

DATE: March 21, 2022

TO: Mayor and City Council
CC: Eric Holmes, City Manager

FROM: Keith Jones, Senior Planner

RE: HQ Master Plan at Fishers Quarry – April 4, 2022 Council Workshop
PRJ-165963/LUP-81596

Purpose

Brief Council on applicant's proposed HQ Master Plan prior to the first ordinance reading.



Background

In 2009, the city adopted the Riverview Gateway Subarea Plan that established goals and policies, and an overall vision for redevelopment of two former rock quarries at the intersection of SR-14 and SE 192nd Avenue. The subject site is the 99-acre Fisher's Quarry that is located west of 192nd Avenue.¹ The applicant has named the development the HQ Master Plan.

¹ The WSDOT quarry is the second quarry area identified in the subarea plan and is located generally east of 192nd Avenue. In 2016, the city approved the Columbia Palisades master plan for the WSDOT quarry. Columbia Palisades is currently being built out and is not part of this proposal.

Following the completion of the Subarea Plan, the Riverview Gateway Plan district regulations were adopted into the development code (VMC 20.680). The Riverview Gateway Plan District requires that the applicant submit for and obtain approval of a master plan prior to the area being developed. Under the City's development code, 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.

Proposal

The applicant requests approval of a master plan to develop the 99-acre Fishers Quarry Site and subdivide into 41 lots. Development includes approximately 331,934 square feet of office/light industrial, 350,765 square feet of non-office commercial (includes 120-room hotel), 1,950 multi-family dwelling units and 12 single-family residential lots.

Key Points

- Per VMC Table 20.210.020-1, master plans in the Riverview Gateway Plan District require a Type IV process and recommendation by the Planning Commission to the City Council for final approval.
- At a February 22, 2022 hearing, the Planning Commission reviewed the staff recommendation and recommends the City Council approve the project as recommended by staff with the following considerations:
 1. *Within the 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.*
- Following the February 22, 2022 Planning Commission hearing, staff worked with the applicant to address Planning Commission comments and the applicant provided an updated memo dated March 16, 2022.
- As the final decision maker, the City Council may approve the application as recommended by the Planning Commission, amend the Planning Commission recommendation including adding or modifying the recommended conditions of approval, or deny the application.
- The decision by City Council is appealable to Superior Court.

Recommendation

Staff recommends approval with the conditions contained in the staff report recommendation to the Planning Commission with the following amendments as directed by Planning Commission:

1) Green Building Commitments

Staff recommends that the design guidelines be amended as stated in the applicant's attached memorandum dated March 16, 2022, summarized as follows:

All vertical development shall meet at a minimum:

- a. LEED silver or better
- b. Earth Advantage Built Green Commercial silver standard or Multifamily silver standard or better
- c. Green Globes Two Globes or better
- d. Other equivalent

Note: formal certification is not required, however applicant must submit documentation to the City Planning Official that demonstrates the project meets the requisite standards for such certification.

2) C-Tran Coordination

Following the Planning Commission hearing, the applicant obtained a letter from C-TRAN dated March 16, 2022. The letter confirmed that C-TRAN does not currently provide fixed route transit service to the site. However, C-TRAN is supportive of the level of development and subsequent demand that will be generated. As more development is materialized, C-TRAN indicates they will review opportunities to expand service to the area.

Staff does not propose any changes to the staff recommendation to the Planning Commission.

3) Transit and Multimodal Design Incentives

As stated above, C-TRAN does not currently serve the site but is supportive of the level of development and will look for opportunities to serve the development as it builds out in the future. One way to encourage transit use is to decouple rent cost from parking costs. In other words, someone who decides to not own a vehicle would not have to pay for parking thereby providing incentive to not own a car and to use transit.

Staff recommends that the design standards be modified to add a parking management provision that requires decoupling of rent. Staff recommends the following statement be added to the design guidelines:

The development shall comply with the January 2022 Parking Management Plan prepared by RBT Consultants including decoupled rent from parking usage for all multifamily residential development. This includes Phases B-1, C, D, E, and F of the Parking Management Plan. The decoupled rent is intended to increase efficiency of parking usage and reduce the cost of rent for those who do not own vehicles.

Note: The Planning Commission requested that the applicant look at the Heights Mixed Use (HX) Plan District for guidance on additional transit incentives. Unlike this proposed development, the HX district is currently served by transit and provides alternative minimum parking reductions based on implementation of certain incentives. At this time, development in the Riverview Gateway Plan District must provide the minimum parking reductions as stated in VMC 20.945 of the development code and cannot use the HX standards for parking reduction. The development code could however be amended in the future to allow for such parking reductions and applied to future development of the master plan. The applicant does indicate that they intend to provide shared cargo bikes, an incentive listed in the HX zone.

4) Public Trail Connection to the North

Condition 10 of the staff report recommendation requires that the applicant provide a public trail connection at the north end of the project. This connection would extend from SE 41st Drive through the proposed single-family subdivision down the slope to the base of the quarry and connect into the trail system that is proposed within the master plan. The Planning Commission was supportive of this connection

but expressed concern with the safety and feasibility of the trail connection given the steep slope and rock faces in this area.

The applicant's geotechnical engineer has reviewed the proposal and based on a preliminary rockfall analysis, a 20 to 30-foot wide catchment area with a berm of a least 5 feet high must be installed at the base of the highwalls to contain released rock. The potential rock fall in this area presents a safety concern with the trail extension.

City transportation and planning staff met with the applicant on March 10, 2022 to discuss the trail connection. Staff finds that a trail connection in this location is very important as there are few north/south connections in area, however, given the safety concerns raised it does not look like a connection in the location requested is feasible due to safety. Staff discussed alternative trail connections in the north area of the master plan with the applicant. Some alternative locations for trail connections were discussed but additional analysis will need to be done.

Therefore, staff recommends amending the decision to allow flexibility on where the trail can be located and if determined to be unfeasible due to safety then the trail connection will not be required. The applicant has agreed to work with staff on additional options that can provide a safe connection.

5) Public Trail Connections to the South

A tunnel exists under SR-14 that connects the quarry to a haul road that connects to Evergreen Hwy. WSDOT indicates that the tunnel can be used as a non-vehicular connection and the city intends to use the tunnel and haul road as a ped/bike connection as envisioned by the subarea plan. However, it is unlikely the city will develop this connection in the near future.

Staff recommends an additional condition of approval be added to the existing staff recommendation requiring the applicant to dedicate a public pedestrian and bicycle easement over the existing haul road to allow a trail connection to be completed in the future.

Next Steps

- May 9, 2022, first ordinance reading
- May 16, 2022, second ordinance reading

Staff Contact

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Attachment(s):

- Memorandum Otak dated March 16, 2022
- Planning Commission 2/22/2022 Minutes
- Staff Report and Recommendation to the Planning Commission
- Applicant Parking Analysis dated 1-7-2022