

6/11/07
6/18/07

ORDINANCE NO. M-3833

AN ORDINANCE of the City of Vancouver, Washington, relating to land-use and zoning; establishing a Planned Action for the Vancouver City Center Vision Subarea Plan (hereafter VCCV Subarea Plan); providing for the establishment of mitigation measures and conditions for approval of projects located within the Vancouver City Center Vision Subarea (hereafter VCCV Subarea); providing for a streamlined review and approval of projects which meet planned action criteria; providing for an effective date; and providing for an expiration date.

WHEREAS, the City of Vancouver has adopted a comprehensive plan for the Vancouver Urban Growth Area under the provisions of Chapter 36.70A RCW; and

WHEREAS, the comprehensive plan provides for adoption of a subarea plan for the geographic area located within the urban growth boundary commonly known as the VCCV Subarea, which subarea plan provides for the future build out of the VCCV Subarea in a manner consistent with the comprehensive plan and community vision; and

WHEREAS, the Community Development Department has conducted a thorough review of the development anticipated within the Vancouver City Center Subarea and prepared and adopted a Supplemental Environmental Impact Statement (SEIS) under the State Environmental

Policy Act (SEPA), Chapter 43.21C RCW, which environmental analysis has considered the impacts of the anticipated development of Vancouver City Center Subarea consistent with the subarea and redevelopment plan, and provides for mitigation measures and other conditions to ensure that such future development will not create adverse environmental impacts; and

WHEREAS, the provisions of the Regulatory Reform Act (ESHB 1724), as codified in Chapter 36.70B RCW and SEPA provide for the integration of environmental review with project review to encourage an expedited process for approval of development where substantial planning and environmental review has occurred prior to application for development approval; and

WHEREAS, the provisions of Chapter 43.21C.031 and the regulations issued thereunder provide for the designation of Planned Actions within geographic areas that are less extensive than a municipality's jurisdictional boundaries and where substantial comprehensive planning and environmental review has been completed prospectively; and

WHEREAS, the City has revised its local SEPA procedures and project review procedures to incorporate the provisions for planned actions and provide for streamlined review of land use actions designated as planned actions.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. Purpose

A. The City Council declares that the purpose of this ordinance is to:

1. Set forth a procedure designating certain land use actions with the boundaries of the geographic area (see attached map) described in the VCCV Subarea Plan as "Planned Actions"

consistent with RCW 43.21.031, WAC 197-11-164 to 172, and VMC 20.790.530, Planned Action Review.

2. Streamline the review process for projects, which qualify as planned actions within the VCCV Subarea Plan by applying the provisions of VMC 20.790.530, Planned Action Review to the approval of such planned action projects.

3. Combine environmental analysis with land use planning.

4. Ensure that land use actions designated as planned actions are appropriately mitigated and conditioned by the provisions of this ordinance and all of the City's development regulations to ensure that no adverse impacts to the environment will occur as a result of development approval.

Section 2. Findings.

A. The City Council finds that:

1. A subarea plan has been prepared and adopted by the Council under the provisions of the Growth Management Act, Chapter 36.70A RCW and 36.70.130(2)(a)(i) for the geographic area located within the Vancouver Urban Growth Area commonly known as the VCCV Subarea.
2. The VCCV Subarea Plan is consistent with the Vancouver Comprehensive Plan and provides for the planned build out of the VCCV Subarea over a twenty year planning period.
3. A supplemental environmental impact statement (hereafter "SEIS") has been prepared pursuant to Chapter 43.21C RCW in conjunction with the adoption of the VCCV Subarea Plan.

4. The VCCV Subarea Plan and SEIS have addressed all the significant environmental impacts associated with the land uses allowed by the applicable development regulations and standards as described in the Subarea Plan.
5. The thresholds described in the VCCV Subarea Plan and SEIS are adequate to identify significant adverse environmental impacts.
6. The mitigation measures contained in the mitigation document, attachment A to this ordinance, together with the City's development regulations and standards, are adequate to mitigate the significant adverse environmental impacts anticipated by development consistent with the VCCV Subarea Plan.
7. A streamlined process will benefit the public, adequately protect the environment, and enhance the economic redevelopment of the VCCV Subarea.
8. Public involvement and review of the VCCV Subarea Plan and SEIS have been extensive and adequate to ensure a substantial relationship to the public interest, health, safety, and welfare.
9. The uses allowed by the City's development regulations in the zoning classifications in the VCCV Subarea will implement the VCCV Subarea Plan.
10. This ordinance shall be known as the "Vancouver City Center Vision Subarea Planned Action Ordinance".

Section 3. Procedure and Criteria for Evaluating and Determining Projects as Planned Actions.

A. Land uses and activities described in the VCCV Subarea Plan and SEIS, subject to the thresholds described therein and the mitigation measures described in the mitigation document attached to this ordinance as attachment "A", may be determined to be Planned Actions

consistent with RCW 43.21C.031, WAC 197-11-164 to 172, VMC 20.790.530, and pursuant to this ordinance.

B. Applications for project permit or approval which may qualify as planned actions under this ordinance shall meet the submittal requirements of VMC Chapter 20.200 for the particular type of land use action, permit, or approval sought, including submittal of an environmental checklist or other environmental document where required.

C. Upon receipt of a counter complete application under the provisions of VMC Chapter 20.200, the Planning Official, or designee, shall determine whether a particular application for project permit or approval qualifies as a planned action according to the following criteria:

1. The project is located within the geographic boundaries described in the VCCV Subarea Plan.
2. The zoning designation upon the property upon which the project is proposed is consistent with those designations analyzed in the VCCV Subarea Plan and SEIS;
3. The use described in and proposed by project application is among, or consistent with the uses and intensity of uses allowed by the City's development regulations and consistent with those uses analyzed in the VCCV Subarea Plan and SEIS;
4. The proposed project impacts, both project specific and cumulative, are within the thresholds set forth in the VCCV Subarea Plan and SEIS, and summarized in the mitigation document (Attachment "A");
5. The project's significant environmental impacts have been adequately addressed and analyzed in the VCCV Subarea Plan and SEIS;
6. The project implements the goals and policies of the VCCV Subarea Plan, and is consistent with the City's comprehensive plan;

7. The project's significant environmental impacts will be adequately mitigated or avoided through the application of the mitigation measures and other conditions required by application of the mitigation document (Attachment "A") and other local, state, and federal development regulations and standards.
8. The proposed project complies with all applicable local, state, and federal regulations and development standards;
9. The proposed project is located within the City of Vancouver Urban Growth Boundary;
10. The proposed project is not an Essential Public Facility as defined by Chapter 36.70A.200 RCW.

D. The Planning Official shall make a written determination that an application for project permit or approval meets the criteria in subsection (C) above. Such written determination shall be issued simultaneously with, and in the same manner, as the written Notice of Application required by VMC Chapter 20.200. The Planning Official determination shall be appealable in accordance with 20.790.530D.

E. Where the Planning Official determines that an application for project permit or approval does not qualify as a planned action, the application shall be reviewed and processed under the applicable procedures for project approval under VMC Chapter 20.200, Land Use Decisions. The Planning Official shall prescribe a SEPA review procedure consistent with the VMC Chapter 20.790, SEPA Regulations. Such SEPA review may use or incorporate relevant elements of the environmental analysis in the SEIS or VCCV Subarea Plan.

F. Where the Planning Official determines that an application for project permit or approval qualifies as a Planned Action, the project permit application shall be processed under the

administrative procedures set forth in VMC 20.790.530, Planned Action Review.

Section 4. Review and Approval of Planned Action Projects

- A. An application for project permit or approval, which is designated by the Planning Official as a Planned Action under Section 3 of this Ordinance shall be subject to approval under the provisions of VMC 20.210, Decision Making Procedures.
- B. No application for project permit or approval designated a Planned Action under Section 3 of this Ordinance shall require the issuance of a threshold determination under SEPA, as provided by RCW 43.21C.031, WAC 197-11-172(2)(a) and VMC20.790.530, Planned Action Review. No procedural SEPA appeals under VMC Chapter 20.790 shall be allowed.
- C. An application for project permit or approval designated a Planned Action under Section 3 of this ordinance shall not be subject to further procedural review under SEPA, but the proposed project may be conditioned to mitigate any adverse environmental impacts which are reasonably likely to result from the project proposal.
- D. The determination to approve, conditionally approve, or deny an application for Planned Action project permit or approval shall be appealable pursuant to VMC 20.790.530(I). *Provided that*, the environmental analysis and mitigation measures or other conditions contained in the mitigation document (attachment "A"), the VCCV Subarea Plan, or SEIS shall be afforded substantial weight.

Section 5. Environmental Documents

A Planned Action designation for a site-specific project action, permit, or approval shall be based upon the environmental analysis contained in the VCCV Subarea Plan and SEIS. This VCCV Subarea Plan and SEIS, including potential mitigation measures, are hereby incorporated in this ordinance and adopted by reference. The mitigation document (attachment "A") is based

upon the analysis contained in the SEIS. The mitigation document, together with existing City codes, ordinances, and standards, shall provide the framework for the decision by the City to impose conditions on a Planned Action project. Other environmental documents and studies listed in the VCCV Subarea Plan and SEIS may also be used to assist in analyzing impacts and determining appropriate mitigation measures in accordance with Section 4 of this ordinance.

Section 6. Conflict of Development Regulations and Standards.

In the event of conflict between this Ordinance or any mitigation measures imposed pursuant thereto and any other ordinance or regulation of the City, the provisions of this Ordinance shall control.

Section 7. Severability.

Should any section, subsection, paragraph, sentence, clause, or phrase of this Ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this Ordinance or its application to any other person or situation.

Section 8. Third Party Liability.

This ordinance does not create or otherwise establish or designate any particular class or group of persons who will or should be especially protected or benefited by the terms of these regulations. No provision or term used in these regulations is intended to impose any duty whatsoever upon the City or any of its officers, employees, or agents.

Notwithstanding any language used in this ordinance, it is not the intent of this Ordinance to create a duty and/or cause of action running to any individual or identifiable person, but rather any duty is intended to run only to the general public.

Section 9. Effective Date.

This Ordinance shall take effect 5 days following passage and publication.

Section 10. Expiration Date.

This ordinance shall expire twenty (20) years from the date of adoption unless otherwise repealed or readopted following a public hearing.

Read first time: June 11, 2007

Ayes: Councilmembers Smith, Jollota, Leavitt, Stewart, Harris, Tonkonch + Mayor Pollard

Nays: Councilmembers none

Absent: Councilmembers none

Read second time: June 18, 2007

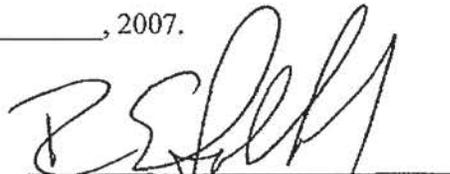
PASSED by the following vote:

Ayes: Councilmembers ~~Smith~~, Leavitt, Stewart, Harris, Tonkonch, Jollota + Mayor Pollard

Nays: Councilmembers none

Absent: Councilmembers none

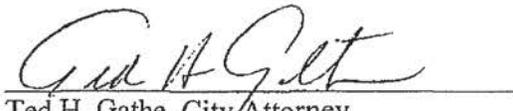
SIGNED this 18th day of June, 2007.


Royce E. Pollard, Mayor

Attest:


R. Lloyd Tyler, City Clerk
by Carrie Lewellen, Deputy City Clerk

Approved as to form:


Ted H. Gathe, City Attorney

ATTACHMENTS:

Attachment A: Vancouver City Center Vision Subarea Plan Mitigation Document

A. VANCOUVER CITY CENTER VISION SUBAREA PLAN MITIGATION DOCUMENT

Attachment A

Vancouver City Center Vision Subarea Planned Action Ordinance

Mitigation Document

Introduction

This mitigation document provides a summary of the thresholds, mitigation as required by existing regulations and mitigation measures as addressed in the Vancouver City Center Vision Subarea Plan (VCCV Subarea Plan) Supplemental Environmental Impact Statement (SEIS). The above information is listed sequentially in order of each SEIS chapter.

Thresholds

The Vancouver City Center Vision Subarea Plan anticipates that, with City of Vancouver investment in subarea level of planning and environmental planning, the Subarea will redevelop more intensively than was anticipated in the City of Vancouver Comprehensive Plan without city involvement. To undertake the analysis of the environmental elements scoped for inclusion in the SEIS, a series of planning projections had to be determined. Using the growth and redevelopment policies of the Subarea Plan, land use, population, and jobs, thresholds were developed for the 20 year plan period. These thresholds form the parameters within which development identified in the Vancouver City Center Vision Subarea Plan is anticipated to occur and was addressed in the SEIS. Future development that is outside of these parameters is not reviewed in the SEIS and would, therefore, be subject to additional State Environmental Policy Act (SEPA) analysis. For example, a development that would increase the total number of new residential units in the Subarea beyond the threshold that was analyzed in the SEIS would require additional SEPA analysis.

The overall Subarea Plan thresholds used to complete the SEPA analysis for the SEIS, and as anticipated by the Vancouver City Center Vision Subarea Plan for the 20 year plan period, are as follows:

Overall Thresholds

- 4,551 new residential units
- 7,281 new residents
- 9,406 new jobs

Additional thresholds specific to each environmental element and thresholds that trigger requirements for further analysis are listed below for each SEIS chapter.

Mitigation

The SEIS lists a number of measures that will be necessary to mitigate for probable significant

environmental impacts for certain environmental elements addressed in the document. For a number of the environmental elements, no probable significant environmental impacts were identified; therefore, mitigation measures are not required. Wherever necessary, compliance with the mitigation measures will be required by all new development within the Subarea.

SEIS CHAPTER 3 – AIR QUALITY

3.1 Thresholds

The SEIS analysis of air quality assumed development in the Subarea as described by the Overall Thresholds listed above.

3.2 Mitigation Required by Existing Regulations

All development must comply with the regulations, goals, and standards, applicable to the Subarea including the following:

Regional

- Southwest Clean Air Agency (SWCAA)
- State Ambient Air Quality Standards
- State Implementation Plan

Federal

- National Ambient Air Quality Standards
- Other relevant federal air quality or transportation requirements

3.3 Mitigation Measures

None.

SEIS CHAPTER 4- WATER

4.1 Thresholds

The SEIS analysis of water, flood, groundwater movement, quantity and quality assumed development in the Subarea as described by the Overall Thresholds listed above.

4.2 Mitigation Required by Existing Regulations

All development must comply with the regulations, goals, and standards, applicable to the Subarea, including the following:

City of Vancouver

- City of Vancouver Erosion Control Ordinance (VMC 14.24)
- City of Vancouver Stormwater Control Ordinance (VMC 14.25)
- City of Vancouver Water Resources Protection Ordinance (VMC14.26)

State of Washington

- Washington State Stormwater Management Manual for Western Washington
- Washington State Water Pollution Control Act of 1971

Federal

- The Clean Water Act
- National Pollution Discharge Elimination System Permit

4.3 Mitigation Measures

1. Existing Stormwater systems located outside of public right-of-way will be abandoned and new systems will be constructed to ensure an adequate design life.
2. Storm sewers will be checked to see if cross-connections with the sanitary sewer exist, and will be disconnected when found in order to decrease the amount of inflow to the sanitary sewer.
3. Potential pollution areas will be treated through the use of Best Management Practices (BMPs) as outlined in VMC 14.25.210, and runoff will be controlled through the quantity control practices as outlined in VMC 14.25.220, in order to protect the waters of the state.
4. Areas where the pollution potential is low, and areas which receive treatment prior to discharge, can be directly infiltrated to the ground through the use of infiltration BMPs, to minimize the flows into the Stormwater treatment facilities and decrease the surface water flows.
5. Wherever possible, centralize the parking of vehicles, making water quality treatment possible in fewer facilities, and encourage covered parking garages in order to minimize the potential for mixing of stormwater and pollutants that do not require extensive land area for adequate treatment to maximize the Subarea development.
6. Wherever possible, use alternate treatment methods. Alternative treatment methods must have City of Vancouver approval. Alternative methods must meet or exceed standards established in VMC 14.25. Treatment and disposal will be in accordance with the VMC 14.25. Infiltration will be the proposed disposal BMP to reduce surface water impacts, and increase interflow and base flow. To ensure an effective storm sewer conveyance system throughout the Subarea, the City of Vancouver will repair or replace any defective parts of the system in the public right-of-way as improvements are constructed. Due to the intensity of development proposed in the Plan, this alternative would likely result in more rapid replacement of any defective parts of the system.
7. As necessary for basements or underground parking below the flood plain elevation, the developer will be required to use waterproof construction methods and install sump pump systems discharging to a sanitary sewer. Hydrostatic pressures must be considered in the design of these facilities.
8. Facilities that are not constructed below the flood plain elevation, or adversely affected by occasional flooding, do not require waterproofing and/or dewatering mitigation measures as long as the impact of flooding is considered.
9. All new development in the Subarea will be required to comply with the water quality standards of VMC 14.25 and 14.26 when discharging run-off to the ground.

SEIS CHAPTER 5 - NOISE

5.1 Thresholds

The SEIS noise analysis assumed development in the Subarea as described by the Overall Thresholds listed above.

5.2 Mitigation Required by Existing Regulations

All development must comply with the regulations, goals, and standards applicable to the Subarea, including the following:

City of Vancouver

- The City of Vancouver Zoning Ordinance (Title 20)
- Noise Impact Overlay District (20.520)
- The City of Vancouver Downtown Design Guidelines Manual

State of Washington

- Washington Administrative Codes (WAC 173-60)

Federal

- Federal Highway Administration: traffic noise impact guidelines

5.3 Mitigation Measures

If train horn noise is not mitigated, portions of the Columbia West Renaissance District proposed for rezoning may not be acceptable for residential development. The mitigation measures listed below are not exhaustive or preclusive of alternative mitigation strategies provided that they address the same issue and achieve the same end.

1. To mitigate for possible conflicts with the development of noise sensitive uses such as residential units in an area with high noise levels, it is recommended that effective planning be implemented to create more livable communities. For example, balconies and outdoor use areas should not be developed facing the railroad tracks or busy streets. Instead, noise sensitive uses should be developed in quieter parts of the Subarea or shielded by buildings to create quiet oases.
2. Special construction standards that would mitigate interior sound levels to 45 L_{dn} are required for all new, expanded, or reconstructed residential structures inside the Noise Impact Overlay District of the Subarea.
3. In the case of the area around the 8th Street/Jefferson rail crossing, some allowable uses in the CX zone would be incompatible with the high levels of ambient noise. It may be possible to close the at grade crossing at 8th Street and Jefferson once the rail under crossing on 6th Street and Grant Street is reconstructed. If this crossing is closed sometime in the future, noise levels would be substantially reduced.

4. Another option would be to establish a train horn quiet zone for areas around rail crossings. A quiet zone can be established by installing supplemental safe improvements (quad-gates for example) that are as safe as or safer than rail/public crossings that rely on train horns.
5. Development within the Noise Impact Overlay District as expanded shall comply with the provisions of VMC20.520, Noise Impact Overlay District.
6. Rail access is a primary feature of the Port of Vancouver's operations. Therefore, the City of Vancouver shall notify and involve the Port of Vancouver with any future train horn quiet-zone study or proposed mitigation or improvements.

SEIS CHAPTER 6 – NATURAL ENVIRONMENT

6.1 Thresholds

The SEIS natural environment analysis assumed development in the Subarea as described by the Overall Thresholds listed above.

6.2 Mitigation Required by Existing Regulations

All development must comply with the regulations, goals, and standards applicable to the Subarea, including the following:

City of Vancouver Permits

Specific development and restoration activities proposed within the Habitat Conservation Areas identified on the attached map will be subject to environmental review under the Vancouver Municipal Code. Depending on the location and scope of the proposed activities, the following City reviews will be required.

- Critical Areas Permit
- Shorelines
- SEPA

State and Federal Permits

Any development or restoration activities that involve work below the ordinary high water mark will require consultation with and permits from the Washington Department of Ecology, Washington Department of Fish and Wildlife, National Marine Fisheries Services, U.S. Fish and Wildlife Service, and U.S. Army Corps of Engineers. These consultations will be facilitated through the Shoreline and SEPA process as well as the following state and federal permits.

- Hydraulics Project Approval
- Section 10/404 (USACE)
- National Pollution Discharge Elimination System Construction Permit

6.3 Mitigation Measures

The following mitigation opportunities are general concepts to restore or provide habitat function within the identified Habitat Conservation Area of the Subarea. The mitigation measures listed below are not exhaustive or preclusive of alternative mitigation strategies provided that they address the same issue and achieve the same end. A detailed analysis of the specific benefits of

these measures will be required in order to design an effective mitigation or restoration project. The analysis will occur as a part of obtaining a City Critical Areas Permit or state or federal permits.

Riparian Restoration

Riparian Buffer

1. Limit impervious surfaces
2. Restore soils
3. Reestablish native vegetation
4. Protect and enhance areas with an existing native plant community

Riparian Management Area

1. Reduce impervious surfaces
2. Restore soils
3. Reestablish native vegetation
4. Protect and/or enhance areas with an existing native plant community
5. Regrade steep banks to reduce slope using appropriate bio-engineering or bio-technical engineering

Near Shore Habitat Restoration

If there are impacts to near shore fish habitat the following mitigation measures may be appropriate.

1. Improve substrate to suit the needs of fish species that utilize the near shore area for rearing or spawning.
2. Creation of structural habitat by placement of large woody debris in the near shore area.

Priority Species Buffer

Consult with the Washington Department of Fish and Wildlife for appropriate mitigation measures.

SEIS CHAPTER 7 - LAND USE

7.1 Thresholds

The SEIS land use analysis assumed development in the Subarea as described by the Overall Thresholds listed above.

7.2 Mitigation Required by Existing Regulations

All development must comply with the regulations, goals, and standards applicable to the Subarea including the following:

City of Vancouver

- The City of Vancouver Municipal Code - Title 20, Land Use and Development Code
- City of Vancouver Tree Conservation Ordinance (VMC20.96)
- City of Vancouver Downtown Design Guidelines Manual

- City of Vancouver Comprehensive Plan

State of Washington

- Washington State Growth Management Act (GMA), 1990 (RCW36.70 A & B)

7.3 Mitigation Measures

1. To mitigate potential growth impacts based on the Subarea Plan policies of “messy vitality” and the revitalization of Main Street the city shall develop and follow a Main Street Design and retail strategy to enhance the vitality and preserve the character of Main Street and its major connections. In addition, the City of Vancouver shall consider a requirement to consolidate existing news racks and boxes with a consistent color and style.
2. All development within the Historic Preservation Overlay #2 as expanded shall comply with the provisions of VMC 20.510, Historic Preservation Overlay District
3. Development within the Subarea shall comply with Building Lines (VMC 20.630.020; Rain Protection (VMC 20.630.030); Blank Walls (VMC 20.630.040); Maximum Building Heights (VMC 20.630.050); and Parking Control (VMC 20.630.060) as expanded and amended.
4. All development within the expanded Design Review Boundary (VMC Figure 20.265-1) shall comply with the adopted Downtown Design Guidelines.
5. The selection of tree species and the layout of trees on different streets are related to both the operation and desired character of a particular street. All redevelopment or new development within the VCCV Subarea Plan boundaries shall include street trees to emphasize neighborhood character and connectivity and desired character of a particular street. Species selection and tree spacing is to be coordinated with the city’s Urban Forestry Division.
6. All development within the expanded design review boundary shall comply with the Street Lighting Framework Plan.
7. All development within the boundaries of the expanded Noise Overlay Impact District (VMC Figure 20.520-1) shall comply with the provisions of VMC 20. 520.
8. Applicable surveys and testing shall be completed and submitted to the City of Vancouver for determination of action prior to construction of any development in the Plan Area to limit potential significant adverse impacts from hazardous materials.
9. The few legal non-conforming uses and buildings created by the proposed regulations of the VCCV Subarea shall be regulated by VMC20.930, Nonconforming Situations.
10. Temporary construction impacts shall be limited by the following measures:
 - o Construction activity will be limited to between 7:00 a.m. and 7:00 p.m.
 - o Noise impacts will not exceed the maximum permissible noise levels, as determined by WAC Chapter 173-60.
11. Lighting improvements shall be designed to limit glare.
12. The City of Vancouver will work with the Port of Vancouver on any projects affecting rail access.

Waterfront

1. The VCCV Subarea Plan enables a planned approach for development within the Columbia West Renaissance District. To assure consistency with the Subarea Plan policies and the existing Columbia River Renaissance Document, to assure quality urban form, economic

vitality, pedestrian environments, design continuity and connectivity to the existing City Center and all phased waterfront developments, a master plan shall be required for any redevelopment of the Columbia West Renaissance District's waterfront.

2. All development within the Subarea's Columbia West Renaissance District waterfront area as described in VMC figure 20.630-7 shall comply with the provisions of VMC 20.630.080, City Center Waterfront Design standards.
3. Improvements to the public rights-of-way shall be required to comply with proposed Street Classification, Street Lighting Framework Plan, and appropriate street tree selection and spacing.
4. Lighting improvements will be designed to limit glare.
5. Applicable surveys and testing will be completed and submitted to the City of Vancouver for determination of action prior to construction of any development in the Plan Area to limit potential significant adverse impacts from hazardous materials.
6. Enhance existing natural drainage with native landscaping to provide buffer and open space between Area 2 CX zone and Area 3 OCI zone.

SEIS CHAPTER 8 – CULTURAL AND HISTORIC RESOURCES

8.1 Thresholds

The SEIS cultural and historic resources analysis assumed development in the Subarea as described by the Overall Thresholds listed above.

8.2 Mitigation Required by Existing Regulations

All development must comply with the regulations, goals, and standards applicable to the Subarea, including the following:

City of Vancouver

- Historic Preservation, VMC 17.39
- Historic Overlay District, VMC 20.510
- Archaeological Resource Protection, VMC 20.710

Clark County

Clark County Heritage Register

State of Washington

- State Historical Societies-Historic Preservation RCW27.34
- Indian Graves Records RCW27.44
- Preservation of Historical Materials RCW27.48
- Archaeological Sites and Resources, RCW27.53
- Washington Heritage Register
- Archaeological Excavation and Removal Permit WAC25.48

Federal

National Historic Preservation Act

Native American Graves Protection and Repatriation Act

Secretary of the Interiors Guidelines for Treatment of Historic Properties

8.3 Mitigation Measures

Archaeological

The streets in the older areas of the central downtown, plus Main Street, have cisterns that may have significant archaeological deposits in them. To address this, the following mitigation measures are recommended to be adopted.

1. Comply with VMC 20.710
2. VMC 20.710 also has a provision for unanticipated discovery of archaeological sites. It is not necessary that the site is found in any particular probability level for this to apply. In a situation where an item of archaeological interest is discovered or uncovered during the course of a ground disturbing activity subject to the City's Development Review, all ground-disturbing activity shall immediately cease and the applicant is to immediately notify the Planning Official and the DAHP. In accordance with state law, other types of ground disturbing activities that uncover an archaeological site should be halted and the DAHP should be contacted in order to address the State's management of significant archaeological sites.

Historic Buildings

1. Impacts to historic buildings should be avoided or minimized through project redesign as a form of mitigation, such as incorporating new development in a sensitive and compatible manner with the historic fabric of a neighborhood.
2. As mitigation for individual historic buildings that may be impacted, especially those listed in or eligible for listing in the NRHP, approaches to treatments should follow the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties (National Park Service 2006). The standards and guidelines promote protection of the historic building by, in hierarchical order, preservation, rehabilitation, restoration, or reconstruction.
3. If direct or indirect impacts are unavoidable, the harm can be minimized through the implementation of measures including, but not limited to the following: recordation of significant buildings to meet Historic American Building Survey (HABS) level; research historic buildings and make recommendations for NRHP eligibility; conduct detailed surveys and inventories; public education displays and interpretation; and funding for cultural resource protection and other historic preservation activities.
4. The design materials that are used during restoration or rehabilitation of a building should be consistent with the historic materials and period of construction. For example, if a building was originally built with bricks from the Hidden Brick Company, compatible bricks should be used.
5. New building facades planned for integration into an existing historic neighborhood should be compatible with the scale and character of adjacent buildings. Building height, façade

proportions, exterior surface materials, building setback, and roof forms should be taken into consideration.

6. Historic storefronts in original condition with large plate-glass display windows and recessed entrances are uncommon, but those that may exist should be retained. Functional and decorative features associated with historic storefronts that may be found on altered buildings include display windows, signs, doors, transoms, kick plates, corner posts, and entablatures. This detailing should be identified, retained, and preserved. Window patterns on the upper floors of commercial buildings, as well as cornice elements and other decorative features, are more common on buildings with altered storefronts and should be retained. The upper portion of a building, which may have been used as office or residential space, would be visually related to the historic storefront in form and detail, and that relationship should be maintained.
7. The City of Vancouver will work with the Clark County Historic Preservation Commission for any future expansions of existing or creation of new Historic Overlay Districts.
8. The City of Vancouver will encourage the restoration and rehabilitation of historic buildings by actively promoting current historic preservation tax incentives available through the existing Special Valuation and Current Use programs.

Columbia West Renaissance District

Archaeological

1. The Columbia West Renaissance area is entirely within Level A probability and all new development there will be required to provide an archaeological study. The predetermination report for the Boise property recommended that an archaeological survey be conducted and that an archaeological monitor be present during ground-disturbing activities including geotechnical boring or trenching, contaminated soil cleanup, pavement or asphalt stripping, structure removal, or the excavation of pier footings.

Historic Buildings

1. Access was denied to the Boise Plant complex and therefore was not surveyed for historic buildings. Historic-period buildings and structures that date from the late 1800s and early 1900s, when the original mill was built, may be present within the complex. Prior to issuance of a demolition permit, the complex should be assessed for historical significance and integrity, and if portions of the complex are determined significant, then appropriate mitigation measures should apply. A HABS-level recordation of the significant buildings and structures within the complex would be appropriate.
2. If the BNSF railroad berm will be affected in any way, the berm and its associated viaduct should be researched and assessed for inclusion in the NRHP. Appropriate mitigation measures, such as a HABS-level historic documentation, should apply if it is a significant resource and any alterations are planned.

Esther Short District

Archaeological

1. Archaeological surveys are recommended for all blocks within the Esther Short District where ground disturbances may occur because all blocks are within one-fourth mile of a recorded archaeological site.

Historic Buildings

1. A local historic overlay district (#3) is recommended. For location see, Figure 8 attached.
2. If designated historic buildings are impacted by the project, preservation and restoration, including documentation, or rehabilitation mitigation measures should apply.

Westside Government

Archaeological

1. Archaeological studies are recommended for the Westside Government District where ground-disturbances may occur since many of these blocks are within one-fourth mile of known, recorded archaeological sites.

Historic Buildings

1. A local historic overlay district (#4) is recommended and a portion of the recommended #5 historic overlay district. For location, see Figure 8 attached.
2. If designated historic buildings are impacted by the project, preservation and restoration, including documentation, or rehabilitation mitigation measures should apply.

Central Downtown District

Archaeological

1. Archaeological studies are recommended for the Central Downtown District where ground-disturbances may occur. If present, historical archaeological features and deposits may be found under extant buildings and sidewalks, and in vacant lots and parking lots.

Historic Buildings

1. There are presently two previously-designated local historic preservation overlay districts, #1 and #2. It is recommended (by AINW) to extend historic preservation overlay district #2 as shown on the attached Figure 8. All development within the expanded Historic Preservation Overlay District #2 shall comply with the provisions of VMC 20.510.

In addition, a portion of the recommended #5 and #6 Historic Preservation Overlay Districts is within the Central Downtown District.

2. If designated historic buildings are impacted by the project, preservation and restoration, including documentation, or rehabilitation mitigation measures should apply.

Mill Plain Couplet

Archaeological

1. Archaeological studies are recommended for all blocks in the western part of the Mill Plain Couplet District where ground-disturbances may occur because these blocks are within one-fourth mile of known, recorded archaeological sites.

Historic Buildings

1. A portion of the recommended local historic overlay district (#6) is within this district. For location see, Figure 8 attached.
2. If designated historic buildings are impacted by the project, preservation and restoration, including documentation, or rehabilitation mitigation measures should apply.

Uptown Village District

Archaeological

1. Applicants undergoing development in areas with archaeological potential in the Uptown Village District should, at a minimum prior to a development, conduct historical background research to document the date and past use of a building.

Historic Buildings

1. If designated historic buildings are impacted by the project, preservation and restoration, including documentation, or rehabilitation mitigation measures should apply.
2. It is recommended by AINW to create a new Historic Preservation Overlay District in the area of Uptown Village. See Figure 8-9 attached.

SEIS CHAPTER 9 – PARKS AND RECREATION

9.1 Thresholds

The SEIS parks and recreation analysis assumed development in the Subarea as described by the Overall Thresholds listed above.

9.2 Mitigation Required by Existing Regulations

All development must comply with the regulations, goals, and standards applicable to the Subarea, including the following:

City of Vancouver

- City of Vancouver Comprehensive Plan
- City of Vancouver Columbia River Renaissance Master Plan
- Vancouver National Historic Reserve
- City of Vancouver Parks, Recreation, and Open Space Plan
- The City of Vancouver Municipal Code - Title 20, Land Use and Development Code

9.3 Mitigation Measures

To limit Long Term impacts:

1. The City of Vancouver should develop a City Center green spaces program, which may include linear parks and open space, individual public green spaces interconnected by a pedestrian friendly walking system, special recreation facilities such as off-leash dog areas and skate facilities, and urban open space and natural areas adjacent to the Columbia River. The program could be funded by a combination of Park Impact Fees, Real Estate Excise Tax, grants, and other sources.
2. The City of Vancouver should secure additional land for parks, trails, recreation facilities and open space and through the development review process shall identify important opportunities and negotiate with land owners and developers to acquire fee simple ownership in land sufficient to meet adopted park and open space standards for the service areas within the park district.
3. If the proposed development is of sufficient size or intensity to cause Park District #1 to cease to meet parkland per 1000 population standards, the developer shall provide land for parks, trails, recreation facilities and open space sufficient to serve residents of the proposed new residential development.
4. In planning for and accommodating additional growth and re-development in the VCCV Subarea Plan area, the City of Vancouver should also consider promoting a variety of special recreation and open space facilities, as indicated in the adopted Vancouver Urban Parks, Recreation and Open Space Plan. This should include consideration of water access facilities along the Columbia Riverfront, Off-Leash Dog Facilities to serve residents of the proposed mixed use high-density multifamily housing units, skate parks to accommodate youth activities and draw enthusiasts away from unlawful street skating, environmental education opportunities along the Columbia River waterfront, historic interpretation throughout the planning area, and development of facilities and systems to promote bicycle and pedestrian commuting and healthy lifestyle choices.
5. The Vancouver Clark Parks and Recreation Department shall update the Parks, Recreation and Open Space Plan to include additional acquisitions, and facility development, to serve the VCCV Subarea Plan's development capacity.
6. The Vancouver Clark Parks and Recreation Department shall continue to manage and maintain Esther Short Park in such a way as to support the heavy use – especially during the summer months. Events should continue to be scheduled and managed to avoid conflicting uses and minimize excessive wear and tear on the park, including the turf areas.
7. The Vancouver Clark Parks and Recreation Department shall continue to work closely with the City Transportation Department to plan and create user-friendly pedestrian and bicycle systems, increase connectivity, improve the overall streetscape, enhance visual attractions to the downtown area, ensure public safety, and provide attractive greenways leading to the Waterfront Trail and Park, as well as the Fort Vancouver National Historic Reserve and other existing recreation and open space amenities located on the east side of I-5.
8. The City of Vancouver should consider new innovative "City Center" park service and design standards more relevant to high density urban development.
9. The City of Vancouver should adjust the park impact fees to reflect the cost of land acquisition and park development within the high density and intense urban environment of the city center through special impact fees.

SEIS CHAPTER 10 – TRANSPORTATION

10.1 Thresholds

- The SEIS transportation analysis assumed development in the Subarea as described by the Overall Thresholds listed above.
- Additionally, land use trip generation growth has been allocated to short and long term as shown below.

Table 10-1: PM Peak Hour Trip Generation, Short and Long Term

Sub-district	Short-Term Period	Long-Term Period	Total Trips
<i>Central Downtown</i>	570	680	1250
<i>Esther Short</i>	980	730	1710
<i>Mill Plain</i>	240	340	580
<i>North Main</i>	100	200	300
<i>Renaissance</i>	770	1,260	2,030
<i>West Government</i>	320	420	740
Total	2,980	3,630	6,610

To ensure compliance with the Vancouver City Center Vision plan and buildout of the planned action ordinance as evaluated in the SEIS, a Transportation Compliance Letter (TCL) shall be completed by a licensed traffic engineer and submitted to the city for approval as part of each site plan, subdivision, or tenant improvement review application submitted to the city for approval under the VCCV planned action ordinance. The TCL shall include at a minimum: a calculation of cumulative AM and PM peak hour automobile trip generation and distribution; an assessment of whether overall trip generation will remain within the allocated AM and PM peak trip hours for the VCCV plan; indication of the intersections impacted by 10 or more additional PM peak hour trips; and, a safety analysis of any proposed site access driveways; review of on site pedestrian, bicycle and vehicular circulation and safety.

10.2 Mitigation Required by Existing Regulations

All development must comply with the regulations, goals, and standards applicable to the Subarea, including the following:

City of Vancouver

- The City of Vancouver Zoning Ordinance (VMC Title 20)
- City of Vancouver, *Street Standards*
- Transportation Concurrency Ordinance VMC 11.95
- City of Vancouver Comprehensive Plan and Transportation System Plan
- Chapter 10 of the Vancouver City Center Vision SEIS

10.3 Mitigation Measures

Project mitigation is classified into three categories: 1) Development Standards to which all development must build, 2) Short Term Mitigation, and 3) Long Term Mitigation A and B.

Development Standards:

All Development occurring on the Vancouver City Center Vision shall develop consistent with the plans, policies and strategies identified in Appendix C of the Vancouver City Center Vision SEIS.

In the case of the *2023 Pedestrian Improvement Strategy Plan Map Legend* found in the Vancouver City Center Vision FSEIS and Appendix, this planned action ordinance amends the legend to read Primary Corridor (12-20 foot width).

The following mitigation strategies are derived from the analysis completed and issues identified in the Vancouver City Center Vision FSEIS and are intended to address plan implementation impacts. The mitigation measures and strategies below are not exhaustive or preclusive of alternative mitigation strategies provided that they address the same issue and achieve the same end. Implementation of mitigation is intended to be flexible, but must start by fulfilling the intent and purpose of the identified action strategies in order to support full development of the plan. Mitigation measures could be constructed directly by private developers, or they could be handled with a per-trip fee or proportionate share payment, or there could be some blending of approaches.

The study identifies mitigation strategies in the context of the full development of the twenty year plan. As a result, during intervening years—those between the present and full build out of the underlying transportation system—it is possible that some parts of the transportation system will operate at a lower level of service. Those types of outcomes are acceptable over the short term as the underlying system is transformed. Mitigating interim year conditions would result in projects that are not needed to serve the long term demands of downtown traffic. Because resources are scarce, they will be allocated first to long-term build out of the Vision plan rather than on mitigation for interim conditions.

Short Term Mitigation:

Table 10-2: Short-term PM Peak Hour Mitigation Measures

Intersection	Mitigation Strategy
Mill Plan Boulevard/Interstate 5 NB	▪ Optimize signal timing.
Mill Plain Boulevard/Columbia Street	▪ Optimize signal timing.

To be completed by the City of Vancouver.

Long Term Mitigation A:

To be completed with any significant redevelopment within a project sub-district. Significant development is all cumulative development within an individual sub-district that exceeds 20% of forecasted long term growth illustrated in Table 10-1 above.

Columbia West Renaissance District:

Because of the magnitude of growth in the Renaissance District relative to the base year condition, the city and the property owners shall agree to a master development plan prior to initiation of development activity beyond replacement of existing structures. The master development plan shall address the timing, financing, and means of achieving the required infrastructure improvements. These include but are not limited to:

- Esther and Grant Street Multi-Modal Rail Under-crossings
- Rail Crossing Protection for at-grade rail crossings on 8th And Jefferson Streets
- Grant Street from Rail Under-crossing to 8th Street
- Jefferson/Kauffman Corridor Improvement
- Waterfront Street Grid and east/west arterial connection between Grant & Colombia

Esther Short Area:

- Area of Special Safety Focus: Franklin to Daniels between Evergreen and 8th Safety Improvements
- Area of Special Safety Focus: 6th and Washington Intersection Safety Improvements
- Esther Street / 8th Street Intersection Mitigations for Safety and Operational Improvements

Central Downtown Area:

- Area of Special Safety Focus: 6th Street intersection with Washington & Main, Safety Improvements
- Area of Special Safety Focus: Evergreen and C Street Intersection Safety Improvements
- Intersection of Evergreen Boulevard and C Street Operational Intersection Improvements

West Government Area:

- Intersection of 13th/Jefferson/Kauffman: Intersection Off-Set Removal and Improvement

All Districts Including Mill Plain Couplet Area and South:

- Intersection of Columbia and 11th Street Operational and Safety Improvements
- Intersection of Broadway and Mill Plain Operational Improvements
- Intersections of C with 15th and Mill Plain Boulevard Operational Improvements

North Main Street Area:

- Intersection of Main and McLoughlin Operational Improvements

Long Term Mitigation B:

With the exception of the Renaissance District, these mitigations are to be completed no later than when development in the identified project sub-district reaches 65% of identified long-term

growth threshold. The threshold for mitigations in the Renaissance district will be detailed in the master development plan from the previous section, Long Term Mitigation A.

Renaissance District:

- Implementation of the master development plan

Esther Short Area and Central Downtown:

- Modified Street Circulation System to include two-way Main, Broadway, and C Streets
- Modified Washington Street Operations to include two-way traffic and High Capacity Transit
- Area of Special Safety Focus: 6th and Washington Intersection Safety Improvements

All Districts Including Mill Plain Couplet Area and South:

- Intersection of Columbia and 11th Street Operational and Safety Improvements
- Intersection of Broadway and Mill Plain Operational Improvements
- Intersections of C with 15th and Mill Plain Boulevard Operational Improvements

North Main Street Area:

- Fourth Plain Blvd Safety and Operational Improvements at: Franklin, Columbia, Main, & Broadway

City Initiatives

Preferred Local Circulating Route:

The City of Vancouver shall coordinate with C-TRAN to develop local transit circulator route.

Preferred HCT Street Designation:

The City of Vancouver shall coordinate with Columbia River Crossing (CRC) project for a High Capacity Transit component and designate HCT corridor and alignment. Washington Street is currently identified as the primary HCT corridor and at this time is the most desirable alignment to serve downtown Vancouver.

High Capacity Transit:

The City of Vancouver shall complete a detailed corridor study for the street selected as the locally preferred alignment for High Capacity Transit. The corridor study shall address the cross section and design of the corridor, station area planning, traffic operations, transit operations, pedestrian accessibility and permeability, as well as land use at station areas, urban design and corridor aesthetics. It will provide a complete picture of how HCT fits seamlessly into the downtown land use environment.

Local High Capacity Transit Circulator:

The City of Vancouver shall evaluate a local HCT streetcar system, which is in initial stages of exploration. Implementation of such a system is consistent with the VCCV traffic evaluation. It

would likely take on a similar role to that of a local transit circulator and would have minimal traffic operations impacts.

Commuter Trip Reduction and Transportation Demand Management:

The CTR Efficiency Act (ESSB 6566), passed by the state legislature during the 2006 session carries a mandate for more energetic commuter trip reduction (CTR) programs throughout the state. Vancouver will be expanding its CTR program to develop a Growth and Transportation Efficiency Center (GTEC) in the city center. The City of Vancouver shall implement a program to reduce single occupant vehicle trips to help reach the goals of the VCCV.

6th St/Grant St Grade Separation:

This intersection, including rail grade separation, will require special design based on the need from surrounding proposed development. In addition to auto traffic, this intersection will serve trucks bound for the crescent area north of the Port rail lead line. It will also provide the primary west-side connection between the waterfront and regional bike and pedestrian system, linking the Columbia River Waterfront Trail to the Shared Use facility on Mill Plain Boulevard.

Esther Street Rail Under-crossing:

The City of Vancouver shall develop a new multimodal rail berm under-crossing consistent with urban plaza style design of existing Esther Street in downtown.

Main Street Revitalization:

The City of Vancouver shall develop and implement an integrated urban design and streetscape transportation improvement to two-way Main Street.

Washington Street Urban Design:

The City of Vancouver shall develop an urban design concept and roadway standards for a new HCT corridor; adopt and implement with new development.

C Street Urban Design:

The City of Vancouver shall develop and implement corridor streetscape and street design standards; adopt and implement with new development.

Waterfront Street Design:

The City of Vancouver shall develop waterfront street and streetscape design standards; adopt and implement with new development.

Grant St/8th Street and Jefferson Street/13th Street:

The City of Vancouver shall determine needed improvements/mitigation for these roadways consistent with the new roadway network configuration.

SEIS CHAPTER 11 – PARKING

11.1 Thresholds

The SEIS parking analysis assumed development in the Subarea as described by the Overall Thresholds listed above.

11.2 Mitigation Required by Existing Regulations

All development must comply with the regulations, goals, and standards applicable to the Subarea, including the following:

City of Vancouver

- The City of Vancouver Municipal Code - Title 20, Land Use and Development Code
 - Transit Overlay District VMC 20.550
 - Parking and Loading, VMC 20.945
 - Downtown Parking Control VMC 20.630

11.3 Mitigation Measures

Current City code requires minimum numbers of parking spaces for new commercial and residential buildings in downtown. These minimums often require more parking than is necessary to support (a) the development project and (b) compact and efficient land use and urban form. The City should consider placing conditions on developments within the Subarea in a manner to implement or accomplish the following policy:

- 1) Reduce parking minimums for commercial development in the downtown thereby encouraging tighter, more pedestrian-friendly development.
- 2) Reduce parking minimums for residential development in the downtown commercial zone in tandem with restrictions on residential on-street permit parking in the same zone to assure that priority users are accommodated within the on-street supply.
- 3) Implement maximum parking ratios on both residential and commercial development, until such time that surface parking lots are prohibited within the Parking Control District 20-630-5, to support and facilitate (a) more efficient land use and (b) integration with City goals for increased use of alternative transportation modes (i.e., transit, bike, walk and rideshare).
- 4) Limit/restrict the development of new surface parking facilities in the downtown, recognizing the inefficiency of land use that such facilities create.
- 5) Provide incentives to encourage structural parking in the downtown to prevent excessive use of downtown land for parking and to preserve the continuity of retail use and building frontage in the downtown shopping area,
- 6) Coordinate parking policies, programs and strategies to facilitate the transition of a greater percentage of users of the downtown (particularly employees) into alternative modes of access (i.e., transit, bike, walk). This will assure that public investment in parking will (a) be prioritized for customer/visitor access and (b) reduce the overall supply of parking built utilizing public resources.

For development to proceed as per the Parking Management Plan and to help achieve the Proposed Parking policy and the City's goal of reducing automobile dependence, promoting

economic development, supporting transit, and creating a strong pedestrian environment, revisions to the City Code would be required. The City of Vancouver shall revise city code to:

- Encourage the use of shared parking facilities in the new development where shared parking can be utilized
- Set parking maximums based on a realistic assessment of parking needs of specific development proposals that help assure that parking is not oversupplied
- Eliminate the requirement of developers to lease off-street parking to meet parking supply minimums
- Reconsider parking fee-in lieu's paid to the City for developments that do not provide basic minimum parking. Funds could be used to enhance the overall transportation network for the area (i.e., short-term parking, transit, bike and walk options)
- Restrict the use of reserved parking spaces to promote efficient use of parking facilities
- Require a plan to provide informational signage to guide drivers to public garages near retail and short-term parking and integrate this plan into the downtown area plan
- Require the non-conforming surface parking lots located within the proposed Parking Control district (Figure 7-7) to meet VMC standards for the following purpose *to prevent disruption of pedestrian circulation; to provide for smooth traffic flow; to ensure the most efficient provision of parking facilities; and to protect the public health, safety, and welfare by controlling erosion and dust and by preventing bodily injury and crime.*

The city should establish parking management zones that provide more “district specific” parking management strategies and controls consistent with the economic development and land use plan for those areas of the downtown.

SEIS CHAPTER 12 –PUBLIC UTILITIES, Fire, Police, Schools, Potable Water, Sewer, and Public Well Water Supplies

12.1 FIRE SERVICES

12.1.1 Thresholds

- The SEIS public utility Fire analysis assumed development in the Subarea as described by the Overall Thresholds listed above.
- When the population increases by 29,153 and 1,218 businesses are added, the Fire Marshal's Office will need an additional Deputy Fire Marshal to maintain current service levels.
- Additionally, one firefighter would be required for every 1,311 population increase (6 total).

12.1.2 Mitigation Required by Existing Regulations

All development must comply with the regulations, goals, and standards applicable to the Subarea, including the following:

City of Vancouver

- City of Vancouver Comprehensive Plan

- City of Vancouver Municipal Code Title 16, Fire; Title 11, Streets and Sidewalks; Title 14, Water and Sewers; Title 17, Buildings and Construction; Title 20, Land Use and Development
- 2003 International Building Code

12.1.3 Mitigation Measures

1. When the population increases by 29,153 and 1,218 businesses are added, the Fire Marshal's Office will need an additional Deputy Fire Marshal to maintain current service levels.
2. Additionally, one firefighter would be required for every 1,311 population increase (6 total).
3. It is not practical to add one firefighter at a time. Therefore, a reasonable planning approach for additional firefighters to deal with the increased service demands posed by high-rise buildings and increased population density should be determined.
4. Planning for access to the waterfront Columbia West Renaissance area should include consideration of emergency response, particularly in the event of a major disaster.

12.2 POLICE SERVICES

12.2.1 Thresholds

- The SEIS public utility Police analysis assumed development in the Subarea as described by the Overall Thresholds listed above.
- Current service levels indicate that approximately 10 additional officers and four civilian positions will be needed to serve this area.

12.2.2 Mitigation Required by Existing Regulations

All development must comply with the regulations, goals, and standards applicable to the Subarea, including the following:

City of Vancouver

- City of Vancouver Comprehensive Plan
- City of Vancouver Municipal Code Title 8, Public Peace and Safety

12.2.3 Mitigation Measures

1. To improve site security and prevent crime in the area, building designs must include adequate lighting and other safety features. Vancouver Community Policing Specialists are trained in crime prevention through environmental design and are available to work with Developer to provide safety design input.
2. Based on current staffing and local needs, we anticipate hiring 1.3 officers and 0.47 citizens per 1,000 new residents. Other factors may need to be taken into account as this area grows and changes.

12.3 SCHOOLS

12.3.1 Thresholds

- The SEIS school analysis assumed development in the Subarea as described by the Overall Thresholds listed above.

12.3.2 Mitigation Required by Existing Regulations

All development must comply with the regulations, goals, and standards applicable to the Subarea, including the following:

City of Vancouver

- City of Vancouver Comprehensive Plan
- City of Vancouver Municipal Code Title 20, Land Use and Development

12.3.3 Mitigation Measures

1. The district can accommodate additional students within the city center plan area in existing classroom space, with portable classrooms, adjusting school attendance boundaries, or building additional school capacity.
2. The City of Vancouver will work with the Vancouver School District to consider new innovative school standards for building and site design more relevant to high density urban development.
3. The City of Vancouver will work with the Vancouver School District to adjust the school impact fees to reflect the cost of schools within the high density and intense urban environment of the city center.
4. The City of Vancouver will work with the Vancouver School District and other public/private parties to provide new school sites, as needed, within the VCCV subarea.

12.4 POTABLE WATER

12.4.1 Thresholds

- The SEIS public potable water analysis assumed development in the Subarea as described by the Overall Thresholds listed above.

12.4.2 Mitigation Required by Existing Regulations

All development must comply with the regulations, goals, and standards applicable to the Subarea, including the following:

City of Vancouver

- City of Vancouver Comprehensive Plan
- City of Vancouver Municipal Code Title 6, Health and Sanitation; Title 14, Water and Sewers; Title 16, Fire

12.4.3 Mitigation Measures

1. The City of Vancouver will maintain the existing water lines. When a portion of the subarea and redevelopment plan is constructed and includes street construction, where necessary, the

- City will replace all adjacent substandard water pipe with engineered ductile iron pipe, and replace all substandard fire hydrants with new hydrants that meet City standards.
2. Any development proposal that requires fire flow in excess of 3,000 gpm will require additional review by the City of Vancouver and potential additional facilities may be required to be installed by the developer.
 3. Fire flow values are for street elevation; multistory proposals will require additional developer installed fire protection systems in compliance with the City requirements (e.g. automatic sprinkler systems) to provide the necessary fire protection and water pressure increase to supply the upper floors of the buildings.

12.5 SEWER

12.5.1 Thresholds

- The SEIS public sewer analysis assumed development in the Subarea as described by the Overall Thresholds listed above.
- The SEIS assumes that the City Center Subarea will generate .97 mgd of flow to the Westside Water Reclamation Facility.

12.5.2 Mitigation Required by Existing Regulations

All development must comply with the regulations, goals, and standards applicable to the Subarea, including the following:

City of Vancouver

- City of Vancouver Comprehensive Plan
- City of Vancouver Municipal Code Title 6, Health and Sanitation; Title 11, Streets and Sidewalks; Title 14, Water and Sewers; Title 16, Fire; Title 20, Land Use and Development

12.5.3 Mitigation Measures

1. The City of Vancouver will maintain existing sewer pipes, and provide capacity at the treatment facility.
2. When a portion of the subarea is redeveloped and includes street construction, the City will evaluate the condition of the existing sewer in the street and replace any deteriorated pipes with new pipes or line them as deemed appropriate.
3. The Westside Water Reclamation Facility has adequate capacity to serve the VCCV Subarea Plan.

12.6 PUBLIC WELL WATER SUPPLIES

12.6.1 Thresholds

- The SEIS public well water supply analysis assumed development in the Subarea as described by the Overall Thresholds listed above.
- Fire flow (not domestic water usage) to the Plan Area will be the critical demand on the system. Fire flow of 3,000 gpm is available at street elevation to the Plan Area.

- A floor area of 51,000 sq ft. requires a fire flow of 2,500 gpm, and fire flow can be reduced by 75% (not less than 1,500 gpm) if the buildings are provided with automatic sprinkler systems.

12.6.2 Mitigation Required by Existing Regulations

All development must comply with the regulations, goals, and standards applicable to the Subarea, including the following:

City of Vancouver

- City of Vancouver Comprehensive Plan
- City of Vancouver Water Resources Protection Ordinance (VMC14.26)

12.6.3 Mitigation Measures

1. The City of Vancouver has indicated a fire flow of 3,000 gpm and adequate water supply for the VCCV Subarea Plan.
2. A fire area of 51,000 sq ft. requires a fire flow of 2,500 gpm, and fire flow can be reduced by 75% (not less than 1,500 gpm) if the buildings are provided with automatic sprinkler systems.
3. For proposals requiring fire flow in excess of 3,000 gpm, the City of Vancouver will determine facility requirements in compliance with existing codes as specific proposals and building plans are submitted.

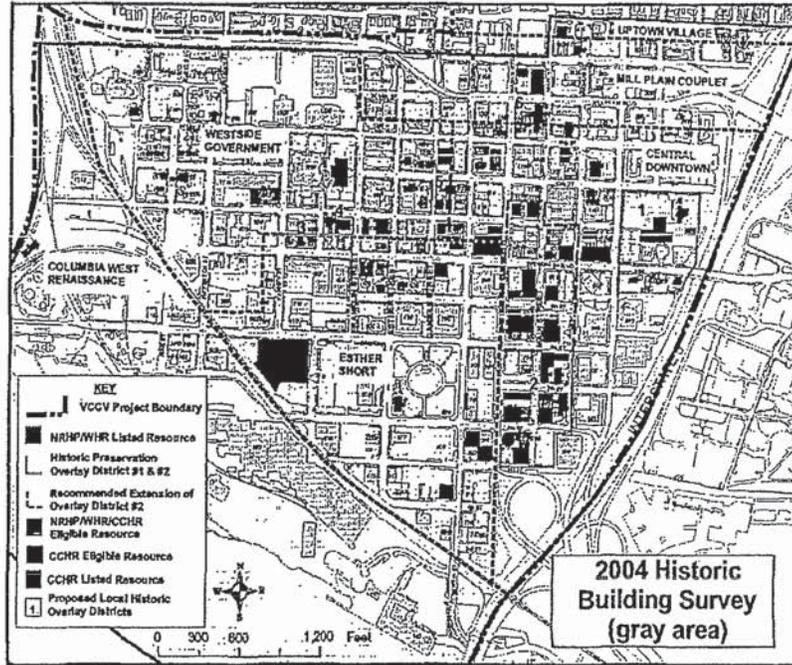


Figure 8. Location of listed and recommended NRHP, WHR, and Historic Preservation Overlays (1-6) in the Columbia West Renaissance, Esther Short, Westside Government, Central Downtown and Mill Plain Couplet for the VCCV Subarea Plan (Revised June 23, 2005).

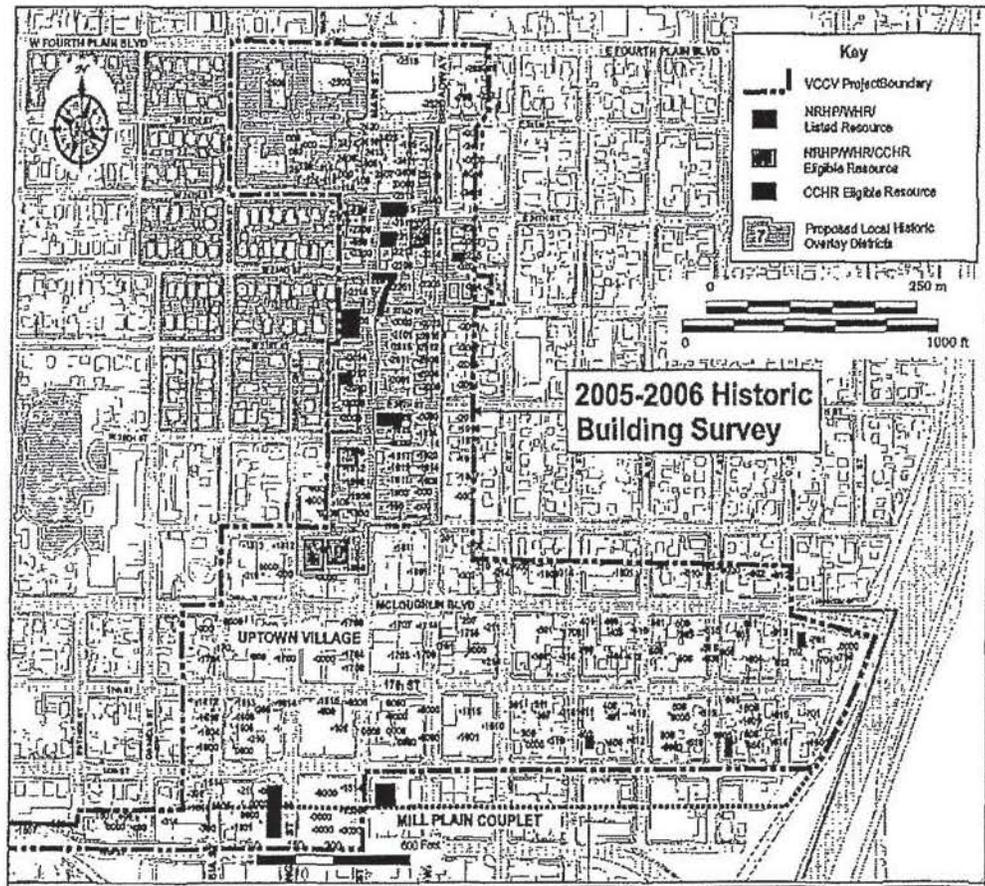


Figure 8-9. Proposed NRHP, WHR, and CCHR resources and the Local Historic Overlay District within the Uptown Village and Mill Plain Couplet for the VCCV Subarea Plan.

ATTACHMENT P