

DATE: April 20, 2022

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

FROM: Keith Jones, Senior Planner

RE: **HQ Master Plan at Fishers Quarry – Proposed Amended Conditions of Approval
PRJ-165963/LUP-81596**

Background

Staff issued a staff report to the Planning Commission dated February 15, 2022. The Planning Commission held a public hearing on February 22, 2022. The Planning Commission recommends that the City Council approve the project based on 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.*

Updated Conditions of Approval and Recommendation

To address Planning Commission and staff comments, staff recommends that the City Council approve the project based on the findings contained in the February 15, 2022 staff report to the Planning Commission with the following amended conditions of approval.

Additions are in **yellow highlight** with double underline for additions and in ~~strikethrough~~ for removal.

General

1. The “HQ Design Guidelines” dated July 2, 2021, prepared by Otak shall serve as the design guidelines for the master plan with the following amendment:

The applicant shall achieve one of the following under Green Building Commitments in the Design Guidelines:

- 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. 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 and the City Council shall approve the sale of the City-owned parcel or approve access across the City-owned parcel located between the proposed subdivision and SE 41st Drive (Property ID: 125830000).
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 areas 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 work with City staff to find a location for a public trail connection that would extend from the proposed central trail system at the base of the quarry to the north, thus providing a north/south public trail connection. All types of trail surfaces, grades and widths are to be considered with ADA compliance preferred if feasible and a public access easement shall be placed over the trail. However, if determined to be unfeasible due to site constraints the trail connection will not be required. 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."

11.1 The applicant shall record a minimum 20-foot wide public access easement extending along the existing haul road located south of SR-14. The easement shall extend from the proposed master plan trail system south through the tunnel under SR-14 to meet with SE Evergreen Hwy.

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, however these improvements can be phased or required with future site plan review, with approval from the Public Works Director and/or the City Transportation Department and/or a future approved Development Agreement:

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 intersection 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.

- Construct a SB right-turn lane.
- ~~Extend the storage length of the existing SB left turn turn lane to 400 feet.~~
- 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.
- 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, and through city transportation approval of a Road Modification Request. ~~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. At intersections, curb extension bump-outs and small-radius returns are preferred. Vehicular turning movement templates must be presented to verify the viability of the proposed intersection geometry.
- 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.

Staff Contact

Keith Jones- Senior Planner

360-487-7887

keith.jones@cityofvancouver.us