



## Memorandum

**To:** Keith Jones, AICP, Senior Planner, City of Vancouver  
**From:** Li Alligood, AICP, Tim Leavitt, PE  
**Copies:** Scot Brantley, Hurley Development  
**Date:** March 18, 2022  
**Subject:** HQ Master Plan (LUP-81596) – Additional Information  
**Project No.:** 19809.100

---

This memo provides additional information and details to augment the HQ Master Plan application (LUP-81596) as requested by staff and respond to proposed conditions of approval recommended by the Planning Commission at its February 22, 2022 hearing, and provide an overview of revisions to the Master Plan since the application submittal.

### Proposed & Revised Conditions of Approval

The Planning Commission unanimously recommended approval of the HQ Master Plan application with the following proposed conditions of approval:

1. Within the [HQ] Design Guidelines, Green Building commitments be strengthened.
2. Development of a mutual letter of intent between the Applicant and C-Tran to serve the site as a key site within the transit network.
3. The Design Guidelines name specific transit and multimodal design incentives, including bifurcation of rent and parking costs.
4. Staff and the applicant team work together to strengthen Condition 10 to include safety as a top priority within development of the trail, prior to taking an updated recommendation to Council

### Proposed Condition of Approval Responses

#### 1. Green Building Commitments

The applicant has submitted an HQ Design Guidelines document to augment the existing Riverview Gateway Subarea Design Guidelines; the HQ-specific guidelines will be applied in addition to the Riverview Gateway Subarea Design Guidelines.

Section H of the submitted HQ Design Guidelines include language regarding sustainability. At the February 22, 2022 Planning Commission hearing, the Commission requested revisions to the design guidelines to strengthen sustainability commitments. Proposed revisions are shown below – deletions are shown in ~~strikeout~~ and additions are shown in underline.

Hurley Development is committed to applying the “Smart City” approach to the HQ Master Plan area. In addition, development within the HQ Master Plan area will be required to comply with the following:

1. The developer will make sustainable and energy efficient efforts throughout the site through its “Smart City” design. All vertical development shall meet at a minimum one of the standards listed below. Formal certification is not required; however, applicants shall submit documentation to the City Planning Official that demonstrates that the project meets the requisite standards for such certification, and the Planning Official shall review and approve the documentation prior to issuance of a certificate of occupancy.
  - a. The equivalent of a Leadership in Energy Efficiency and Design (LEED) silver standard or better, as published by the U.S. Green Building Council on or before October 19, 2013 (LEED v4)
  - b. The Earth Advantage/~~Built Green~~ Commercial silver standard or Multifamily ~~certificate~~ silver standard or better as appropriate
  - c. Green Globes – Two Globes or better as appropriate as published by the Green Building Institute on or before December 31, 2021 (Green Globes for New Construction 2021, Multifamily for New Construction (NC), Green Globes for New Construction 2013)
  - d. Or other equivalent sustainable design standard reasonably acceptable to the City that complies with the currently adopted International Building Code, or as approved by other applicable City decision-making authority.
2. Sustainable site features shall include the following:
  - a. On-site landscaping consisting, as much as possible, of native/adaptive and low water/drought tolerant plantings
  - b. All irrigation systems shall use rain sensors and/or underground moisture sensors to limit unnecessary watering.

The applicant has been working with Newcomb & Boyd, an energy and sustainability consultant, to identify additional sustainability measures for the HQ Master Plan site and future vertical development. These measures were then evaluated against the February 22, 2022 City of Vancouver Memorandum: *Climate Early Action Plans Progress Update*. See Attachment 1. In addition to evaluating the City’s climate goals, the Newcomb & Boyd team evaluated the site’s potential to achieve LEED Silver certification. Due to the location of the site at the eastern edge of the City and the lack of public transit service nearby, LEED Gold certification is not achievable. See Attachment 2 for the LEED BD+C checklist. However, Envision Gold certification is feasible based on the sustainable approaches to site infrastructure. See Attachment 3 for the Envision checklist. The Newcomb & Boyd team will be attending the workshop to respond to questions from Council members.

## 2. C-Tran Coordination

City staff and the applicant have been in communication with C-Tran staff. While C-Tran’s new on-demand transit service, The Current, has recently begun operating in Camas, the service area boundary is 0.25 miles from the project’s eastern site boundary.

The applicant has continued discussions with C-Tran, and C-Tran has provided a letter confirming their commitment to providing public transit service to the Riverview Gateway Subarea in the future. See

Attachment B. C-Tran's 2021-2026 Transit Development Plan does not current include expansion of C-Tran service to the project area.<sup>1</sup> However, the applicant is committed to ensuring that the HQ Master Plan area is able to accommodate transit in the future, and is in conversation with C-Tran about the best way to do so. See Attachment 4 for a memo affirming C-Tran's commitment to future transit service in eastern Vancouver. The street network, as designed, will accommodate buses and other large vehicles in the future.

### 3. Transit and Multimodal Design Incentives

The Planning Commission requested revisions to the HQ Design Guidelines to incentivize transit and multimodal design incentives. Two specific requests were made of the applicant:

- Review the off-street parking standards of The Heights (HX) Plan District
- Decouple parking from dwelling units as a parking management strategy, as suggested in the submitted Parking Management Plan and is included within the HX Plan District options

#### HX Zone Parking Requirements

The HX zone was recently adopted to implement The Heights Mixed Use (HX) Plan District. The Heights (HX) Plan District requirements are contained in Chapter 20.670 VMC. The Heights parking strategy is addressed in [Subsection 20.670.040.J VMC](#) and includes strategies for dispersed, shared parking, as well as parking reductions with transportation demand management (TDM) measures. These measures could include provision of an annual transit pass for residents, pricing for parking spaces that is charged separately from residential units, designation of a percentage of parking spaces for high occupancy vehicle (HOV) use, on-site care share vehicles and parking spaces, use of a guaranteed ride home program, on-site shared cargo bikes, and on-site provision of repair facilities and/or services for bicycles or other non-vehicular mobility devices.

The Heights Plan District and the Riverview Gateway Subarea differ in a several key areas:

- The Heights is served by public transit, and the Riverview Gateway Subarea is not
- Chapter 20.670 VMC provides alternative parking standards for the HX zone and by-right reductions to off-street parking requirements through application of specific TDM measures within the District.
- Chapter 20.680 VMC requires development within the Riverview Gateway Subarea to meet the standards of Chapter 20.945 VMC, which identifies minimum parking requirements for standard use classifications and does not include exceptions for the RGX zone. Currently, reductions must be requested through a variance procedure.

The applicant is interested in providing incentives for parking reductions within the HQ Master Plan area, and proposes decoupling pricing for parking spaces from pricing for residential uses as recommended in the Parking Management Strategy as described below. The applicant also intends to provide shared cargo bikes within the development to provide alternatives to vehicular travel.

#### Decoupling Parking Pricing from Residential Pricing

The January 7, 2022 Parking Management Plan prepared by RBT Consultants recommends unbundling parking fees in Zone B-1 (the multifamily residential area north of HQ Drive) from rent as a strategy to

---

<sup>1</sup> Available online at [https://www.c-tran.com/images/Reports/C-TRAN\\_2021-2026\\_Transit\\_Development\\_Plan2.pdf](https://www.c-tran.com/images/Reports/C-TRAN_2021-2026_Transit_Development_Plan2.pdf). Retrieved March 13, 2022.

ensure that off-street parking serves users effectively and efficiently. The HQ Design Guidelines do not current include language regarding unbundling parking. The applicant proposes the following revisions to Section H of the HQ Design Guidelines to address this condition of approval:

### 3. Parking Management

- a. As noted in the January 2022 Parking Management Plan prepared by RBT Consultants, off-street parking within Zone B-1 will be decoupled from rent in order to increase efficiency of parking usage and to reduce the cost of rent for those who do not own vehicles.

In addition to the Riverview Gateway Design Guidelines and the HQ Design Guidelines, development of each site will be required to demonstrate compliance with the applicable provisions of VMC Title 20. Subsection 20.945.070.E.2 provides design incentives for reduction of required off-street parking spaces, including the provision of additional secured bicycle parking, inclusion of transit supportive plazas, building to the sidewalk and/or corner, and providing public spaces within commercial developments.

## **4. Condition of Approval (COA) 10 – North Ridge Trail Connection**

City staff have proposed a condition of approval (COA) to require a trail connection between the quarry floor and the “north ridge” of the site. COA 10 reads, in full:

*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.*

The applicant has evaluated this proposed trail connection with the geotechnical engineer, NV5, and with City Engineering and Planning staff. The applicant met with City staff on March 10, 2022 to discuss the geotechnical engineer’s concern with the condition as written and to explore revised language that would provide additional flexibility in the location and design of a trail connection subject to further analysis and evaluation. See Attachment 5 for NV5’s assessment.

The applicant also requests that the condition of approval be further refined to separate the City park and the public/Civil plaza conditions of approval from the trail and from each other to clarify the expected timing of each relative to other site improvements.

## **Additional Items**

The applicant is continuing discussions with City Vancouver Transportation staff to ensure that the conditions of approval related to transportation infrastructure improvements for the proposed subdivision reflect the recommendations of the transportation impact assessment (TIA) prepared by Mackenzie, both in terms of timing and standards. The intent is to have revised conditions of approval for Council review at the public hearing for the HQ Master Plan.

## **Request & Next Steps**

The applicant respectfully requests City Council input and discussion regarding the proposed response to the Planning Commission’s recommended Conditions of Approval. The applicant will incorporate City

Council comments into a revised submittal for review at an upcoming City Council hearing on the Master Plan application.

## **Attachments**

1. HQ Contributions to Vancouver Climate Action Plan
2. LEED BD+C Certification Checklist
3. Envision Certification Checklist
4. C-Tran Letter dated March 16, 2022
5. NV5 Memo regarding trail connections dated March 16, 2022