

Culture, Arts and Heritage Commission Meeting Agenda

November 7, 2024

12:00 PM

Special Meeting

Call to Order and Roll Call

a. Attendance Options

Request: [Join the meeting via Microsoft Teams](#)

[+1 347-941-5324,,114169851#](#)

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2. Approval of Minutes

- a. B&C Meeting Minutes

3. Workshop

- a. Interstate Bridge Replacement Program
Contact: Katherine Kelly
- b. 2025-26 Recommended Budget Update
Contact: Dave Perlick

4. Action Items

- a. Application Review Recommendation
Contact: Kirsten Hull
- b. Cultural Access Letter

5. Commission and Staff Reports

- a. Cultural Services Manager
Contact: Stacey Donovan
- b. Commission President
Contact: Brad Richardson

- c. Clark County Art Commission
Contact: Russ Ford

6. Community Communications

****The public is invited to speak regarding any issue. Members of the public testifying are asked to limit testimony to three minutes. There are three ways to provide comments:**

- In Writing: Public comments can be submitted in writing (name, address, contact information and comments) via email to parksrecculture@cityofvancouver.us by 5pm the day before the meeting.
- Remotely: Pre-register by phone at 360-487-8307 or email parksrecculture@cityofvancouver.us by 5pm the day before the meeting
- In Person: Pre-register by phone at 360-487-8307 or email parksrecculture@cityofvancouver.us by 5pm the day before the meeting or fill out a Public Comment form in person prior to the start of the Community Communications portion of the meeting.

7. Open Discussion & New Business

Adjournment

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Meeting Minutes

Thursday, October 10, 2024

12 p.m.

Vancouver City Hall

Aspen Room

415 W. 6th Street

Vancouver, WA

Commissioners Present:

Richardson, Harrington, Rafferty, Reid, Percival, Ford, and Mendoza

Commissioners Absent:

Gaspar, Mercado

Item 1: Call to Order

The October 10, 2024, meeting of the Culture, Arts & Heritage Commission was called to order at 12:03 p.m. by President Richardson in Birch Room at Vancouver City Hall and with Microsoft Teams.

Item 2: Approval of Minutes

Motion by Harrington, seconded by Percival, and approved unanimously to adopt the minutes from September 12, 2024.

Item 3: Workshops

a. Boat of Discovery

Jay Rood, artist of the Boat of Discovery sculpture on Columbia Street, presented background information on the Captain George Vancouver Monument and Boat of Discovery and asked that the Commission advocate for its retention and/or replacement at its current location through the Interstate Bridge Replacement Program. Rood submitted a memo with additional information about the monument's origin, elements, and role on the Columbia Renaissance Trail, and its uncertain status in the Interstate Bridge Replacement program.

b. 2025-26 Proposed Budget Update

Members

Brad Richardson
President

Linda Reid
Vice President

Beth Harrington
Julie Mercado
Ricky Gaspar
Lee Rafferty
Rosalinda Mendoza
Rebekah Percival
Russell Ford, CCAC

**Parks, Recreation and
Cultural Services
Department**

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Vancouver, WA 98668
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Dave Perlick, Parks, Recreation and Cultural Services director, presented excerpts from the City Manager's 2025-2026 Recommended Budget pertaining to the Culture & Heritage program.

- All current staff in the Cultural Services division are being maintained and one additional position has been created to support the event permitting process that ensures privately managed events on public property meet all regulations.
- Resources have been committed to support the Vancouver Arts and Music Festival in 2025.
- City Council is considering enacting a Cultural Access sales tax in 2025. The Recommended Budget indicates the tax fund would be primarily dedicated to capital investments with 5% reserved for a student access program and 5% reserved for culture and heritage grants.

Perlick stated that the draft ordinance for the Cultural Access sales tax has not yet been made available.

Reid encouraged fellow commissioners to attend upcoming council meetings on the budget and noted that the community group working on a local Cultural Access Program proposal has not been brought into any conversations about its adoption or implementation. Reid expressed support for its adoption but encouraged a community-driven process to work through its implementation.

Community Communications was moved up on the agenda, as testimony pertained to the Cultural Access proposal.

Item 6: Community Communications

Jan Asai spoke in support of the Cultural Access sales tax but encouraged the distribution of funds to align with the following ratio: 80% to nonprofit organizations, 5% to access programs for schools and 15% to program management.

Michele Hanlon spoke in support of the Cultural Access sales tax and acknowledged a need for long desired cultural facilities in Vancouver but expressed concern about dedicating 90% of the funding to capital projects for the full 7 years of the program.

Reid stated that two letters of written testimony were given to her directly. The letters were collected and included with the materials for this meeting.

c. Vancouver Arts and Music Festival Recap

Stacey Donovan, Cultural Services Manager, presented highlights and lessons learned from the 2024 Vancouver Arts and Music Festival. The festival spanned three days, served 40,000 attendees, featured 110 artists and 40 performances, and was supported by 86 volunteers. The festival also featured workshops, hands on projects, and art demonstrations. Donovan gave an overview of the lessons learned this year, including

- The festival is not yet established enough to support a satellite stage at the same level of audience participation compared to the main stage.
- The rate difference for various art vendors was not communicated consistently between partners.

Donovan highlighted plans for 2025. The festival will kick off on Thursday evening instead of Friday at noon, and Friday will be a dedicated family fun day. The VAMF committee has brought on a sponsorship development consultant for 2025 and will overhaul the festival website and expand the marketing campaign with tourism packages. The committee is looking for a third partner to bring on in 2025 as it will be the last year for Murdock Foundation funding to the Vancouver Symphony Orchestra and the last year for City of Vancouver general fund support.

Item 4: Action Items

a. Appoint Application Review Subcommittee

The terms of Rebekah Percival and Brad Richardson will end at the end of 2024. Applications are open now and will close on Friday, November 1. Once the application period closes, a subcommittee of the Commission will review the applications and make a recommendation at the November 7 meeting for the Commission to forward on to City Council. Reid, Rafferty, and Mendoza volunteered for the committee.

Item 5: Commission and Staff Reports

a. Cultural Services Manager

Donovan announced that the Dia de Muertos Celebration will be held in Esther Short Park on October 19th.

b. Commission President

Richardson gave the following updates:

- There has been discussion in the community about how the arts, culture, and heritage community can be involved in the Interstate Bridge Replacement Program, particularly in opportunities for public art along the bike paths and pedestrian areas. Richardson encouraged the commission to work as a unified host for those conversations.
- Richardson reiterated the transformative potential of the Cultural Access sales tax, especially given the challenges nonprofit professionals face. Richardson noted the deep economic impact that culture, arts & heritage organizations have on our community and on tourism and contrasted that with the dearth of operating and capital funding available to them. He cautioned against anticipated backlash from nonprofit organizations if the Cultural Access sales tax is substantially dedicated to the creation of new facilities over funding existing programming and operations of chronically under-invested organizations in town, especially given that the community group working on a cultural access campaign for Vancouver has not been included in this proposal. Richardson encouraged his fellow commissioners to send a message to City Council in support of the Cultural Access sales tax and arts hub project but opposed to implementing the tax without community involvement.
- Reid advocated for the Commission's involvement in the ordinance and program implementation.

c. Clark County Arts Commission

Ford gave the following updates:

- The Clark County Arts Commission will honor James Lee Hansen with a lifetime achievement award on October 13. The event will be too small to be open to the public. Ford thanked Harrington for facilitating documentation of the event.
- Clark County Open Studios will be held November 2 & 3rd.

Item 7: Commissioner Update and New Business

Reid met with Julie Bohn of the Clark County Historic Preservation Commission regarding brick-safe paint for murals and approvals for renovation and painting within the downtown Historic Overlay. Reid will send out a handout for future reference.

Item 8: Next Meeting

The November board meeting will be moved up one week to November 7th to accommodate an additional presentation from the IBR team before the public comment period closes for the Draft SEIS and Section 106 review.

Adjourned

This meeting adjourned at 1:41 p.m.



MEMORANDUM

DATE: November 1, 2024

TO: Culture, Arts, and Heritage Commission

FROM: Katherine Kelly, Senior Policy Advisor;
Lori Severino, Senior Planner

RE: **Interstate Bridge Replacement Program Update**

CC: Rebecca Kennedy, Community Development Department;
David Perlick, Parks and Recreation Director

Introduction

The City of Vancouver is one of eight local partner agencies engaged in the Interstate Bridge Replacement (IBR) Program, which covers a five-mile corridor and seven freeway interchanges in addition to replacement of the I-5 bridge structures over the Columbia River. The IBR Program released a Draft Supplemental Environmental Impact Statement (SEIS) on September 20 for a 60-day public comment period through November 18. A Section 106 report was released October 18 for a 30-day public comment period through November 18.

This memo provides an overview of the Draft SEIS and Section 106 Report contents and process, background on the IBR Program, and summaries of findings most relevant to the Culture, Arts, and Heritage Commission's purview, as well as initial staff comments on findings. Staff is seeking the Commission's feedback, and discussion prompts are provided at the end of the memo.

Background on the IBR Program

The IBR Program is a continuation of the Columbia River Crossing (CRC) Project, which launched in 2005. The CRC Project was suspended in 2014, but in 2019, the governors of Oregon and Washington signed a [Memorandum of Intent](#) to restart bridge replacement efforts, launching the IBR Program.

Federal joint lead agencies for the IBR program are the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Local lead agencies responsible for administering the program are the Oregon and Washington Departments of

Transportation (ODOT and WSDOT), Clark County Public Transportation Benefit Area (C-TRAN), Tri-County Metropolitan Transportation District (TriMet), Southwest Washington Regional Transportation Council (RTC), and Oregon Metro (Metro) are local signatory agencies. Local partner (non-signatory) agencies are the City of Vancouver, City of Portland, Port of Vancouver, and Port of Portland.

In response to changed conditions in the physical environment, community priorities, and regulations, these partner agencies collaborated to develop the Modified LPA, which is based on the approved CRC Project with some modifications (such as the location of the light rail stations in Downtown Vancouver). Extensive community engagement informed the Modified LPA, including neighborhood meetings, working groups, listening sessions with local organizations and equity priority communities, and two surveys that each received approximately 9,000 responses. The partner agencies endorsed the Modified LPA in summer 2022. As part of this process, the City of Vancouver adopted a [resolution](#) and [conditions of approval](#) to document the City's interests, policies, and goals for the program as it moved into the next stage.

After endorsement of the Modified LPA, the program began preparing the Draft SEIS for the IBR Program. The Draft SEIS is a "supplement" to CRC's Final EIS, in accordance with NEPA regulations that allow lead agencies to build upon past work. The Draft SEIS for the IBR Program includes modifications to address changes in the physical environment, community priorities, and regulations since publication of the prior documents. The "Purpose and Need" statement for the IBR Program remains the same as it was with the CRC Project, although the Draft SEIS documents the ways in which these challenges have amplified in the last 10 plus years, namely:

- **Safety:** Narrow lanes, no shoulders, poor sight distances, bridge lifts, and short ramp distances, for merging and diverging contribute to crashes.
- **Impaired freight movement:** Congestion and bridge lifts slow down freight carrying goods along I-5, a critical economic trade route on the West Coast.
- **Congestion:** Over 143,000 vehicles crossed the Interstate Bridge each weekday in 2019 with more than 10 hours of daily congestion.
- **Earthquake vulnerability:** In a major earthquake, the bridge would likely be significantly damaged and potentially beyond repair.
- **Inadequate bike and pedestrian paths:** Narrow shared use paths, low railing heights, and lack of dedicated pathways impede safe travel.
- **Limited public transportation:** Limited transit options and existing bus service can be unreliable due to traffic congestion and bridge lifts.

The IBR Program has also placed greater emphasis on climate and equity, as documented in the program's [Equity Framework](#) and [Climate Framework](#). An inclusive [public involvement](#) process is also a key part of the IBR Program, which involves three advisory groups consisting of community members, leaders from local organizations, and subject matter experts.

Refer to the [IBR website](#) for additional details on the history of the IBR Program.

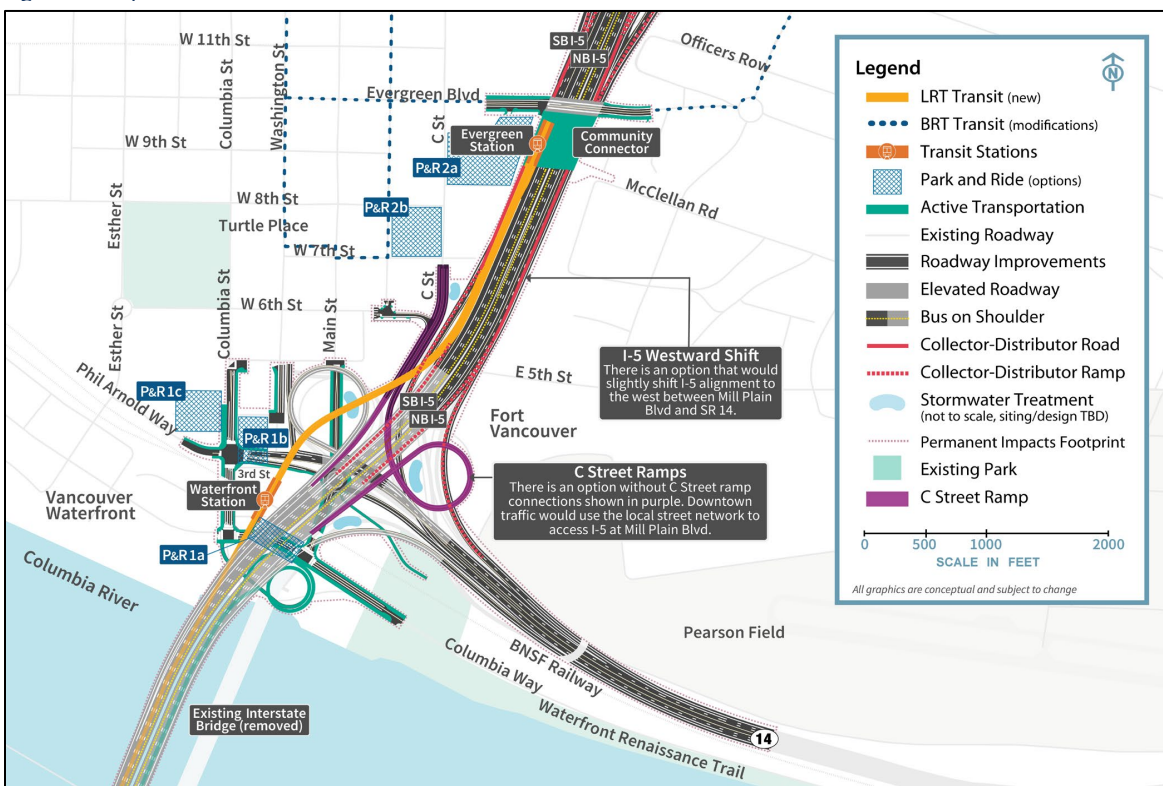
Overview of NEPA and the Draft SEIS

The National Environmental Policy Act (NEPA) requires that programs funded via federal dollars engage in a process to analyze potential benefits and impacts resulting from design, construction, and operation of that program. The IBR program is engaged in that process and, in collaboration with program partners – including the City of Vancouver, achieved the milestone of defining a [Modified Locally Preferred Alternative \(LPA\)](#) in 2022. The primary components of the Modified LPA include:

- replacement bridges over the Columbia River and North Portland Harbor,
- improvements to local streets and seven freeway interchanges,
- safety shoulders,
- one auxiliary lane,
- variable rate tolling,
- extension of light rail service from Portland to Vancouver,
- enhanced bus service via use of shoulder lanes on I-5 for express routes, and
- new pedestrian/bicycle facilities, including a shared use path over the river.

As shown below, two new light rail (MAX) stations are planned for Downtown Vancouver, one near Evergreen Boulevard and one in the Waterfront area. Main Street will be extended to a realigned Columbia Way and a pathway under I-5 to Old Apple Tree Park. These connectivity improvements will be enabled by space opening up under I-5 due to the Columbia River bridges being constructed at a higher elevation than exists today. The Modified LPA also includes a lid over I-5 (“Community Connector”) on the south side of Evergreen Boulevard, adjacent to the light rail terminus station.

Modified LPA for Downtown Vancouver (Figure 2-23 in the Draft SEIS Executive



The Draft SEIS analyzes multiple design options, including:

- bridge configurations (single level or double level at a fixed height, or with a movable span),
- addition of auxiliary lanes in certain segments of the corridor,
- up to two park and ride facilities near light rail stations in Downtown Vancouver (described further below),
- westward shift of the I-5 alignment through Downtown Vancouver or retention of a centered alignment, and
- rebuilding or removal of freeway ramps to and from C Street.

It includes four chapters, 10 appendices, and 27 technical reports, covering the following topics:



For each topic, the Draft SEIS compares the Modified LPA and associated design options to a “no-build” alternative – a scenario in which the IBR Program is not built.

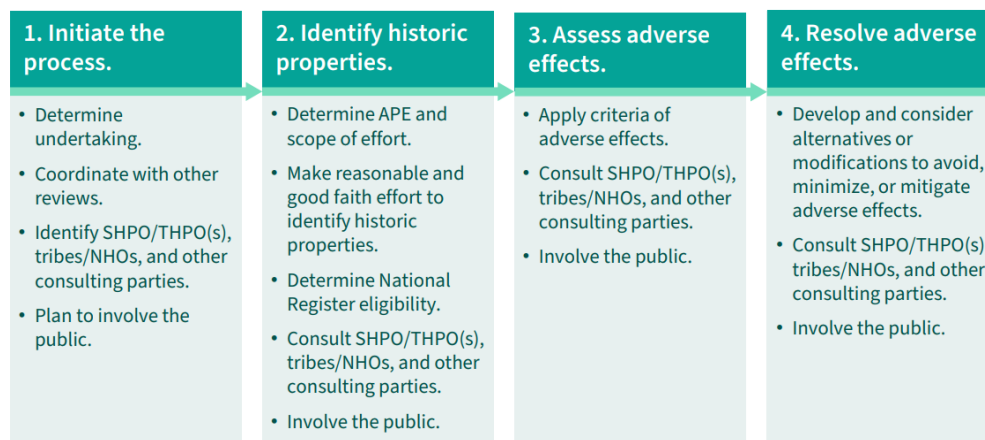
Based on public feedback received on the Draft SEIS and additional analysis, the IBR team in coordination with Program partners will narrow design options to a single solution for moving forward to construction. This solution, along with all public comments on the Draft SEIS and responses to the comments, will be documented in a Final SEIS. Following the Final SEIS, the federal lead agencies will sign a Record of Decision (ROD) that will allow the IBR Program to begin using federal funds for construction. The ROD is currently anticipated to occur in late 2025.

Overview of Section 106

Section 106 establishes a process for evaluating effects on historic properties and cultural resources within a defined Area of Potential Effect (APE). While Section 106 is a separate federal law from NEPA, the Draft SEIS (NEPA) and its technical reports summarize compliance with Section 106. Specifically, the Historic Built Environment technical report presents the National Register of Historic Places (NRHP) eligibility evaluations of Historic Built Environment (HBE) properties and assesses known and anticipated effects on these properties that would result from the Modified LPA. Historic

properties include any prehistoric or historic district, site, building, structure, or object included on, or eligible for inclusion on, the NRHP.

Key Steps in the Section 106 Process



The Cultural Resources online open house provides further detail and resources specific to the Section 106 process: [Cultural Resources | Interstate Bridge Replacement Program](#).

Historic Resources

Analysis for reports within the Draft SEIS and Section 106 materials represent resources within a defined Area of Potential Effect (APE). Within the APE, there are Determinations of Eligibility (DOE) and Findings of Effect (FOE) for each above-ground historic property identified. The determination analyzes whether the historic property is eligible for listing in the National Register of Historic Places (NRHP) and why. Possible Findings of Effect for each NRHP-eligible property include: 1) Adverse Effect, 2) No Adverse Effect, or 3) No Effect.

[Chapter 3.8](#) of the Draft SEIS addresses historic resources while the [Historic Built Environment - Technical Report](#) and Appendices C and D ([Determination of Eligibility](#) and [Findings of Effect](#), respectively) supplement Chapter 3.8 with key findings, mitigations, and contextual information for the Historic Built Environment within Washington.

Consultation with Section 106 consulting parties occurred prior to finalizing the APE as well as DOEs and FOEs, and all documents have been concurred with by the Oregon State Historic Preservation Office (OR SHPO) or the Washington Department of Archaeology and Historic Preservation (WA DAHP).

Following closure of the comment period, the program will consider mitigation strategies for known adverse effects and establish a project-level Programmatic Agreement to include:

- Roles and responsibilities of agency and the consulting parties.

- Agreed-upon measures to resolve adverse effects.
- Processes for the phased identification and evaluation of historic properties.
- Protocols for involving stakeholders in consultation as effects are identified and resolved.

Lastly, the Program will consult with the public on the draft Programmatic Agreement planned for 2025.

Property Determinations

The APE for the IBR program area is included in **Attachment A** of this memo. Within the APE, architectural historians identified 226 HBE resources located in Washington (refer to [Appendix C](#) of the Historic Resources Technical Report for details). Of these, 8 are listed in the NRHP, and an additional 21 are recommended as NRHP eligible (see Tables 3-3 and 3-4 and Figures 3-2 and 3-3 in the Historic Resources Technical Report – recreated in **Attachment B** of this memo).

Findings

Attachment C lists Findings of Effect for NHRP-listed or NHRP-eligible properties in Washington (including the Interstate Bridges). Of those, the Draft SEIS finds that activities proposed for the Modified LPA and its design options would result in adverse effects to 13 historic properties, including the Interstate Bridge (northbound and southbound) and the following 7 properties in Washington:

- WA 149: Normandy Apartments
- WA 369: Pearson Field Historic District
- WA 918: Officers Row Historic District
- WA 1192: Bridge Substation
- WA 1357: Vancouver National Historic Reserve Historic District
- WA 1358: Vancouver Barracks Historic District
- WA 1359: Fort Vancouver National Historic Site

Based on the analysis, a finding of “adverse effects to historic properties” is recommended for this undertaking. Refer to [Appendix D and E](#) of the Historic Resources Technical Report for details.

Recommended Mitigation

Section 106 of NHPA requires resolution of adverse effects, as described in 36 CFR Part 800.6. All avoidance, minimization, and mitigation measures for cultural resources will be implemented through the Programmatic Agreement. Consultation to resolve adverse effects on historic properties under Section 106 is ongoing. Mitigation measures will be determined by FHWA and FTA in consultation with WSDOT, ODOT, Oregon SHPO, Washington DAHP, consulting tribes, and other consulting parties as part of the Programmatic Agreement (PA) development process. FHWA and FTA will require preparation of a Historic Built Environment Treatment Plan to specify approaches, processes, and responsibilities for completion of the mitigation measures stipulated in the PA.

Preliminary Staff Comments on the Draft SEIS and Section 106 Documents

Through consultation with the program and in reference to WA DAHP, staff supports the IBR program's Determinations of Eligibility and Findings of Effects. Staff will continue to engage in review of potential impacts to properties and mitigations through the Programmatic Agreement process.

Action, Timeline, and Next Steps

Staff is requesting feedback from the Culture, Arts, and Heritage Commission on the analysis of potential impacts and benefits in the Draft SEIS, the proposed mitigation measures, and any additional feedback on the Draft SEIS as it relates to the Commission's purview.

Culture, Arts, and Heritage Commission's input will inform development and subsequent Council approval of a Final SEIS, which is anticipated late 2025.

Culture, Arts, and Heritage Commission members may submit comment as individual community member but should clarify that they are not commenting in their role as Culture, Arts, and Heritage Commission members or on behalf of the Culture, Arts, and Heritage Commission as a body. Please refer to the [Draft SEIS website](#) for information on the commenting process.

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Lori Severino, Senior Planner, Community Development Department,
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Attachments:

- A. Area of Potential Effect (APE)
- B. National Historic Register Eligible Properties
- C. Findings of Effect - Details

Attachment A: Area of Potential Effect

Figure 2-1. Map of the IBR Program APE



Attachment B: National Historic Register Eligible Properties (WA)

Table 3-3. NRHP-Listed Properties in the APE (WA)

MAP ID	Property ID	Property Name	Address	NRHP Register	Year Built
WA 21	20430	The Evergreen Hotel	500 Main St	1979	1928
WA 29	20436	U.S. National Bank Building	601–603 Main St	1984	1912
WA 150	18827	House of Providence (Academy)	400 E Evergreen	1978	1873
WA 381a	18781	Interstate Bridge (Northbound)	Columbia River	1982	1917
WA 900	20458	Covington House	4201 Main St	1972	ca. 1848
WA 918	674654	Officers Row Historic District	601–1607 E Evergreen	1974, 2006	1849–1903
WA 11357	Various	Vancouver National Historic Reserve Historic District	Various	NRHP (2006)	Various
WA 1359	674436	Ft. Vancouver Nt'l. Historic Site	Various	1966	1844-1846

Table 3-4: NRHP-Eligible Properties in the APE (WA)

MAP ID	Prop. ID	Property Name	Address	NRHP Previous Determination	IBR NHRP Recommendation	Year Built
WA 7	33716	Fendrich's Furniture	209 W 6th St	N/A	Eligible; C	1947
WA 10	2124	Mid-Columbia Manor	515 Washington	N/A	Eligible; A, B, C	1966
WA 61	89120	Porter House	3000 K St	Eligible (2011)	Eligible; C	ca. 1912
WA 62	25537	Hall House	903 E 31st St	N/A	Eligible; C	1912
WA 149	33616/ 89160	Normandy Apartments	318 E 7th St	N/A	Eligible; A, C	1928
WA 191	89189	Hood Residence	3405 K St	N/A	Eligible; C	ca. 1919
WA 369	674448	Pearson Field Historic District	Various	Eligible (1990)	Eligible; A	ca. 1925 -1929
WA 381b	TBD	Interstate Bridge (SB)	Columbia River	N/A	Eligible; A, C	1958
WA 382	44853	Radio Transmission Bldg.	1601 E Fourth Plain	N/A	Eligible; A, C	1940
WA 1138	731246	Who Song and Larry's	111 SE Columbia	N/A	Eligible; C	1980
WA 1144	731267	Office Building	1514 E St		Eligible; C	1977
WA 1148	731279	WA State Patrol District Five HQ	605 E Evergreen Blvd	N/A	Eligible; C	1975
WA 1168	731275/ 731276	Duplex Residence	2901-03 and 2905-07 K St.	N/A	Eligible; A, C	1968
WA 1182b	731284	Rudy Luepke Senior Center	1009 E McLoughlin	N/A	Eligible; A	1979
WA 1192	89097	Bridge Substation	100 SE Columbia	N/A	Eligible; C	1911
WA 1233	89149	Earls House	815 E 22nd St	N/A	Eligible; C	1938
WA 1258	89483	Mickler House	901 E 29th St	N/A	Eligible; A	ca. 1907
WA 1319	20317	Vancouver Barracks (Post) Cemetery	1200 E Fourth Plain Blvd	Eligible (2016)	Eligible	1882
WA 1320	731277	St. James Acres Cemetery	1401 E 29th St	N/A	Eligible; A, D	1871
WA 1356	N/A	Lower Columbia River Fed. Navigation Historic District	Columbia River	Eligible by USACE, SHPO, DAHP	Eligible	1873-1969
WA 1358	674435	Vancouver Barracks Historic District	Various	Eligible (1984)	Eligible	1881-1919

Criteria: A: religious property deriving significance from architectural or artistic distinction or historical importance; B: building or structure removed from its original location but is significant primarily for architectural value, or is the surviving structure most importantly associated with a historic person or event.; C: birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with their productive life.; D = cemetery which derives primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events.

Attachment B: National Historic Register Eligible Properties (WA)

Figure 3-3. Overview of Washington NRHP-Listed and Eligible Properties — Upper Vancouver

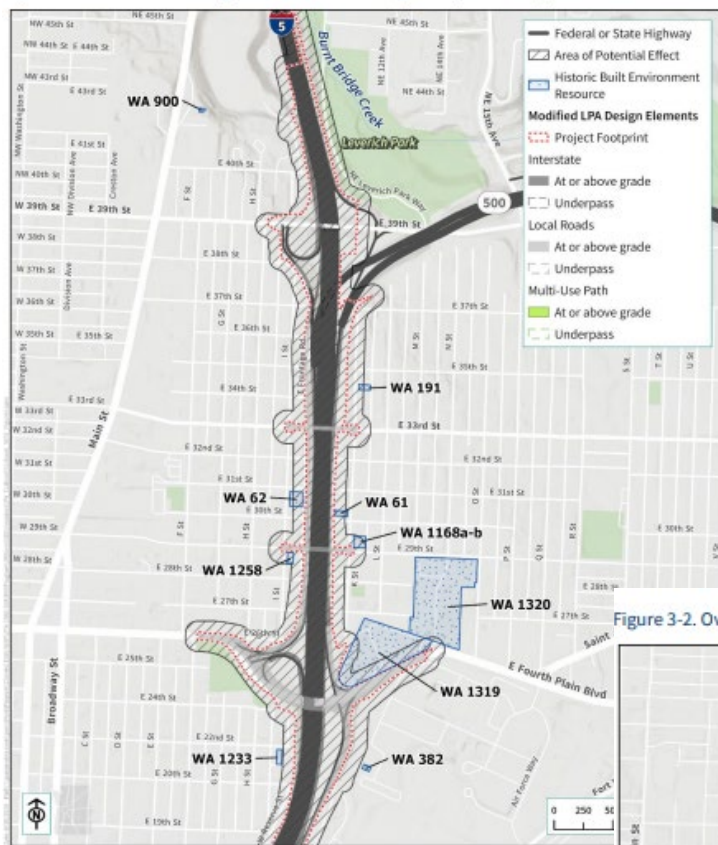
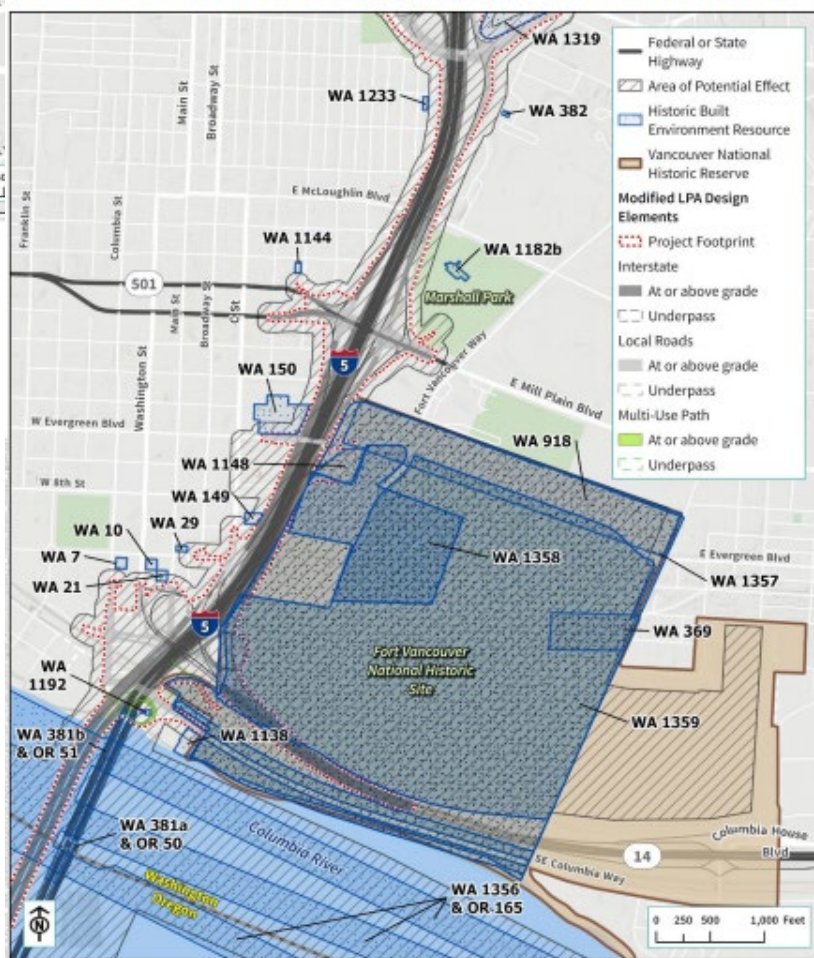


Figure 3-2. Overview of Washington NRHP-Listed and Eligible Properties — Downtown Vancouver



Attachment C: Findings - Direct Effects (WA) - Details

Table 3.8-8. Direct Effects of the Modified LPA on Interstate Historic Built Environment Resources

Map ID	Resource ID	Property Name	Section 106 Effects Finding	Modified LPA Direct Effects Analysis ^a
OR 50; WA 381a	OR 49361; WA N/A	Interstate Bridge (northbound)	Adverse Effect	Physical destruction of the property. The Modified LPA would replace the existing northbound Interstate Bridge with a new northbound bridge. This would require removal of the existing northbound bridge. As such, the Modified LPA is considered to have an Adverse Effect on the Interstate Bridge (northbound).
OR 51; WA 381b	OR NA; WA 18781	Interstate Bridge (southbound)	Adverse Effect	Physical destruction of the property. The Modified LPA would replace the existing southbound Interstate Bridge with a new bridge. This would require the removal of the existing southbound Interstate Bridge. As such, the Modified LPA is considered to have an Adverse Effect on the Interstate Bridge (southbound).
OR 165 and WA 1356	N/A	Lower Columbia River Federal Navigation Historic District	No Adverse Effect	- Physical change is relatively small in comparison to the overall extent of the historic district. The LCR FNC from Vancouver to Bonneville Lock and Dam is a nearly 40-mile-long structure, and construction of the two proposed bridges and their associated staging/work areas would be limited to its westernmost extent. The alignment of all three channels would be slightly revised, with the centerline of the northernmost channel route shifting slightly south and the centerline of the middle and southernmost channel routes shifting north to correspond with the pier locations of the proposed bridges. Additionally, the locations of the primary navigation channel route and the barge channel route would be switched. Although these changes would alter traffic along the LCR FNC, they would not alter its depth or design, the channel's character-defining features. Similarly, construction activities would be limited to the easternmost extent of the Upper Vancouver Turning Basin which would be shifted slightly west while maintaining its existing size. The easternmost pile dike within the Hayden Island Pile Dike System, the system's only pile dike located in the APE, would be avoided by construction and in-water staging activities. Each contributing structure would continue to be maintained by USACE and support ongoing safe navigation along the river. The Modified LPA would affect the NRHP-eligible LCR Federal Navigation Historic District, but that effect would not be adverse. - Temporary in-water staging or work areas approximately 1,000 feet east of the existing bridges and 1,000 feet west of the proposed bridges would not alter any of the characteristics that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. As such, the Modified LPA is considered to have No Adverse Effect on the Lower Columbia River Federal Navigation Historic District.

^a All design options under the Modified LPA would have the same direct effects, unless specifically stated.

LCR FNC = Lower Columbia River Federal Navigation Channel; LPA = Locally Preferred Alternative; NEPA = National Environmental Policy Act; USACE = U.S. Army Corps of Engineers

Attachment C: Finding of (Direct) Effects (WA) - Details

Interstate Bridge Replacement Program

Table 3.8-9. Direct Effects of the Modified LPA on Washington Historic Built Environment Resources

Map ID	Property ID	Property Name	Section 106 Effects Finding	Modified LPA Direct Effects Analysis ^a
WA 1138	731246	Who Song and Larry's	No Adverse Effect	Construction impact area is within the Columbia River waterway to the east of Who Song and Larry's. The area would be used for staging and temporary construction activities, but these activities would not alter any of the characteristics that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. As such, the Modified LPA is considered to have No Adverse Effect on Who Song and Larry's.
WA 1192	89097	Bridge Substation	Adverse Effect	Physical destruction of the property. Permanent right-of-way acquisition and demolition of the bridge substation would be required to construct a proposed shared-use path and bridge. As such, the Modified LPA is considered to have an Adverse Effect on the Bridge Substation.
WA 7	33716	Fendrich's Furniture	No Effect	No alteration to the characteristics of the historic property that qualify it for inclusion in or eligibility for the NRHP. As such, the Modified LPA is considered to have No Effect on Fendrich's Furniture.
WA 10	2124	Smith Tower	No Effect	No alteration to the characteristics of the historic property that qualify it for inclusion in or eligibility for the NRHP. As such, the Modified LPA is considered to have No Effect on Smith Tower.
WA 21	20430	The Evergreen Hotel	No Adverse Effect	The entrance in the south elevation may be rendered inaccessible during construction. However, the building's other entrance, in the east elevation, would continue to function as normal. The east elevation is larger and more highly ornamented than the south elevation, and it faces a more intact street grid; consequently, the entrance on this elevation may be considered more important to the Evergreen Hotel's ability to convey its significant development history. It is anticipated that the entrance on the south elevation would be returned to regular use following the conclusion of construction activities. As such, the Modified LPA temporary construction easement along the Evergreen Hotel's southern property boundary would not alter any of the characteristics that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. As such, the Modified LPA is considered to have No Adverse Effect on the Evergreen Hotel.
WA 29	20436	U.S. National Bank Building	No Effect	No alteration to the characteristics of the historic property that qualify it for inclusion in or eligibility for the NRHP. As such, the Modified LPA is considered to have No Effect on the U.S. National Bank Building.

Attachment C: Finding of (Direct) Effects (WA) - Details

Draft Supplemental Environmental Impact Statement

Map ID	Property ID	Property Name	Section 106 Effects Finding	Modified LPA Direct Effects Analysis ^a
WA 149	89160	Normandy Apartments	Adverse Effect	- The Modified LPA with the centered I-5 mainline would not result in physical destruction or damage to the property or any part of the property that contributes to its historic significance. The Modified LPA would reconstruct and widen the I-5 corridor to the east of the property. Related activities would include the construction of a new elevated light-rail transit alignment and a ramp connecting I-5 to SR 14. A long, narrow permanent acquisition paralleling the eastern property boundary would be required. In addition, a subsurface easement extending under the southeast portion of the apartment building's east wing would be required to accommodate tie-back anchors for a retaining wall to be constructed immediately east of the building. - Under all Modified LPA design options, permanent changes within the property's setting would alter characteristics that contribute to its historic significance. New construction, including the elevated light-rail transit alignment, would be located within approximately 5 feet of the southeast corner of the apartment complex. This would reduce the current, approximately 33-foot-wide buffer between the building and the western edge of the pavement for the I-5 off-ramp connecting to SR 14. The large trees currently screening the east side of the building from I-5 would likely be removed for construction, eliminating the current visual barrier between the Normandy Apartments and the highway. The elevated light-rail transit alignment, which would rise to the approximate height of the apartment building, would introduce new and highly visible infrastructure that would undermine the property's setting. Additionally, the noise analysis indicates that the property would experience increased noise effects relative to the No-Build Alternative that exceed thresholds set for residential properties. As such, the Modified LPA is considered to have an Adverse Effect on the Normandy Apartments. - The Modified LPA with the westward shift of the I-5 mainline would result in physical destruction of the property. The Modified LPA with the westward shift of the I-5 mainline includes ramps up to 40 feet to the west between SR 14 and Mill Plain Boulevard. This design option would require permanent right-of-way acquisition of the Normandy Apartments property and the demolition of the apartment building and its associated landscaping. The Modified LPA with the westward shift of the I-5 mainline would result in a greater degree of permanent effects to this NRHP-eligible property.
WA 1357	674732	VNHR Historic District	Adverse Effect	The Modified LPA with the centered I-5 mainline would result in physical destruction or damage to part of the property by demolishing a portion of the contributing Army Road System on East 5th Street where it terminates against I-5. In addition, vibration effects from construction are anticipated to affect contributing components of the historic district. As such, the Modified LPA is considered to have an Adverse Effect on the VNHR Historic District.

Attachment C: Finding of (Direct) Effects (WA) - Details

Interstate Bridge Replacement Program

Map ID	Property ID	Property Name	Section 106 Effects Finding	Modified LPA Direct Effects Analysis ^a
				- The Modified LPA with the westward shift of the I-5 mainline would not require demolition of a portion of the contributing Army Road System. However, vibration effects from construction are also anticipated to affect contributing components of the historic district under this design option and would also be considered to result in an Adverse Effect to the VNHR Historic District. - The Modified LPA would require the permanent acquisition of approximately 1.06 acres of new right of way including a narrow strip of land on the western edge of the VNHR along the main body of I-5, small segments of land on the southern edge of the VNHR along the main body of SR 14, and a 290-foot-long linear acquisition for a new pathway adjacent to the contributing Old Apple Tree and the SR 14 interchange. These permanent acquisitions would be required to widen I-5, upgrade the SR 14 interchange, and construct the new shared-use path near the Old Apple Tree. - The Modified LPA with the centered I-5 mainline would require a subsurface easement extending approximately 50 feet beneath the reserve's northwest corner to accommodate tieback anchors for a new retaining wall. These features are not anticipated to diminish the integrity of the property's significant historic features. The Modified LPA with the westward shift of the I-5 mainline would not require subsurface easements. - Under all Modified LPA design options, changes within the property's setting would alter characteristics that contribute to its historic significance. Construction of new bridge and ramp structures adjacent to the southwest corner of the historic district would introduce new visual elements into the viewshed of the Columbia River, which is an important element of the reconstructed Kanaka Village, Pearson Field, and an important interpretive view from the Mission 66 Visitor Center. Permanent introduction of visual elements would diminish the integrity of the property's significant historic features. Permanent introduction of audible elements would diminish the integrity of the property's significant historic features. The noise analysis indicates that the western and southwestern perimeter portions of the VNHR along I-5 and SR 14 would experience a noise impact, particularly to the westernmost buildings of the Officers Row area. These changes contribute to the Adverse Effect finding on the VNHR Historic District.

Attachment C: Finding of (Direct) Effects (WA) - Details

Draft Supplemental Environmental Impact Statement

Map ID	Property ID	Property Name	Section 106 Effects Finding	Modified LPA Direct Effects Analysis ^a
WA 918	N/A	Officers Row Historic District	Adverse Effect	Introduction of audible elements would diminish the integrity of the property's significant historic features. While the NRHP documentation prepared in 1974 for this property does not explicitly identify a quiet setting as character defining for the property, the district was designed to minimize the passage of sound between buildings. Therefore, quiet is considered an important component of this property's setting. The noise analysis indicates that multiple contributing buildings along the west edge of the Officers Row Historic District would experience increased noise levels relative to the No-Build Alternative that are above the 67 dBA criterion for Section 4(f) sites.^b This would diminish their integrity of setting and association sufficient to constitute an Adverse Effect on Officers Row Historic District.
WA 369	674448	Pearson Field Historic District	Adverse Effect	Changes within the property's setting would alter characteristics that contribute to its historic significance. Under all design options, the Modified LPA would change the current setting of the Pearson Field Historic District by constructing infrastructure improvements approximately 2,880 feet west of the district's western NRHP boundary including the new Columbia River bridges, ramps associated with the SR 14 interchange, and improvements to the SR 14 alignment. Although the district's integrity of setting has been diminished since the end of its period of significance in 1941, principally by the construction of I-5 and SR 14, the property's view of the historic Interstate Bridge remains a vital component of its historic integrity and ability to convey its significance. Permanent introduction of visual elements would diminish the integrity of the property's significant historic features with the removal of the current bridge, and the property's view of the historic Interstate Bridge remains a vital component of its historic integrity and ability to convey its significance. As such, the Modified LPA is considered to have an Adverse Effect on Pearson Field Historic District.
WA 1358	674435	Vancouver Barracks Historic District	Adverse Effect	The Modified LPA could result in physical destruction or damage to the property. Vibratory effects from the replacement of the highway retaining wall and upgrades to the roadbed are expected to impact the Post Hospital, which is a contributing component of this district. Physical damage from vibration is anticipated due to the building's unreinforced masonry construction and proximity to construction activities (as close as 6 feet). Although the severity of potential damage from construction-related vibration cannot be readily evaluated in advance, a worst-case scenario assumes the potential for structural damage to the Post Hospital. Such damage would render the building unusable or result in its partial or complete collapse. A new permanent acquisition of 0.34 acres along its northwest corner is not anticipated to alter the contributing elements of the property. While some roadways along the west edge and northwest corner of the district would be demolished, these do not contribute to the district's significance. Changes within the property's setting would alter characteristics that

Attachment C: Finding of (Direct) Effects (WA) - Details

Interstate Bridge Replacement Program

Map ID	Property ID	Property Name	Section 106 Effects Finding	Modified LPA Direct Effects Analysis ^a
				contribute to its historic significance. The district's historic view of the Columbia River waterfront and the historic Interstate Bridge would be altered by replacement of the bridge, as well as upgrades to the SR 14 interchange and approach. Permanent introduction of visual elements would diminish the integrity of the property's significant historic features. As such, the Modified LPA is considered to have an Adverse Effect on the Vancouver Barracks Historic District.
WA 1359	674436	Fort Vancouver National Historic Site	Adverse Effect	- No physical destruction or damage to the property or any part of the property that contributes to its historic significance. Permanent acquisition of approximately 0.2 acres of new right of way, including small segments of land on the southern edge of the Fort Vancouver National Historic Site along the main body of SR 14. In the same area, a new temporary construction easement of 0.46 acres would be required. The acquisitions would reduce the size of the overall site, and both the permanent acquisitions and temporary construction easements could result in removal of some vegetation buffer along its southwest edge, which helps shield the site's viewshed from some of the visual and auditory effects of the highways. - Permanent changes within the property's setting would alter characteristics that contribute to its historic significance. The Modified LPA would introduce new visual elements into the historic site's setting. These elements include replacement of the existing Interstate Bridge with a new structure which would be both on average taller and more substantial than the existing bridge, and associated upgrades to the SR 14 interchange to connect the new mid-level bridge span with ramps to the existing at grade alignment of I-5 and SR 14. Although the district's integrity of setting has been diminished since the end of its period of significance (1844–1846) in the mid-nineteenth century, these changes would further degrade the site's historic viewsheds of the Columbia River through the introduction of modern infrastructure on a greater size and scale than before. In addition, the temporary construction easement of 0.46 acres may result in the removal of some of the vegetation buffer along the southwest edge of the historic site. While this vegetation buffer would be replaced following implementation of the Program, the temporary physical changes would contribute to undermining the historic setting. Both these permanent and temporary changes within the property's setting would alter characteristics that contribute to historic significance. As such, the Modified LPA is considered to have an Adverse Effect on the Fort Vancouver National Historic Site.

Attachment C: Finding of (Direct) Effects (WA) - Details

Draft Supplemental Environmental Impact Statement

Map ID	Property ID	Property Name	Section 106 Effects Finding	Modified LPA Direct Effects Analysis ^a
WA 1148	731279	Washington State Patrol District Five Headquarters	No Adverse Effect	- The Modified LPA would require temporary construction easements (adjacent to permanent acquisitions of small areas from the southwest corner of the property, adjacent to Anderson Street, and from the northern boundary of the property, adjacent to E Evergreen Boulevard). However, these easements would not alter any of the characteristics that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. As such, the Modified LPA is considered to have No Adverse Effect on the Washington State Patrol District Five Headquarters. - Infrastructure improvements proposed by the Modified LPA would alter the current setting of the Washington State Patrol District Five Headquarters property through the introduction of new visual, atmospheric, and audible elements. However, the degree of change from these new elements would be negligible. As such, the Modified LPA would have an effect on the NRHP-eligible Washington State Patrol District Five Headquarters, but that effect would not be adverse.
WA 150	18827	House of Providence	No Adverse Effect	- The Modified LPA would require a temporary construction easement along the southern property boundary at E Evergreen Boulevard. The easement would extend approximately 10 feet into the House of Providence's historic property boundary, overlapping character-defining landscape features such as gate posts, a low hedge, and concrete curb along the public sidewalk. However, the Modified LPA includes plans to restore to preconstruction conditions the character-defining features of the House of Providence located within the temporary construction easement along the southern property boundary at E Evergreen Boulevard. This includes preserving the gate posts and replacing in-kind the hedge and curb, consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties. - A subsurface easement would extend approximately 100 feet into the property boundary but would remain more than 100 feet from the House of Providence contributing resources and would not alter any of the characteristics that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. As such, the Modified LPA is considered to have No Adverse Effect on the House of Providence. - Compared to the Modified LPA with the centered I-5 mainline, the Modified LPA with the westward shift of the I-5 mainline would expand the I-5 corridor into the eastern portion of the House of Providence's historic property boundary. The westernmost lanes of I-5, retaining wall, and noise wall would cross through the parcel containing the House of Providence, which would reduce the size of the area that historically contained the institution's grounds. The only

Attachment C: Finding of (Direct) Effects (WA) - Details

Interstate Bridge Replacement Program

Map ID	Property ID	Property Name	Section 106 Effects Finding	Modified LPA Direct Effects Analysis ^a
				character-defining features that would be altered by the Modified LPA with the westward shift of the I-5 mainline are the hedge and curb along the property's southern boundary, where a portion of these features would be removed. However, the loss of less than 50 feet of the hedge and curb represents a relatively small portion of these features, which currently run more than 350 feet along the southern property boundary; enough of the hedge and curb would remain unaltered at the center of the southern boundary to continue to convey the property's historic landscape qualities. Additionally, under this design option, the subsurface easement would extend farther west into the parcel than with the centered I-5 mainline, but the easement would remain more than 50 feet from the primary building and its associated landscape features. Therefore, the Modified LPA with the westward shift of the I-5 mainline would result in the same No Adverse Effect finding for the House of Providence as the Modified LPA with the centered I-5 mainline.
WA 1233	89149	Earls House	No Effect	No alteration to the characteristics of the historic property that qualify it for inclusion in or eligibility for the NRHP. As such, the Modified LPA is considered to have No Effect on the Earls House.
WA 1144	731267	Office Building, 1514 E Street	No Effect	No alteration to the characteristics of the historic property that qualify it for inclusion in or eligibility for the NRHP. As such, the Modified LPA is considered to have No Effect on the office building at 1514 E Street.
WA 1182b	731284	Rudy Luepke Senior Center	No Effect	No alteration to the characteristics of the historic property that qualify it for inclusion in or eligibility for the NRHP. As such, the Modified LPA is considered to have No Effect on the Rudy Luepke Senior Center.
WA 382	44853	Radio Transmission Building	No Effect	No alteration to the characteristics of the historic property that qualify it for inclusion in or eligibility for the NRHP. As such, the Modified LPA is considered to have No Effect on the Radio Transmission Building.
WA 1319	20317	Vancouver Barracks National Cemetery	No Effect	No alteration to the characteristics of the historic property that qualify it for inclusion in or eligibility for the NRHP. As such, the Modified LPA is considered to have No Effect on the Vancouver Barracks National Cemetery.
WA 1320	731277	St. James Acres Catholic Cemetery	No Effect	No alteration to the characteristics of the historic property that qualify it for inclusion in or eligibility for the NRHP. As such, the Modified LPA is considered to have No Effect on the St. James Acres Catholic Cemetery.

Attachment C: Finding of (Direct) Effects (WA) - Details

Draft Supplemental Environmental Impact Statement

Map ID	Property ID	Property Name	Section 106 Effects Finding	Modified LPA Direct Effects Analysis ^a
WA 1258	89483	Mickler House	No Adverse Effect	Modified LPA improvements to E 29th Street would require a temporary construction easement from the extreme northern edge of the tax lot. Activities in this easement have the potential to disturb the northern edge of the concrete-paved walkway connecting the north (principal) elevation of the Mickler House to the sidewalk along E 29th Street; while this feature is considered contributing to the property's significance, disturbance or damage would be limited to its extreme northern edge and would not diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. As such, the Modified LPA is considered to have No Adverse Effect on the Mickler House.
WA 1168	731275 / 731276	Duplex Residences, 2901-03 and 2905-07 K Street	No Adverse Effect	Temporary physical changes would damage or destroy characteristics that contribute to historic significance. The Modified LPA would include a temporary construction easement that extends into the property's southwest corner, which currently contains a portion of the property's grass lawn and one mature ornamental shrub. Construction activities may damage the lawn. However, the Modified LPA includes plans to restore the grass lawn. This includes replacing in-kind the lawn and preserving one mature ornamental shrub that would not be removed during construction, consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties. As such, the Modified LPA is considered to have No Adverse Effect on the duplex residences at 2901-03 and 2905-07 K Street.
WA 61	89120	Porter House	No Adverse Effect	The Modified LPA would construct additional interstate lanes to the west of the property and new intervening retaining and sound walls along the western edge of the alley separating the property from I-5. Construction of the retaining wall would require a permanent subsurface easement on the western portion of the Porter House property for the installation of subterranean tie-back anchors. The subsurface easement would extend into the yard to the rear of the dwelling's footprint. Surface-level construction activities are not anticipated to enter the tax lot, which is the NRHP eligibility boundary for the property. The Modified LPA would not alter any of the characteristics that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. As such, the Modified LPA is considered to have No Adverse Effect on the Porter House.

Attachment C: Finding of (Direct) Effects (WA) - Details

Interstate Bridge Replacement Program

Map ID	Property ID	Property Name	Section 106 Effects Finding	Modified LPA Direct Effects Analysis ^a
WA 62	25537	Hall House	No Adverse Effect	The Modified LPA would construct additional interstate lanes to the east of the residence, on the opposite side of J Street, and new intervening retaining and sound walls along the eastern edge of J Street. Construction of the walls would require a permanent subsurface easement on the eastern portion of the property for the installation of subterranean tie-back anchors. The subsurface easement would extend into the side yard but not beneath the dwelling's footprint. Surface-level construction activities are not anticipated to enter the tax lot, which is the NRHP -eligibility boundary for the property. The Modified LPA would not alter any of the characteristics that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. As such, the Modified LPA is considered to have No Adverse Effect on the Hall House.
WA 191	89189	Residence, 3405 K Street	No Effect	No alteration to the characteristics of the historic property that qualify it for inclusion in or eligibility for the NRHP. As such, the Modified LPA is considered to have No Effect on the residence at 3405 K Street.
WA 191	89189	Hood, William H. and Myrtle, Residence	No Effect	No alteration to the characteristics of the historic property that qualify it for inclusion in or eligibility for the NRHP. As such, the Modified LPA is considered to have No Effect on the William H. and Myrtle Hood Residence.
WA 900	20458	Covington House	No Effect	No alteration to the characteristics of the historic property that qualify it for inclusion in or eligibility for the NRHP. As such, the Modified LPA is considered to have No Effect on Covington House.

a All design options under the Modified LPA would have the same direct effects, unless specifically stated.

b Decibel thresholds applied for assessment of direct effects from noise as a result of construction and highway traffic are codified in 23 CFR 772 Table 1, Noise Abatement Criteria. CFR = Code of Federal Regulations; IBR = Interstate Replacement Bridge; LPA = Locally Preferred Alternative; NEPA = National Environmental Policy Act; NRHP = National Register of Historic Places; VNHR = Vancouver National Historic Reserve



CITY OF
Vancouver
WASHINGTON

Interstate Bridge Replacement (IBR) Program

Draft Supplemental Impact Statement (DSEIS)

Culture, Arts, and Heritage Commission

November 7, 2024

Katherine Kelly, Policy Advisor
Lori Severino, Senior Planner
Community Development Department

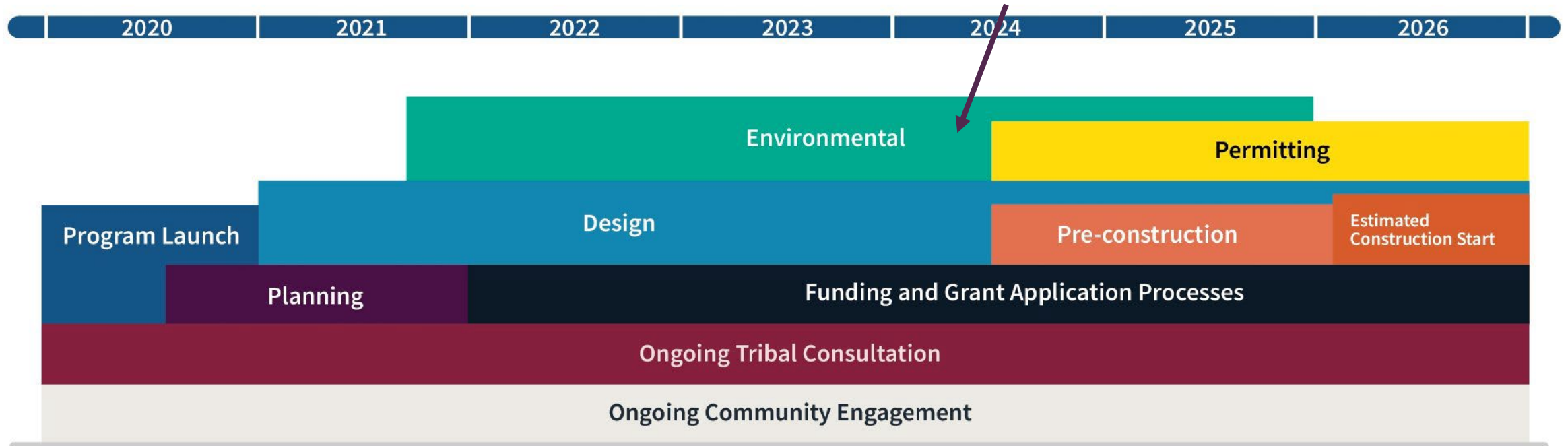


Agenda

- Introduction
- IBR Program overview
- NEPA and Section 106
- Summary of relevant determinations and findings in the Draft SEIS
- Discussion

IBR Program Schedule

- Draft SEIS 60-day public comment period (Sept. 20 – Nov. 18, 2024)
- Section 106 30-day public comment period (Oct. 18 – Nov. 18, 2024)



Schedule will be updated as needed to reflect program changes and timeline.



Modified Locally Preferred Alternative (LPA)



Federal Compliances

National Environmental Policy Act (NEPA)

- Identify environmental consequences of a project
- Search for solutions to avoid and minimize adverse impacts
- If avoidance is not possible, adverse impacts must be mitigated where feasible

Section 106 – National Historic Preservation Act (NHPA)

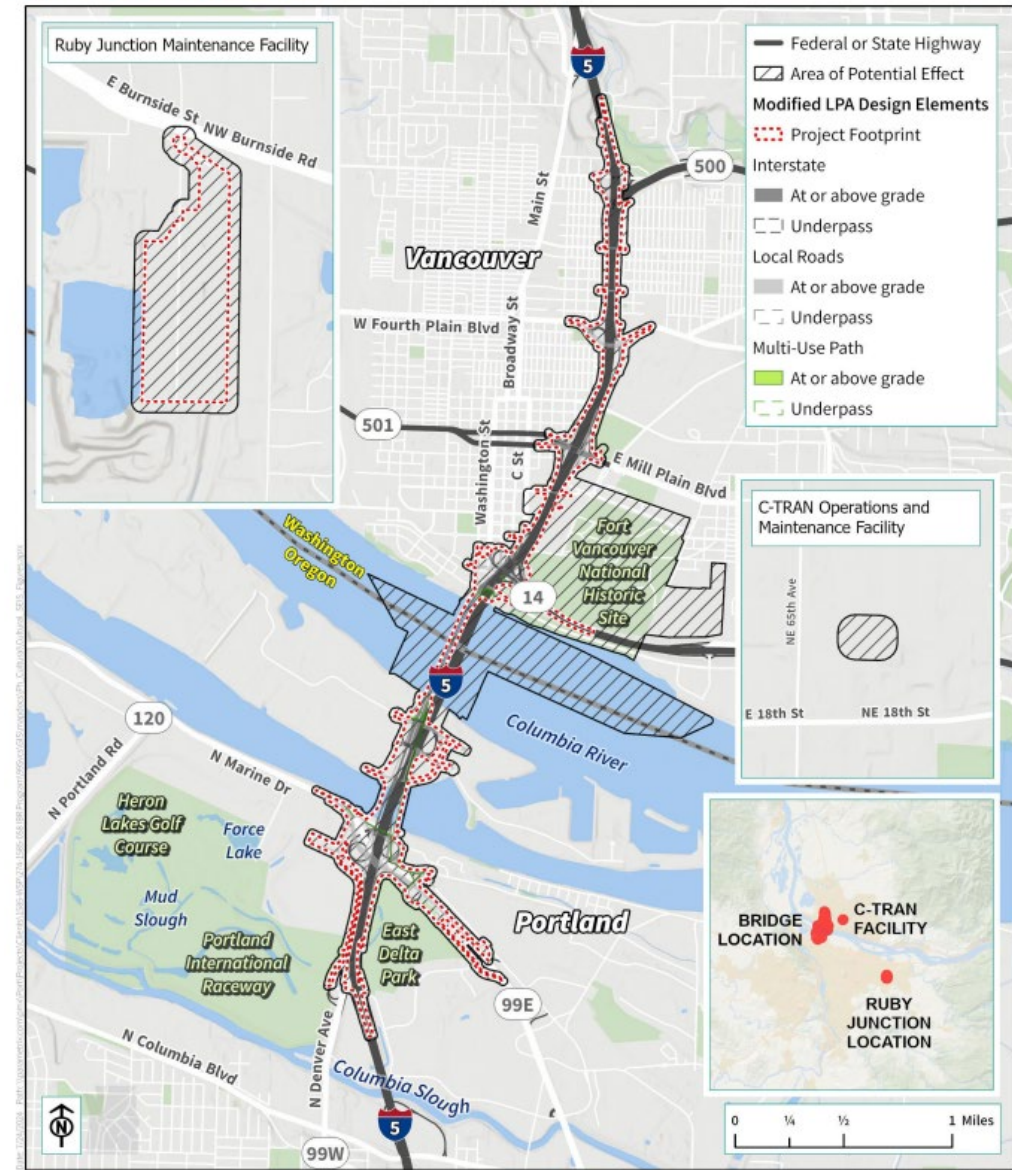
- Identifies historic properties, considers avoidance and minimization measures, and establishes how to mitigate adverse effects to historic built environment and archaeological resources
- FHWA and FTA will develop a Programmatic Agreement (PA) that outlines mitigation strategies, in consultation with the Oregon State Historic Preservation Office (SHPO), Washington Department of Archaeology and Historic Preservation, federal agencies, federally recognized tribes, consulting parties (including City of Vancouver) and the public.



Area of Potential Effect

- Area(s) where an undertaking may directly or indirectly cause alteration in character or use of historic properties
- Established through federal agencies' consultation with SHPO, DAHP, 10 consulting tribes, Section 106 consulting parties
- Includes IBR footprint (limits of ground disturbance) of the Modified LPA plus a 100-foot buffer
- Also includes all areas within the NPS VNHR plus areas for C-TRAN and TriMet facilities
- The 100-foot buffer from project footprint accounts for potential visual or air quality effects (i.e., dust created during construction or noise or vibration effects) which could affect historic properties
- Potential effects are assessed for historic properties on parcels crossed by the APE boundary - including parcels where only part of the historic property boundary is within the APE

Figure 3.8-1. Area of Potential Effects



The APE encompasses 1,094.07 acres including 49.05 acres for Ruby Junction + 1.79 acres for C-TRAN facilities.

Determinations: NHRP Eligible Properties (WA)

- 226 Historic Built Environment resources
- 8 listed in NHRP
- 21 recommended NHRP eligible

Figure 3-2. Overview of Washington NRHP-Listed and Eligible Properties — Downtown Vancouver

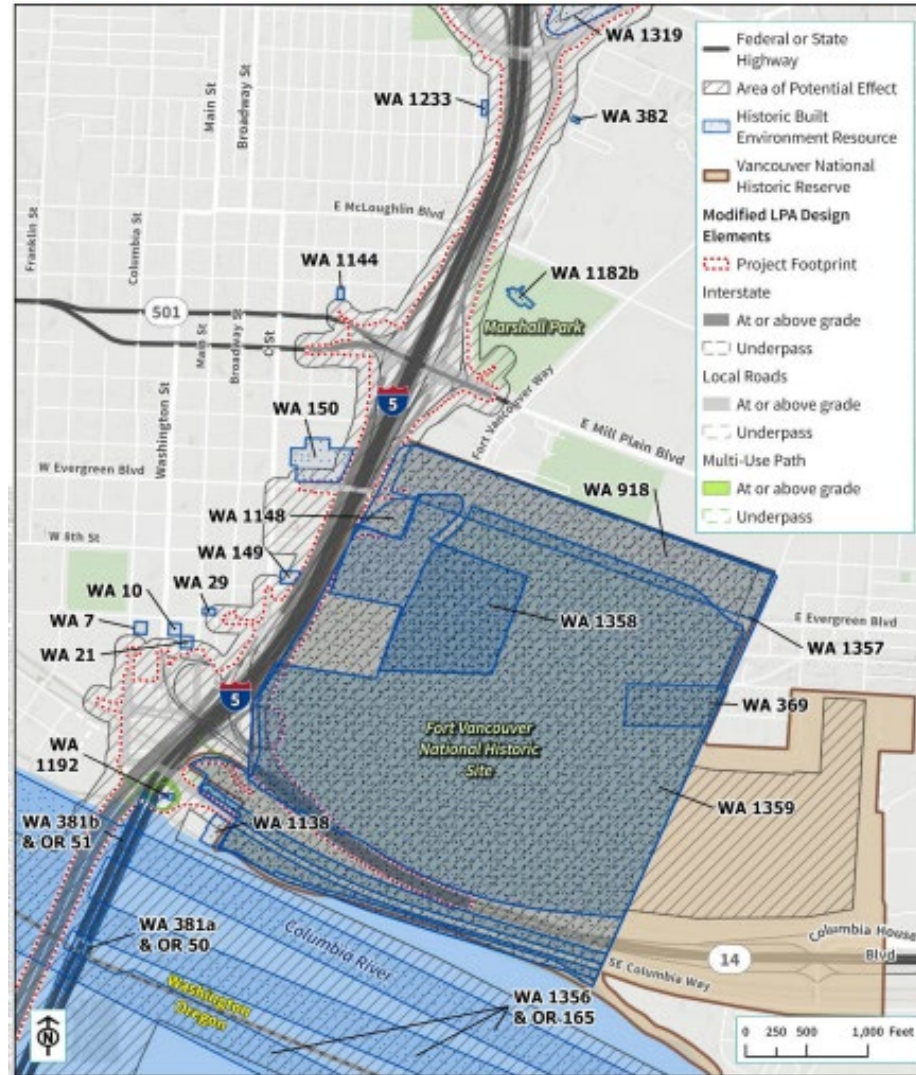


Figure 3-3. Overview of Washington NRHP-Listed and Eligible Properties — Upper Vancouver

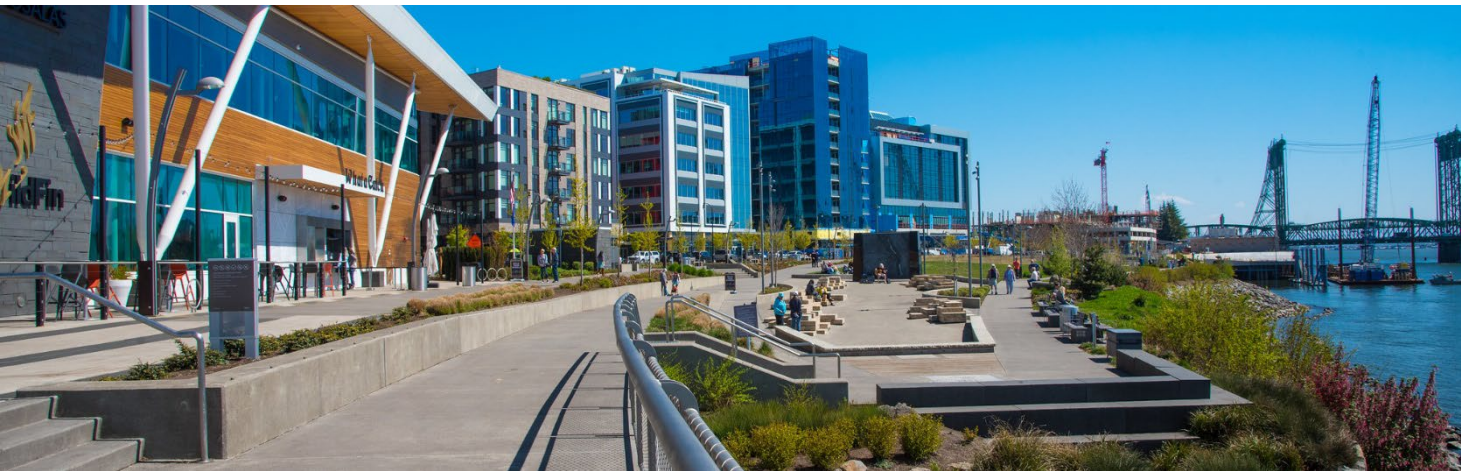


Findings (WA) – Adverse Effects

Property	Adverse Effect
Interstate Bridges (NB, SB)	Physical Destruction
Bridge Substation	Physical Destruction
Normandy Apartments	All designs = permanent changes within property setting Westward shift option = physical destruction
VNHR District	• Centered I-5 mainline option = 1) physical destruction or damage to Army Road System on E. 5th St., and 2) vibration impacts. • Westward shift option = vibration impacts • All design options = ➤ alteration of characteristics ➤ new visual elements into viewsheds diminish integrity of historic features ➤ new audible (noise) impacts diminish integrity of historic features
Officers Row	noise impacts above 67 dBA criteria (section 4f) particularly to westernmost portions
Pearson Field	changes to setting and visual impacts
Vancouver Barracks	physical destruction or damage (including Post Hospital)
Ft. Vancouver Nt'l. Historic Site	changes to historic setting, visual impacts, noise impacts, removal of some vegetation, .2 acres of permanent acquisition, .46 acres for temporary construction easement

Program Planning to Avoid, Minimize, and Mitigate

- **Minimize - House of Providence (WA 150)** - Restore to preconstruction conditions the character-defining features of the House of Providence located within temporary construction easement along southern property boundary at E Evergreen Blvd. This includes preserving gate posts.
- **Minimize - Duplex Residence at 2901 K Street (WA 1168a and WA 1168b)** - Restore grass lawn within temporary construction easement that extends into the property's southwest corner to its preconstruction state. Replace in-kind the lawn and preserve one mature ornamental shrub that would not be removed during construction.
- **Avoid - Vancouver Barracks National Cemetery (WA 1319)** - preserve character-defining features along E Fourth Plain Blvd. within temporary construction easement. Preserve perimeter fence, cobblestone wall with gates, perimeter road, and planting inside the boundary fence.
- **Minimize/Avoid - Mickler House (WA 1258).** - Reconstruct fence, if necessary, following project completion. Minimize to the maximum extent possible the effects to the existing walkway and curb when implementing Americans with Disabilities Act design efforts.
- **Minimize - Fort Vancouver National Historic Site (WA 1359)** - Protect two historic trees in the allée, which are contributing components associated with the property, and replace the vegetation buffer removed within temporary construction easement along the southwest edge of the property following Program implementation.
- **Avoid or Minimize** - Program monitoring of construction activities where construction-related vibration would exceed 0.2 inches per second for transient vibrations and 0.1 inches per second for continuous vibrations.
- **Mitigation** –
 - 1) Ongoing consultation to resolve adverse effects on historic properties under Section 106 , and
 - 2) Determinations of mitigations through Programmatic Agreement



Draft SEIS Findings:

- Findings summarized in the following slides represent what is included in the IBR Program's environmental analysis.
- All analysis in the DSEIS compares the Modified LPA to the No-build Alternative.



Culture, Arts & Heritage Commission

November 7, 2024

Vancouver City Council
PO Box 1995
Vancouver, WA 98668

Re: Cultural Access Funding

Dear Members of the Vancouver City Council,

On behalf of the Culture, Arts, and Heritage Commission, I am writing to express our strong support for the passage of Cultural Access Funding in the 2024-2025 City of Vancouver budget. This funding initiative is a vital step toward enhancing access to rich arts, culture, and history experiences for all residents of Vancouver and supporting members of this community who have dedicated years to this work.

We are particularly excited about the transformative impact this funding will have on local arts, culture, and heritage organizations. By providing these essential resources, we can help ensure that every resident has the opportunity to engage with and benefit from the rich cultural offerings in our community. Access to arts, culture, and history is not just about enjoyment; it plays a crucial role in fostering social cohesion, inspiring creativity, and enhancing the quality of life for everyone.

The Commission is eager to work with the City Council to determine the most effective distribution model for this funding. We understand that a thoughtful allocation strategy is essential, encompassing grants, transportation support, administrative costs, and capital investments. By collaborating on this initiative, we can ensure that the funding is utilized in a way that maximizes its impact and reaches those who need it most.

Thank you for your dedication to advancing the arts, culture, and history in Vancouver. We look forward to partnering with you on

Members

Brad Richardson
President

Linda Reid
Vice President

Beth Harrington
Julie Mercado
Lee Rafferty
Rebekah Percival
Ricky Gaspar
Rosalinda Mendoza
Russell Ford, CCAC

**Parks, Recreation and
Cultural Services
Department**

P.O. Box 1995
Vancouver, WA 98668
360-487-8311
TTY: 711
cityofvancouver.us

this important initiative and to making a lasting difference for our City.

Sincerely,

Brad Richardson
President
City of Vancouver Culture, Arts & Heritage Commission