive

North Loop Drive is designated a neighborhood circulator. The applicant proposes a street section for North Loop Drive that includes 52-foot right of way width, 36-foot curb-to-curb pavement width (including 10-foot traffic lanes and 8-foot parallel parking lanes), and 8-foot attached sidewalks on both sides. **Prior to the issuance of final subdivision approval, the applicant shall provide the following improvements to North Loop Drive, per City of Vancouver standards:**

- Dedicate public right of way as necessary to meet the standard adopted for the Master Plan.
- Construct the street, looping from and to HQ Drive, using the standard adopted for the Master Plan.

- Enhanced pedestrian crossings must be installed at key intersections and/or midblock crossing locations, as identified on the Master Plan. Intersections must be constructed with curb extension bump-outs and small-radius returns.
- Street lighting must be installed to current City standards. See street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

Main Street

Main Street is designated a neighborhood circulator. The applicant proposes a street section for Main Street that includes 90-foot right of way width, 57-foot curb-to-curb pavement width (including 12-foot traffic lanes and 16.5-foot angled back-in parking on both sides), and 16.5-foot attached sidewalks on both sides. It should be noted that the street name for Main Street will likely need to be changed during subsequent phases to avoid confusion. **Prior to the issuance of final subdivision approval, the applicant shall provide the following improvements to Main Street, per City of Vancouver standards:**

- Dedicate public right of way as necessary to meet the standard adopted for the Master Plan.
- Construct the street, between HQ Drive and Brady Road, using the standard adopted for the Master Plan.
- Enhanced pedestrian crossings must be installed at key intersections and/or midblock crossing locations, as identified on the Master Plan. Intersections must be constructed with curb extension bump-outs and small-radius returns.
- Street lighting must be installed to current City standards. See street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

First Street

First Street is designated a neighborhood circulator. The applicant proposes a street section for First Street that includes 60-foot right of way width, 36-foot curb-to-curb pavement width (including 10-foot traffic lanes and 8-foot parallel parking lanes), and 12-foot attached sidewalks on both sides. It should be noted that the street name for First Street will likely need to be changed during subsequent phases to avoid confusion. **Prior to the issuance of final subdivision approval, the applicant shall provide the following improvements to First Street, per City of Vancouver standards:**

- Dedicate public right of way as necessary to meet the standard adopted for the Master Plan.
- Construct the street, between Main Street and Brady Road, using the standard adopted for the Master Plan.
- Enhanced pedestrian crossings must be installed at key intersections and/or midblock crossing locations, as identified on the Master Plan. Intersections must be constructed with curb extension bump-outs and small-radius returns.
- Street lighting must be installed to current City standards. See street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

Private Street

As described above, the 12 proposed single-family lots will take access by way of two private streets extending from a single access on SE 41st Drive. The applicant shall, at a minimum, meet the applicable requirements of city standard plans T10-17 and/or T10-18. **Prior to the issuance of final subdivision approval, the applicant must provide the following items for the proposed private streets, per City of Vancouver standards:**

- Dedicate appropriate easements or tracts and install a minimum 20-foot-wide street surface, planter strips on both sides of the street, and 5-foot detached sidewalk on both sides of the street.
- Install a driveway approach on SE 41st Drive per the appropriate City of Vancouver standard, to provide access to the private streets.
- Install appropriate turnarounds at the dead ends of the streets, per the appropriate City of Vancouver standard.
- Install “No Parking – Fire Lane” signs on both sides of the private streets.

The applicant shall also provide a shared access and maintenance agreement for the private street to cover the cost of maintaining and operating street surface, signs and markings, and drainage system, as it applies to private streets and shared driveways. Any shared accesses shall be called out on the plat. **The agreement shall be recorded on all parcels that are party to the private roadway. Shared access and maintenance agreements shall be provided prior to final subdivision approval.**

Per VMC 11.80.050 (H), a statement with the following language is required on the face of any plat or short plat containing a private street:

WARNING: City of Vancouver has no responsibility to improve or maintain the private streets contained within or private streets providing access to the property described in this plat, nor does the City of Vancouver have responsibility for any of the infrastructure associated with the roadway such as sidewalks, drainage facilities, streetlights, curbs, or landscaping.

Per VMC 11.80.050 (I), where private streets are included in plats/subdivisions that include conditions, covenants and restrictions (CCRs), the CCRs must include the following statement:

WARNING: City of Vancouver has no responsibility to improve or maintain the private streets contained within or private streets providing access to the property described in this plat, nor does the City of Vancouver have responsibility for any of the infrastructure associated with the roadway such as sidewalks, drainage facilities, streetlights, curbs, or landscaping.

The CCRs also must include terms and condition of responsibility for liability, maintenance, maintenance methods, standards, distribution of expenses, remedies for noncompliance with the terms of the agreement, right of use easement, and other considerations.

Per VMC 11.80.050 (J), the city will not maintain streets, signs, streetlights, or drainage improvements associated with a private street. Prior to final inspection and approval of a private street, a maintenance agreement must be recorded with the Clark County Auditor as a covenant running with the land for any and all parcels served, or potentially served. The agreement must set forth the terms and conditions of responsibility for liability, maintenance, maintenance methods, standards, distribution of expenses, remedies for noncompliance with the terms of the agreement,

right of use easements, and other considerations. The agreement also must include the creation of a private street maintenance fund and the annual assessment.

All Streets

Street lighting is required on public streets per VMC 11.80.090 and on private streets per VMC 11.80.050(L). Any substandard street lighting shall be required to be upgraded to current city standards as part of this project. Street lighting shall be installed and/or updated to meet the design standards per city standard plans T21-01A through T21-01D. If the applicant proposes to retain the existing lighting or install lighting that exceeds the maximum spacing requirement a photometric analysis will be required to ensure the lighting level standards are met. If the maximum spacing per T21-01A is met, the photometric analysis is not necessary.

When required, photometrics shall be analyzed in zones. Zones for each direction of travel of a straight roadway are done in luminance method. Intersections, sidewalks, and curved roadway sections are their own zones and done in illuminance. Average maintained luminance is measured in candela per square meter. Veiling luminance shall be shown. Average maintained illuminance is measured in foot-candles. Stationing is a required item on the lighting plans. IES files for lighting software can be obtained from lighting manufacturer. Use lighting materials from the City of Vancouver approved material list.

New lights will be LED and existing HPS lights will be retrofitted to LED unless otherwise noted by Traffic. Any new or existing lights that are within 10 feet of primary power and/neutral lines, will require the developer to raise the power lines. The developer will need to work with Clark Public Utilities for requirements and costs.

Conclusion: The proposed development meets the requirements of VMC 11.80 as conditioned.

VMC Title 14 – Waters and Sewers

Water

Finding: City records indicate that there is:

- 12-inch Ductile Iron (DI) water main within SE Brady Rd.
- 12-inch DI water main within SE 192nd Ave
- 8-inch DI water main stub onto the project lot on the South side of SE 178th Place
- Nearest fire hydrant is located on the north side of SE Brady Rd, west of SE 192nd Ave.

To obtain water supply for the project:

- Connect to the existing 12-inch DI water main within SE Brady Rd and loop a new 12-inch Zinc coated DI water main through the project tax lots to service any domestic water, fire protection systems or fire hydrants.
- Fire hydrant locations are to be specified by the fire marshal. **If new hydrants are required**, they shall be served by water mains with a minimum of 8-inch diameter. The exception allows utilization of a 6-inch main for dead-end run shorter than 50 feet to a hydrant.
- A public easement will be required for any public water main, meter or hydrant located outside of City of Vancouver right of way.
- Separate water services are required for each building. Water meters shall be located in a non-paved area, centered along the property frontage.
- If wells are found to be on-site, future use or abandonment requirements from the Departments of Health and Ecology must be met. If an existing well is to remain in service,

approval from the City's Water Quality Department will also be required, including appropriate backflow protection.

Conclusion: The submitted plan indicates the City of Vancouver requirements for water can be met. The applicant shall meet the water requirements as per the *General Requirements & Details for the Design and Construction of Water, Sanitary Sewer and Surface Water Systems* (latest revision). Additional fees associated with permits, System Development Charges (SDC's) and Main fees will/may also be required.

Further requirements may be necessary depending on the final project configuration.

Sewer

Finding: Public sanitary sewers are generally available to the site. A system map is attached as Exhibit 7. (Locations and details are approximate.)

Service to the wider quarry areas was originally proposed with pump stations discharging south through an existing casing beneath SR-14. Pressure discharges would have extended west in Evergreen Highway and discharge to gravity sewers near SE 164th Avenue.

Hydraulic modelling completed in 2015 by Otak and the City's modelling consultant simulated flows for the east adjacent Palisades development. The model computes (estimates) dynamic flows using the same software, inputs, and assumptions developed by the City's 2011 General Sewer Plan. Peaking factors and rainfall components were developed with the 2011 GSP. Results conclude that the Palisades flows could instead be pumped north in SE 192nd Avenue to a discharge located at SE 34th Street. Today's Palisades flows follow this northern path (and are shown on the exhibit in red.)

The 2015 modelling also estimated and simulated flows for the Rinker (today's HQ) site. Results show that the existing gravity (trunk) sewers west of the site along the north side of SR14 could accommodate these original flow estimates.

A utility review (request for utility services report) was issued for the HQ site in October 2020. The review summarizes the areas original service plans, cites previous Otak 2015 modeling reports, agrees that area flows can likely be pumped west, and encourages early pump station design considerations. A pre-application report issued for the site in mid-November refines (and supersedes) the utility review comments (PIR-79907). The report cites the code's development extension criteria, notes 2015 modelling, requires a pump station feasibility report, buildout flow estimates, and verification of downstream capacity.

The applicant's engineer provided preliminary peak buildout flow rates for the current HQ proposal in late February 2021. The estimates are higher than the original rates estimated and modeled in 2015. The existing SR14 trunk sewers west of site do not have capacity to accommodate these latest higher flow estimates.

The applicant submitted a draft pump station feasibility report (technical memorandum) in early June. Staff provided comments on the Draft TM in mid-July asking for additional details, clarifications, and revisions. (Staff also provided the applicants with the City's hydraulic modeling consultant's contact information.)

The HQ land application was submitted in early July. Sanitary sewer service is mentioned in several locations of the application narrative including Page 40 Section 20.230.040 (A) and Page 61 Section 20.680.040 (C)(3). The preliminary utility plans on Sheets UT-01 through UT-24 propose new on-site gravity sewers, a public pump station, and a pressure sewer discharging to new gravity sewers proposed by the west adjoining Fishers Creek Subdivision (LUP-81488.).

The application also includes the June draft pump station feasibility report (Draft TM) as Appendix P. The draft report proposes to postpone any needed off-site downstream public sanitary sewer (capacity) improvements and recommends coordination with the City. Staff declared the HQ application fully complete for sanitary sewer in early August and asks for a supplemental information (summarizing sewer coordination with the west adjoining FCS proposal). The supplement was submitted in January 2022 and posted as Appendix Q in the land application documents.

In late July City staff initiated professional services to perform hydraulic model simulations in the area. A notice to proceed was issued in mid-August and a scope of work was approved in early September. The scope includes pipe additions, introduction of current HQ baseflow estimates to the SR14 trunk sewer, and inflows to two alternate locations north and northwest of the site.

Hydraulic model simulations were completed in January 2022. Results are summarized in a technical memorandum prepared by Murrsmith on 13 January 2022 entitled Sub Model conversion to MIKE+ - Model Results for Proposed HQ Scenarios. Results confirm that the existing SR14 trunk sewers west of site do not have capacity to accommodate the proposed peak buildout flows. The report suggests that capacity may be available at other locations north and northwest of the site. A copy of the report was sent to the applicant in early February.

Additional in-house study is required prior to releasing final City findings and connection options. The study requires detailed review of the modelling results together with all other available sewer collection system information. (The additional study had not yet (fully) started at the time of this report.)

Developers Extension Criteria: Developments are required to extend public sewer to and through the sites and across the frontages (VMC 14.04.280). Construction of all off-site piping (and capacity improvements) are required. Policy does not provide for deferred public sewer improvements. Connection requirements are provided by VMC 14.08.050 (and 14.16.010). Standards require a minimum of one 6-inch lateral to serve each building and separate service lateral connections for separate types-of-use.

General Service Requirements: Construction of an on-site public pump station and gravity sewers through the site to are required. Off-site downstream improvements are also required. Off-site improvements require construction of pump station discharge piping and/or capacity improvements to existing sewers. Final design and connection location details are yet to be determined.

Erosion Control

Findings: The project site has been largely disturbed and there little or no native vegetation. Topography varies with flat areas near the center and slopes to the north and south. The main erosion threat will be to the existing storm system in Brady Road which relies on infiltration. Protecting this system from sediment and sediment laden runoff will be critical. A wheel wash will

be required at the access to the site to protect this system. The applicant has submitted a preliminary erosion control and has demonstrated that the requirements of the ordinance can be met for the project. A final erosion control plan shall be submitted with each phase of construction.

Stormwater

Findings: The proposed project is subject to the requirements of the current Western Washington Phase II Municipal Stormwater Permit and the City of Vancouver Surface Water General Requirements. More than 5,000 square feet of hard surfaces will be created and Minimum Requirements 1 through 9 of the 2014 Stormwater Management Manual for Western Washington (SMMWW) and the stormwater permit will apply.

Runoff from all pollution generating surfaces shall be treated with an approved runoff treatment best management practice (BMP). A portion of the site is within one-quarter mile of Fishers Creek. Any infiltration facilities within this portion of the site or direct discharge from anywhere on-site to the creek would require Enhanced Runoff Treatment with a Department of Ecology approved runoff treatment BMP prior to infiltration or discharge.

The project as proposed will be phased. Each phase shall be able to stand alone and might require construction of stormwater facilities located in future phases.

The applicant has submitted preliminary stormwater plans and a preliminary stormwater report has demonstrated that the requirements of the ordinance can be met for the project. Final stormwater plans and a final stormwater report shall be submitted with each project phase.

Water Resource Protection

Findings: The proposed project site is located in a Critical Aquifer Recharge Area. Minimum Standards in VMC 14.26.120 are applicable to all sites within the City of Vancouver. The applicant will be required to submit an Industrial Information Form (IIF WRPO E-Form) for any proposed industrial development. The form is available on request at surfacewater@cityofvancouver.us.

VMC Title 16 – Fire

Findings: The fire department has determined the requirements of Vancouver Municipal Code can be met with adherence to the conditions contained herein.

VMC Title 17 – Buildings and Construction

Finding: 17.08.090 a building department plan review and permits will be required for this project. Buildings shall comply with the applicable codes listed in 17.08.010 in effect at the time of building permit application. A complete building code review of plans is not performed during site plan review. Filing of building permit application with required fees and review material is required for a complete building code review. At this time, plans and information necessary to verify compliance with all applicable building code provisions is neither required nor provided.

The proposed master plan appears acceptable for the review of building codes related issues and accessibility issues pertaining to the broader project.

Conclusion: As submitted project could be approved for building code requirements pertaining to the master plan.

IV. RECOMMENDED ACTION

Based upon the findings herein, the criteria for master plan approval have been satisfactorily met or shall be met as conditioned. Staff recommends Planning Commission recommend approval of the HQ Master Plan to City Council subject to the conditions listed below.

V. CONDITIONS OF APPROVAL

General

1. The "HQ Design Guidelines" dated July 2, 2021, prepared by Otak shall serve as the design guidelines for the master plan.
2. The landscaping percentage for sites with a parking structure is 0%. The remaining areas shall comply with the minimum landscape percentage.
3. If the amount of parks and open spaces is reduced in the future, the applicant shall obtain a new Type IV master plan approval. Parks and open space can be either public or privately owned, however the total amount as presented in this application cannot be reduced without obtaining a new Type IV master plan approval.

Prior to Recording the Subdivision Plat(s)

4. All street names are placeholders for the master plan. The City may request new street names consistent with addressing requirements.
5. Since there is complete separation of infrastructure and access, the single-family residential lots at the north end of the master plan may be recorded separately from the rest of master plan. The applicant will need to complete a lot line adjustment so the north area is on its own lot prior to independently subdividing into single-family lots and all supporting infrastructure installed and accepted by the City. The open space, trail and landscaping associated with the single-family subdivision must be indicated on the civil engineering plans and installed prior to recording of the final plat. All other phasing must be approved by City of Vancouver Public Works. Phasing of infrastructure prior to recording the final plat is typically not allowed by Public Works.
6. Prior to recording the subdivision plat for the single-family residential subdivision, the applicant shall record a shared access and maintenance agreement for the private street.
7. All single-family lots shall have 20 feet of frontage on a public or private street.
8. For both the main master plan subdivision and the single-family subdivision, public access easements shall be indicated on the plat that cover all pathways and open spaces. The applicant may impose reasonable hours for these area to be open to the public.
9. The applicant shall place signage along all public access trails stating that the path is open to the public, the sign may identify reasonable hours of operation. Signage locations shall be shown on the engineering plans for review and approval by the City.
10. Prior to recording the main master plan subdivision, the applicant shall extend a trail from the proposed single-family residential subdivision down to the base of the quarry that connects to the main master plan trail system; and all other trails shall be installed unless a phasing plan is approved by the Planning Department. All trails and landscaping shall be indicated on the engineering plans and approved by the City with the civil engineering permit. Timing of installation of the City park can be installed per agreements with the City Parks Department and the public plaza can be delayed until development and permitting of surrounding buildings.
11. Signs shall be placed at minimum every 200 feet at the wetland buffer located at the west end of the master plan that reads, "The area beyond this sign is a wetland or wetland buffer. Alteration or disturbance is prohibited by law. Please call the City of Vancouver for more information."

12. Prior to recording the single-family residential subdivision, the following improvements shall be completed on the Private Street(s):
- Dedicate appropriate easements or tracts and install a minimum 20-foot-wide street surface, planter strips on both sides of the street, and 5-foot detached sidewalk on both sides of the street.
 - Install a driveway approach on SE 41st Drive per the appropriate City of Vancouver standard, to provide access to the private streets.
 - Install appropriate turnarounds at the dead ends of the streets, per the appropriate City of Vancouver standard.
 - Install “No Parking – Fire Lane” signs on both sides of the private streets.
13. Prior to recording the main subdivision plat for the master plan (all areas other than the single-family residential subdivision) the following street improvements must be completed:

SE 192nd Ave / Brady Road

The eastbound left-turn lane shall be extended from 200 feet to at least 300 feet.

SE 192nd Ave / HQ Drive (Columbia Palisades Dr)

The southbound left-turn lane shall be extended from 250 feet to 400 feet. The intersections shall be signalized when the fourth leg of the intersection is constructed.

SE 192nd Ave.

The following improvements to 192nd Avenue shall be completed:

- Dedicate public right of way as necessary to meet the standard.
- Per VMC 11.80.080(C), the City reserves the right to require improvements to non-abutting street if, in the opinion of the Director, the proposed development will cause an adverse impact or create dangerous or hazardous condition on or to another street. Therefore, the applicant shall construct a 6-foot-wide detached sidewalk along the west side of SE 192nd Avenue, from where the sidewalk currently terminates along the Chevron property to the north to where the sidewalk terminates along the Fisher Quarry development.
- At the intersection with HQ Drive (Columbia Palisades Drive):
 - o Construct the west leg of the intersection. Curb radii must be a minimum of 35 feet per the design criteria tables of VMC 11.80.040.
 - o Construct a SB right-turn lane.
 - o Extend the storage length of the existing SB left-turn turn lane to 400 feet.
 - o Construct a NB left turn lane. The length of the NB left turn lane must be designed to accommodate the vehicle queueing length identified in the TIA.
 - o Install a traffic signal.
- Street lighting must be installed or updated to current City standards. See street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

No direct driveway access shall be allowed on SE 192nd Avenue, per VMC 11.80.110(A), unless no other access to the site is available. All driveway access shall be taken from the proposed streets within the development.

Brady Road

The following improvements shall be completed on Brady Road:

- Dedicate public right of way as necessary to meet the standard adopted for the Master Plan.
- Extend Brady Road to the project's west property line, using the standard adopted for the Master Plan.
- At the intersection with SE 192nd Avenue, extend the storage length of the EB left-turn lane to at least 300-feet.
- Install a raised pedestrian crossing where the proposed multi-modal trail intersects with Brady Road.
- Street lighting must be installed to current City standards. See street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

The short length of Brady Road between SE 192nd Avenue and the project site was constructed in April 2019. Pursuant to VMC 11.80.100 B., a street cut prohibition is in effect through April 8, 2024. If the applicant finds it necessary to cut into the street to provide utility services and all options have been exhausted, submittal of a minor road modification request pursuant to VMC 11.80.160 will be required. This application shall be submitted for review in order to deviate from the five-year street cut moratorium.

There is a small area of remnant WSDOT right of way located at the end of Brady Road that impacts Lots 2 and 9 on the proposed preliminary plat. WSDOT has turned this remnant right of way back to the City. The City will reserve the right of way necessary for the extension of Brady Road. Pursuant to State and City requirements, the remaining area can then be sold as surplus to the abutting property owner(s) upon completion of the required appraisal and surplus process.

North Loop Drive

The following improvements shall be completed on North Loop Drive:

- Dedicate public right of way as necessary to meet the standard adopted for the Master Plan.
- Construct the street, looping from and to HQ Drive, using the standard adopted for the Master Plan.
- Enhanced pedestrian crossings must be installed at key intersections and/or midblock crossing locations, as identified on the Master Plan. Intersections must be constructed with curb extension bump-outs and small-radius returns.
- Street lighting must be installed to current City standards. See street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

Main Street

The following improvements shall be completed on Main Street:

- Dedicate public right of way as necessary to meet the standard adopted for the Master Plan.
- Construct the street, between HQ Drive and Brady Road, using the standard adopted for the Master Plan.

- Enhanced pedestrian crossings must be installed at key intersections and/or midblock crossing locations, as identified on the Master Plan. Intersections must be constructed with curb extension bump-outs and small-radius returns.
- Street lighting must be installed to current City standards. See street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the City stormwater ordinance.

First Street

The following improvements shall be completed on First Street:

- Dedicate public right of way as necessary to meet the standard adopted for the Master Plan.
- Construct the street, between Main Street and Brady Road, using the standard adopted for the Master Plan.
- Enhanced pedestrian crossings must be installed at key intersections and/or midblock crossing locations, as identified on the Master Plan. Intersections must be constructed with curb extension bump-outs and small-radius returns.
- Street lighting must be installed to current City standards. See street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

14. Prior to recording the main subdivision plat for the master plan and as part of the civil plan review and approval:

Coordinate with City staff on approved sanitary sewer pump station discharge locations, available discharge rates, and downstream public sanitary sewer capacity improvements.

Public Sanitary Sewer Pump Station Design Requirements: Modify the Draft Pump Station Technical Memorandum submitted in June 2021. Address City comments. Prepare a separate civil plan set for the public sanitary sewer pump station. Design according to current General Requirements and Details for the Design and Construction of Public Sanitary Pump and Lift Stations. Include on and off-site discharge piping, provisions for future discharge location changes, and any off-site downstream capacity improvements. Submit the final pump station technical memorandum. Include complete pump station design calculations as a sheet in the plan set. Schedule a minimum of three civil review cycles. Address redline comments, revise, and submit the final design for civil plan approval.

Public Gravity Sewer Requirements: Revise and complete the public on-site gravity sewer design. Prepare according to Vancouver's current General Requirements and Details for design and construction. Coordinate with the public pump station plans. Address redline comments, revise, and submit the final design for civil plan approval. On-site civil plan approval requires pump station civil plan approval.

15. Prior to recording the main subdivision plat for the master plan, show and note a separate pump station parcel. Specify as to be dedicated to the City of Vancouver by separate deed. Provide signatures and record the deed with (directly following) the plat.

Prior to Development of Each Multi-family, Commercial, Industrial and Mixed-Use Lot

16. If shared parking with a neighboring development or lot is proposed, shared access and parking agreements shall be recorded prior to issuance of building permits.
17. Prior to issuance of a site plan review approval and building permit, plans shall indicate that all site lighting is shielded to reduce or eliminate off-site glare.
18. With each site plan application, provide a report and inventory of Affordable Units and how it complies with the affordable housing requirement.
19. Prior to the issuance of civil plan approval, pay the concurrency modeling fees. The modeling fee will be calculated at time of site plan review.
20. Proportionate share fees for transportation improvements shall be calculated at time site plan approval and paid prior to issuance of a building permit.
21. Provide the City with a traffic impact analysis that reanalyzes the study area intersections based on existing traffic conditions in place at the time of site plan application, conditions at year of opening of the proposed site plan development, and conditions at future build-out (five years from year of opening). Any intersection movements or queueing lengths that do not meet City standards with the addition of project-generated trips will require mitigation prior to the issuance of occupancy approval for the site plan development.

During Construction

22. Secure all required public sanitary sewer pump station construction permits. Secure all required off-site construction permits. Schedule and attend pre-construction meeting for the pump station and off-site improvements. Construct the station and off-site improvements according to the approved plans and standards. Satisfy Construction Services testing, inspection, and start-up requirements and secure Construction Acceptance.
23. Secure on-site public gravity sewer construction permits. Schedule and attend a pre-construction meeting. Construct according to the approved plans and standards. Satisfy Construction Services testing, inspection, and start-up requirements and secure Construction Acceptance.
24. Satisfy submittal and other requirements itemized in both Notifications of Civil Plan Approval for the public sewer improvements. Secure Final Civil Project Acceptance for both the pump station and on-site gravity improvements. Final civil project acceptance of the on-site gravity project requires final civil project acceptance of the pump station.

Note: The Washington Uniform Common Interest Ownership Act (WUCIOA), RCW 64.90, may apply to the proposal. This legislation has a number of provisions that apply to developments with common interest elements including plats. It is the sole responsibility of the applicant to comply with the provisions of WUCIOA, as the city does not approve or advise on WUCIOA. The applicant should consult their attorney on how WUCIOA may apply to the proposal.

Note: Once a plat is recorded any change will require a Plat Alteration under RCW 58.17 and VMC 20.320.080. Plat Alterations require a Type II or Type III land use approval process and the recording of a new final plat.

VI. EXHIBITS

1. Application Form
2. Applicant Narrative
3. Park LOI
4. Evergreen School District Letter
5. C-Tran email
6. E-mail Steven Haywood
7. Sewer Exhibit
8. Ecology Letter
9. Southwest Clean Air Agency Letter
10. E-mail from WFDW
11. Public Comments received prior to 30-day comment period
12. Land Use Summary Sheet (Submitted as Appendix B)
13. HQ Design Guidelines (Submitted as Appendix C)
14. Master Plan Maps:
 - MP01 – Land Use Allocation Plan
 - MP02 – Master Plan
 - MP03 – Ground Floor Uses
 - MP04 – Office Light Industrial Use
 - MP05 – Non-Office Commercial Use
 - MP06 – Residential Use
 - MP07 – Building Use (Single or Mixed)
 - MP08 – Building Number of Floors
 - MP09 – Vehicle Circulation Plan
 - MP10 – Pedestrian & Bicycle Circulation
 - MP11 – Master Landscape Plan
 - MP12 – Community Park Master Plan
 - MP13 – Parks, Open Spaces & Trails
 - MP14 – Site Sections
 - MP15 – Right of way Encroachments
 - MP16 – Viewshed Analysis

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