

Parking Advisory Committee Meeting Agenda October 9, 2024

Council Chambers, 415 W. 6th Street, Vancouver WA, 98660

Virtual meeting: [Click here to join the meeting](#)

Meeting ID: 216 838 526 920

Or call: (347) 941-5324, Conference ID: 597 325 885#

1. Call to Order and Roll Call

2. Community Communication

****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 tina.picchioni@cityofvancouver.us by 5pm the day before the meeting.
- **Remotely:** Pre-register by phone at 360-487-8657 or email tina.picchioni@cityofvancouver.us by 5pm the day before the meeting
- **In Person:** Pre-register by phone at 360-487-8657 or email tina.picchioni@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.

3. Approval of Minutes

August 14, 2024 meeting minutes

a. August 14, 2024 Minutes

4. Workshop

a. Interstate Bridge Replacement – Supplemental Environmental Impact Statement
Staff Contact:

5. Staff Communication

a. Parking Plan Update
Staff Contact: Gabriel Montez

6. Adjournment

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Date: August 14, 2024

Time: 8:00 a.m.

Location

City Hall – Council Chambers
415 W 6th Street
Vancouver, WA 98668

Regular Meeting (Convened in person and via video conference)
The meeting agenda materials referenced in these minutes can be found [online](#).

Item 1: Call to Order and Roll Call

The August 14, 2024, meeting of the Parking Advisory Committee Meeting was called to order at 8 am by President Ryan Morin.

Board Members Present: Ryan Morin, Jason Cromer, Kurt Stonex, Jocelyn Cross, Travis Schemp, Garrett Ginter

Board Members Absent: Garrett Ginter

Staff Present: Patrick Quinton, Gabriel Montez, Dan Lloyd, Lori Severino, Maggie Derk, Katherine Kelly, Tina Picchioni, Kimberly Kerlee

Guests: Casey Liles, Shilpa Mallem, IBR

Ryan Morin announced that Douglas Varennes announced his resignation from the Parking Advisory Committee. That position is now vacant.
If anyone who is hearing this is interested, please go to the City of Vancouver's Committee and Boards website for more information about eligibility requirements and the role of the Parking Advisory Committee.

Public Comment:

None

Approval of Minutes

Cromer motioned, seconded by Schemp, to approve the July 18, 2024, minutes. Motion unanimously passed.

Interstate Bridge Replacement project update-Information session

Montez stated that the presentation from the IBR team and City employees will provide an update to the IBR program. The project is roughly ten percent into the design so it's only in the beginning stages of the plan.

Members

Ryan Morin
President

Jason Cromer
Vice-Chair

Garrett Ginter
Kurt Stonex
Jocelyn Cross
Travis Schemp

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P.O. Box 1995
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cityofvancouver.us

Katherine Kelly, Senior Transportation Policy Advisor, Community Development, stated that she does everything from technical to policy work. Stated that today's goal is to educate and provide updates on the status of the program. Kelly introduced Shilpa Mallem, the program design manager. Shilpa will provide an update on the program and next steps.

Shilpa Mallem spoke on the history of the bridge and the critical connection linking Oregon and Washington across the Columbia River. The bridge is at risk for collapse in the event of a major earthquake. Oregon and Washington spend about \$1.2 million annually for operations and maintenance. Capital maintenance is estimated to cost over \$270 million by 2040 if nothing is done.

Mallem spoke on the initiating efforts of Washington and Oregon. A Bi-State Memorandum of Intent was signed by Governors Brown and Inslee in November 2019. A bi-state legislative committee provides oversight and guidance. The Oregon and Washington Departments of Transportation are jointly leading the Interstate Bridge Replacement program work in collaboration with eight other bi-state partners.

Mallem presented the 5-mile corridor location map. She stated that there are six areas that are defined as the purpose and need of the program.

1. Safety
2. Impaired freight movement
3. Congestion
4. Earthquake vulnerability
5. Inadequate bike and pedestrian paths
6. Limited public transportation

Two additional key priorities are equity and climate.

Mallem presented the big picture of the program schedule. Currently the program is in the environmental phase. The schedule will be updated as needed to reflect program changes and timeline. Recently the program received a \$1.5 billion grant from the Federal Highway

Mallem spoke on the National Environmental Policy Act of 1970. She provided a list of the elements of the environmental analysis. Mallem spoke on what is being studied in the Draft SEIS. Stated the design options being studied. A critical part is to consider public comments as part of the decision making. Looking at releasing this draft document this fall which will be followed by a 60-day public comment period. That document will be available online.

Mallem presented and provided details of the program area map.

Mallem and Kelly provided additional details regarding parking garages or park and rides. The Federal Transit Administration requires park and ride as a policy and at this point do not yet know what they will require for the volume of park and rides.

Montez asked how long the average bridge lift is.

Stated that it is approximately 15 – 20 minutes. The backup depends on what time of day.

Mallem presented the program funding. Tolling has been authorized, but they're still trying to figure out what the rate would be. Tolling will assist with gaps of funding for building and maintaining the bridge.

Mallem showed how to stay connected and get involved.

Morin asked for more details around parking and park and rides.

Kelly stated that it's a process that needs to be gone through to apply for the grant funding. Federally funded park and rides generally need to remain for 20 years. Other options may be available, and more flexibility may be accessible.

Adjournment

9:08 am

Ryan Morin, Board President

Meetings of the Parking Advisory Committee are electronically recorded on audio. The audio tapes are kept on file in the office of the City Clerk for a period of six years.



MEMORANDUM

DATE: October 4, 2024

TO: Parking Advisory Committee members

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

RE: **Interstate Bridge Replacement Program Update**

CC: Rebecca Kennedy, Community Development Department; Patrick Quinton, Director, Economic Prosperity and Housing Department

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 the Draft Supplemental Environmental Impact Statement (SEIS) on September 20 for a 60-day public comment period through November 18. This marks an important milestone in the effort to replace the I-5 Columbia River bridge with a modern, seismically sound structure – planning for which began over two decades ago.

This memo provides an overview of the Draft SEIS contents and process, a brief history of the IBR program, and a summary of key conclusions related to park and ride options, which are the most relevant components under the Parking Advisory Committee purview. Staff is seeking the Committee's feedback.

Overview of the Draft SEIS

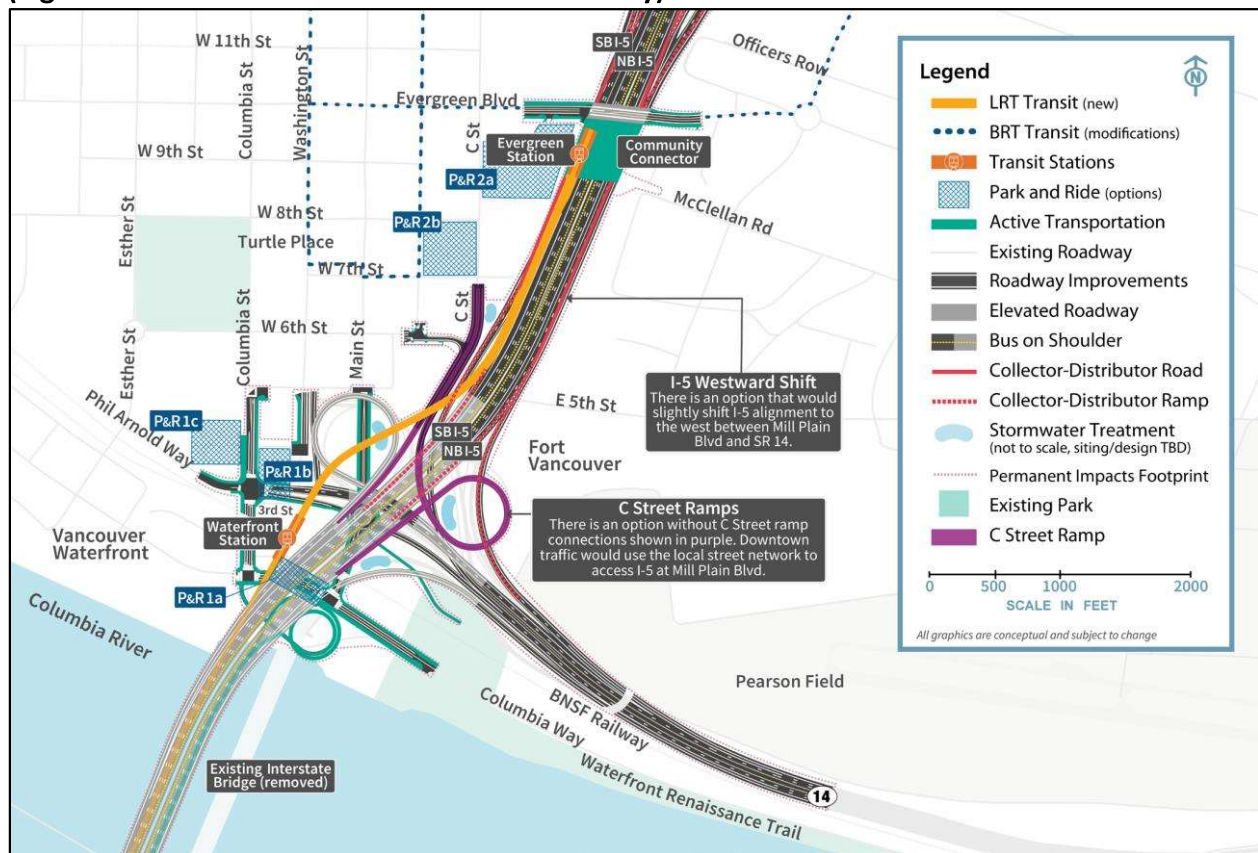
The Draft SEIS analyzes potential benefits and impacts resulting from the design, construction, and operation of a [Modified Locally Preferred Alternative \(Modified LPA\)](#) agreed to by partner agencies in 2022. The primary components of the Modified LPA include:

- 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 the freeway for express routes, and
- new pedestrian/bicycle facilities including a shared use path over the river.

As shown in Figure 1 below, two light rail (MAX) stations are planned for Downtown Vancouver, including one near Evergreen Boulevard and one in the Waterfront area. Main Street will be extended south to a realigned Columbia Way and to 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 with the current bridge. The program also includes a lid over I-5 (referred to as the Community Connector) on the south side of Evergreen Boulevard, adjacent to the light rail terminus station.

Figure 1: Map of the Proposed IBR Investments and Design Options for Downtown Vancouver (Figure 2-23 in the Draft SEIS Executive Summary)



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

- westward shift of the I-5 alignment through Downtown Vancouver or retention of a centered alignment
- rebuilding or removal of freeway ramps to and from C Street.

The Draft SEIS 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. Under this scenario, the states of Oregon and Washington would continue to operate and maintain the existing bridge structures and none of the proposed improvements would be constructed. For both the Modified LPA and No Build scenarios, the technical modeling and analysis is projected through the year 2045.

Release of the Draft SEIS marks an important milestone for the IBR program. It is a necessary step for any project receiving federal funds and subject to the National Environmental Policy Act (NEPA). The Act requires assessment and disclosure of effects of proposed actions on natural resource, ecosystem, or human community environments prior to making final design decisions. It also ensures that agencies consider public comments as part of their decision making.

Based on public feedback received on the Draft SEIS and additional analysis, the IBR team in coordination with program partners will aim to narrow down design options to a single solution for moving forward in 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, FTA and FHWA 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.

For detailed information, including the complete Draft SEIS and associated resources, please refer to: <https://www.interstatebridge.org>.

Background on the IBR Program

The IBR program is a continuation of the Columbia River Crossing (CRC) project, which launched in 2005. Several NEPA documents were prepared for CRC, including a Draft Environmental Impact Statement (EIS) in 2008 and a Final EIS and Record of Decision in 2011. The CRC stalled out in 2014, but in 2019, the governors of Oregon and Washington signed a [Memorandum of Intent](#) to reinstate bridge replacement efforts, launching the IBR program.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are joint lead agencies responsible for overseeing the NEPA process for IBR. Local lead agencies responsible for administering the program are the Oregon and Washington Departments of Transportation (ODOT and WSDOT). Other local agencies in the IBR partnership are the:

- Clark County Public Transportation Benefit Area (C-TRAN),
- Tri-County Metropolitan Transportation District (TriMet),
- Southwest Washington Regional Transportation Council (RTC),
- Oregon Metro (Metro),
- City of Vancouver,
- City of Portland,
- Port of Vancouver, and
- Port of Portland.

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 approved the Modified LPA in summer 2022. As part of this process, the IBR program adopted a series of commitments and 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 (see Attachment A).

After approval 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 IBR 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, although the Draft SEIS documents the ways in which these challenges have amplified in the last 10 plus years:



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 and includes 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 IBR.

Summary of Park and ride Options in the Draft SEIS

As part of the previous program that considered similar improvements, the I-5 Columbia River Crossing (CRC) project, the Federal Transit Administration (FTA) required 1,270 parking spaces in Vancouver near the proposed light rail stations, as a condition of federal funding. The IBR program carried forward this amount, although the FTA is currently updating its policies and IBR partners expect this requirement to decrease. Given the uncertainty of parking requirements from FTA that won’t be finalized until 2025, the Draft SEIS reflects up to one park and ride facility near each of the two light rail stations in Downtown Vancouver, assuming 700 spaces in the vicinity of Evergreen Boulevard and 570 spaces in the Waterfront area. There are five potential sites for park and ride facilities considered in the Draft SEIS, as described in [Chapter 2](#) of the report and summarized in the following table:

Table 1: Summary of Park and Ride sites studied in the Draft SEIS

Label	Descriptor	Location	Assumptions*
P&R 1a / Waterfront Site 2	Columbia Way / under I-5	below the I-5 bridges immediately north of a realigned Columbia Way	multilevel aboveground structure
P&R 1b / Waterfront Site 1	Columbia Street/ SR 14	east side of Columbia Street between 3rd and 4th Streets - spanning the SR 14 westbound off- ramp	multilevel aboveground structure
P&R 1c / Waterfront Site 3	Waterfront Gateway Site**	along the west side of Columbia Street immediately north of Phil Arnold Way	joint use parking facility in coordination with City's Waterfront Gateway program
P&R 2a / Evergreen Site 1	Library Square	along the east side of C Street and south of Evergreen Boulevard	multilevel belowground joint use facility - coordinated with the Library Square development
P&R 2b / Evergreen Site 2	Columbia Credit Union	existing multistory garage located along the west side of C Street, between E 7th Street and E 8th Street	joint use parking facility via lease - could accommodate some of the 700 spaces, if needed

The Draft SEIS compares these five locations across the range of potential impacts and benefits. It does not compare the potential scenarios of providing zero, one, or two park and ride facilities; it is an analysis of the highest potential impact scenario (providing two facilities with a total of 1,270 spaces).

The number of parking spaces needed and the decision to provide zero, one, or two park and ride facilities to meet that need will be based primarily on FTA's requirements to support future transit ridership, as part of the grant funding process. Once the number of required spaces is

known, the City of Vancouver and other IBR program partners will consider the analysis in the Draft SEIS, public comments on the Draft SEIS, consistency with local and regional policies, costs, and operational and design factors to determine where and how to accommodate the required parking. The proposed park and ride solution will be documented in the Final SEIS and Record of Decision, as described further in the “Background” section.

The following Draft SEIS technical reports included discussions on the park and ride options:

- [Acquisitions and Displacements](#)
- [Land Use](#)
- [Economics](#)
- [Transportation](#)
- [Visual Quality](#)
- [Neighborhoods and Population](#)
- [Noise and Vibration](#)
- [Hazardous Materials](#)
- [Energy](#)
- [Water Quality and Hydrology](#)
- [Cumulative Effects](#)

Additional reports noted that there would be no differences in effects between the park and ride options and did not include a discussion. These include:

- [Air Quality](#)
- [Climate](#)
- [Ecosystems](#)
- [Geology and Groundwater](#)
- [Parks and Recreation](#)
- [Wetlands and Other Waters](#)

The remaining reports did not mention the park and ride options outside the description of the Modified LPA (including the Equity and Environmental Justice reports).

Key Conclusions in the Draft SEIS by Topic

Acquisitions and Displacements: The Draft SEIS quantifies the area that the IBR Program would need to acquire (either through purchasing the site or through an easement) for each of the five park and ride options. It then identifies if the park and ride facility would displace any existing uses, including parking, residences, or businesses.

As shown in Table 2 below, the Draft SEIS concludes that acquisition (through easements) would be needed for three of the options. Building a park and ride facility on either the Library Square site (E1) or the Columbia Way/Under I-5 site (W2) would displace existing surface parking, but this would be replaced with new parking. Only one option would result in the displacement of a business (W3), while none of the options would displace existing housing.

Table 2: Summary of Acquisition and Displacement Impacts associated with the Park and Ride Options in the Draft SEIS

	Park and Ride Option	Additional Property Acquisition*	Additional Displacement Impacts
Evergreen Area	E1) Library Square	3.16 Acres (5 parcels)	3 parcels used for library parking
	E2) Columbia Credit Union	None – lease required	None
Waterfront Area	W1) Columbia St./SR14	None	None
	W2) Columbia Way/Under I-5	.1 acre (1 parcel)	Small amt. of public pkg.
	W3) Waterfront Gateway Site	1/5 acres (4 parcels)	1 business ~53 employees
<i>Does not include WSDOT-owned property or right of way or City-owned right of way.</i>			

The Draft SEIS concludes that:

- None of the park and ride options would be anticipated to displace uses that are critical to downtown Vancouver.
- A park and ride at Library Square (Evergreen #1) would not affect the adjacent library, but it would reduce property tax revenue by \$58,200 (~0.08% of Clark County’s 2022 revenues).
- The loss of one business or replacement of surface parking due to park and ride construction would not negatively impact neighborhood cohesion.¹

As mitigation for acquisition and displacement impacts, the Draft SEIS includes the following measure: “Depending on design and agreements, the IBR Program would be required to compensate current property owners, and potentially neighboring property owners, for any impacts to their current property use, parking, or access.”

¹ According to the Draft SEIS and WSDOT’s Environmental Manual (June 2020), “changes in community cohesion may include major displacements, splitting or isolating a portion of a neighborhood or minority and/or low-income populations from community facilities, separation from services, impacts to traffic circulation, reduction in neighborhood activities, generating new development, or inconsistency with neighborhood plan goals.”

Transportation: The Transportation analysis assumed the provision of two park and ride facilities (one near each light rail station in Downtown Vancouver) for a total of 1,270 spaces. According to the travel model used for the Draft SEIS, all park and ride spaces would be fully utilized (i.e., the lots would fill up each morning). As shown in Table 3 below, the Draft SEIS estimates that 10% of people using the light rail station at Evergreen Boulevard would get there by driving and parking at a park and ride facility (15% for the Waterfront station). Bus would be the primary access mode for both stations, while approximately 15% of Evergreen station users and 25% of Waterfront station users would use active transportation (walk, bike, or roll) to travel to and from the stations.

Table 3: Station Access by Mode Estimates in the Draft SEIS

Mode of travel to/from stations	Evergreen station	Waterfront station
Drive to a park and ride lot*	10%	15%
Take the bus (including the Vine)	75%	60%
Walk, bike, or other nonmotorized access	15%	25%
* People getting dropped off or picked up by car will increase the overall share of driving access. Pick-up/drop-off trips were manually added to the model to analyze the effects on intersection operations but are not reflected in the model outputs for station access by mode.		

The Draft SEIS concludes that the park and rides would add traffic to the local street system, and some intersections near park and rides would experience reduced intersection operations, but that the park and ride site options would **not** significantly change intersection operations in the study area. It further concludes that because intersections would operate acceptably, changes in local traffic conditions resulting from park and rides would not negatively impact economic conditions (Economics chapter), nor impact neighborhood cohesion (Neighborhoods chapter).

Visual Quality: Analysis of visual changes in the Draft SEIS acknowledges that the architectural design for park and ride facilities has not been determined yet, but assumes that design will use compatible massing, materials, and landscaping in compliance with Vancouver regulations and guidelines related to building design and materials, lighting and signage, art elements, landscaping, and street trees. It notes that future design processes will include public workshops and meetings with interested parties.

The Draft SEIS concludes that park and ride options have the potential to change the visual environment, but compliance with Vancouver’s regulations will ensure compatibility with the existing visual character of Downtown. Potential mitigation measures include:

- Conduct public design charrettes during the final design phases to refine the plans for each station area and park and ride.
- Incorporate design guidelines and consider input from downtown interested parties and the general public.
- Buffer the park and ride from adjacent uses, mainly with landscaping but potentially with public art, fencing, or other elements, as feasible.
- Comply with the City of Vancouver's Design Standards and review process.
- To the extent feasible, eliminate potential glare from the park and ride structure components.
- Incorporate public art reflective of the unique context at each park and ride facility.

Land Use: The Land Use technical report of the Draft SEIS summarizes the applicable local land use regulations. Under the City's Municipal Code, the CX (City Center) zone allows structured parking lots as a Limited Use subject to the provisions of 20.430.040. This section requires compatible design, transportation management plans, and a mix of uses with "active" ground floor uses along major roadways that serve high numbers of pedestrians. Vancouver's Comprehensive Plan includes policies to ensure that park and ride facilities are consistent with the goals of the relevant subarea plans and compatible with the surrounding development. It acknowledges that "the City of Vancouver does not prioritize the use of land in downtown Vancouver and near the waterfront for park and ride facilities."

The Land Use section of the Draft SEIS discusses the decision-making process for the park and ride options, including the following paraphrased statements:

- If FTA requires parking spaces, careful evaluation of the number of spaces and footprint impact would be necessary.
- Design of any new structures would be subject to the City's regulations, including the Comprehensive Plan and Municipal Code.
- The project would work with the City of Vancouver to determine appropriate active uses for the selected site(s) and implement methods which would serve to integrate the parking facilities into the urban fabric.
- Program and City staff will engage the public and interested parties in the design process.
- For any shared parking arrangements, IBR Program and property owners would need to come to documented agreement, and the FTA would need to ensure that shared parking represented an appropriate return on their transit investment.
- Shared parking agreements, coordination with the City, and the design process would occur after Draft SEIS comment period and the identification of preferred park and ride sites.

The Draft SEIS concludes that none of the park and ride sites would have an adverse land use impact, such as:

- displacement of a use critical to the downtown (such as city hall);

- taking up too much local street capacity such that it impedes vehicular access to primary downtown uses (entertainment, civic, retail, residential, etc.);
- being radically different in scale, massing, or visual appearance from surrounding development; or
- conflict with local land use regulations (i.e., Vancouver’s Comprehensive Plan or Municipal Code).

As mitigation, the IBR program will avoid potential land use conflicts through planning and design efforts to support integration of park and ride facilities with current and planned land uses in Downtown Vancouver.

Guidance in Draft SEIS Analysis

The following are guiding principles, plans, and other documents relative to park and ride facilities for reference while reviewing the Draft SEIS and providing comment.

1. **City of Vancouver Conditions of Approval** for the Modified LPA state that park and ride sites will be determined in partnership with the City and C-TRAN, be designed to integrate with the community character and landscape, and not negatively impact multimodal access, safety, and circulation.

Staff note: The Draft SEIS responds to this by denoting that design of any new structures will be subject to City regulations.

2. **IBR Program Commitments:** As part of the Modified LPA approval process, IBR made the following commitment related to park and rides: *Conduct further analysis on the size and design of park and rides accounting for ridership and cost-effectiveness, impacts on the street network and integration with the surrounding land uses; document in the Supplemental Final Environmental Impact Statement (SFEIS).*
3. **Federal Transit Administration (FTA) requirements** to achieve funding for the program. Regarding park and rides, the FTA’s methodology for funding requirements considers the potential increase in transit ridership resulting from the provision of park and rides.
4. **City's Downtown Parking Plan (Draft underway):** Since development of the Modified LPA, the City has embarked on the development of a Downtown Parking Plan, including an inventory of the existing supply and utilization rates. This effort has found that Downtown Vancouver currently has approximately 14,000 spaces (~4,000 City-owned/managed and ~10,000 privately-owned) – including lots near Evergreen and Waterfront stations. Only about half of the current parking supply is consistently utilized, although shortages are perceived during certain times at specific locations (e.g., special events at Esther Short Park, at the waterfront on the weekends).

The implications of this inventory are that no additional public parking structures are needed to meet existing and projected demand, and that the City can better connect people to the existing supply through shared use agreements with private owners, technology, and improved wayfinding.

5. [2023-29 Vancouver Strategic Plan](#): The park and ride decision-making process should consider:
- the City's core values (Livability, Equity and Inclusion, Innovation, Sustainability and Resilience, Trust and Relationships).
 - the strategic outcome for the Transportation and Mobility focus area: *Vancouver has a safe, future-ready and convenient transportation system that offers affordable and climate-friendly options for people to get where they need to be. All community members can walk, roll, bike, drive, and take transit to reach their destination. Vancouver considers the needs of different communities when designing transportation infrastructure and prioritizes equity.*
 - the performance measure to increase the share of people walking, bicycling, and using public transit or other alternatives to driving in downtown parking enforcement zones (TM.PM.5).
 - the goal to facilitate transit usage by designing neighborhoods that allow safe, non-motorized travel to transit facilities.

In addition, the following are staff comments based on review of the Draft SEIS to-date:

1. Seek to **clarify FTA park and ride requirements** as soon as possible. This includes defining what would count as a park and ride space and an understanding of any requirements related to shared-use agreements of existing facilities as well as new transit-oriented development sites.
2. The Draft SEIS compared potential park and ride locations but not potential scenarios of zero, one, or two sites. It also did not analyze potential formats of the park and ride (i.e., existing or new, belowground or aboveground, shared use or single use). These types of comparisons, along with exploration of using existing parking supply, could help **inform how much new parking is needed and in which form new parking should be provided**. Therefore, work following the Draft SEIS and leading to a Final SEIS should:
 - evaluate the potential to use existing parking spaces to the maximum extent possible,
 - explore a dispersed parking program that connects transit riders to the existing supply, and
 - compare 0, 1, or 2 new facilities, considering the differences between existing and new structures, below- or above-ground structures, and shared use and single use facilities.

3. Conduct **more City policy and planning review**, including ongoing work related to Downtown parking, redevelopment, and design and Citywide economic and equitable development.
4. **Remove the Waterfront Gateway park and ride site** as an option.
5. Conduct more in-depth review and provide a more detailed analysis on the **potential for negative climate, land use, economic, visual, neighborhood, and equity/environmental justice effects** resulting from new, large parking structures.
6. Consider the **opportunity costs** of building a new parking structure compared to using the existing parking supply to meet demand.
7. Continue to **work with City staff and the community** to analyze the appropriate level and design of park and ride for any/all sites that may be required.

Action, Timeline, and Next Steps

Staff is seeking feedback from the Parking Advisory Committee on the following:

- What are your thoughts on the analysis of the Park and Ride options in the Draft SEIS? Do you agree with the impact conclusions?
- Which option(s) would best align with City policies and plans related to mobility and access, including the draft Downtown Parking Plan?
- Considering the findings from the Downtown Parking Plan assessment, what are your thoughts on the feasibility of a dispersed parking program serving future transit riders?
- Any additional thoughts regarding Park and Ride options or impacts/opportunities related to parking overall in Downtown as it relates to proposed improvements through IBR?

The Parking Advisory Committee has an option to submit comments via a letter and/or as individual community members. Voting on the submission of a letter on behalf of the Committee would need to occur at a special meeting or at the next meeting on November 13, 2024. The Draft SEIS comment period closes on November 18, 2024.

Staff will provide an update to the Parking Advisory Committee following the Draft SEIS comment period and subsequent milestones. City Council will need to adopt a resolution on the Final SEIS, which is expected to occur in mid-2025.

Staff Contacts:

Katherine Kelly, Senior Policy Advisor, Community Development Department,
Katherine.Kelly@cityofvancouver.us

Lori Severino, Senior Planner, Community Development Department,
Lori.Severino@cityofvancouver.us

Attachment(s): None.



CITY OF
Vancouver
WASHINGTON

Interstate Bridge Replacement (IBR) Program

*Draft Supplemental Impact Statement (DSEIS):
Park and Ride Analysis*

Parking Advisory Committee Meeting 10/9/2024

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



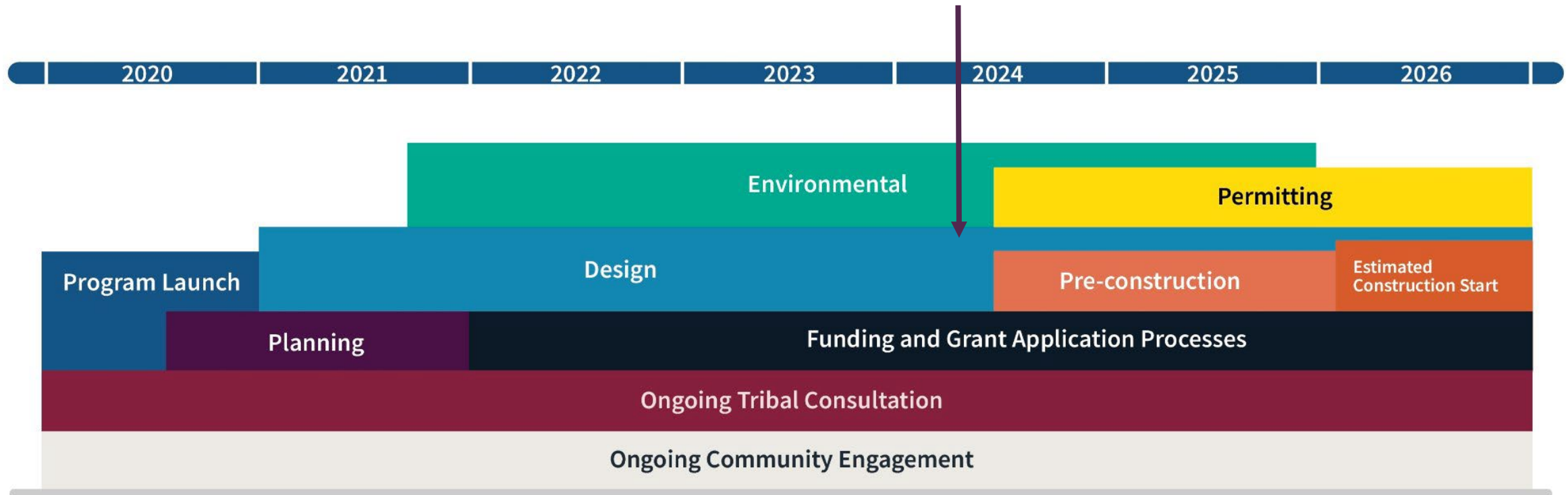
Agenda

- Introduction
- Overview of Draft SEIS park and ride options
- Key Conclusions
- Discussion



IBR Program Schedule

DSEIS 60-day public comment
period (Sept. 20 – Nov. 18, 2024)



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

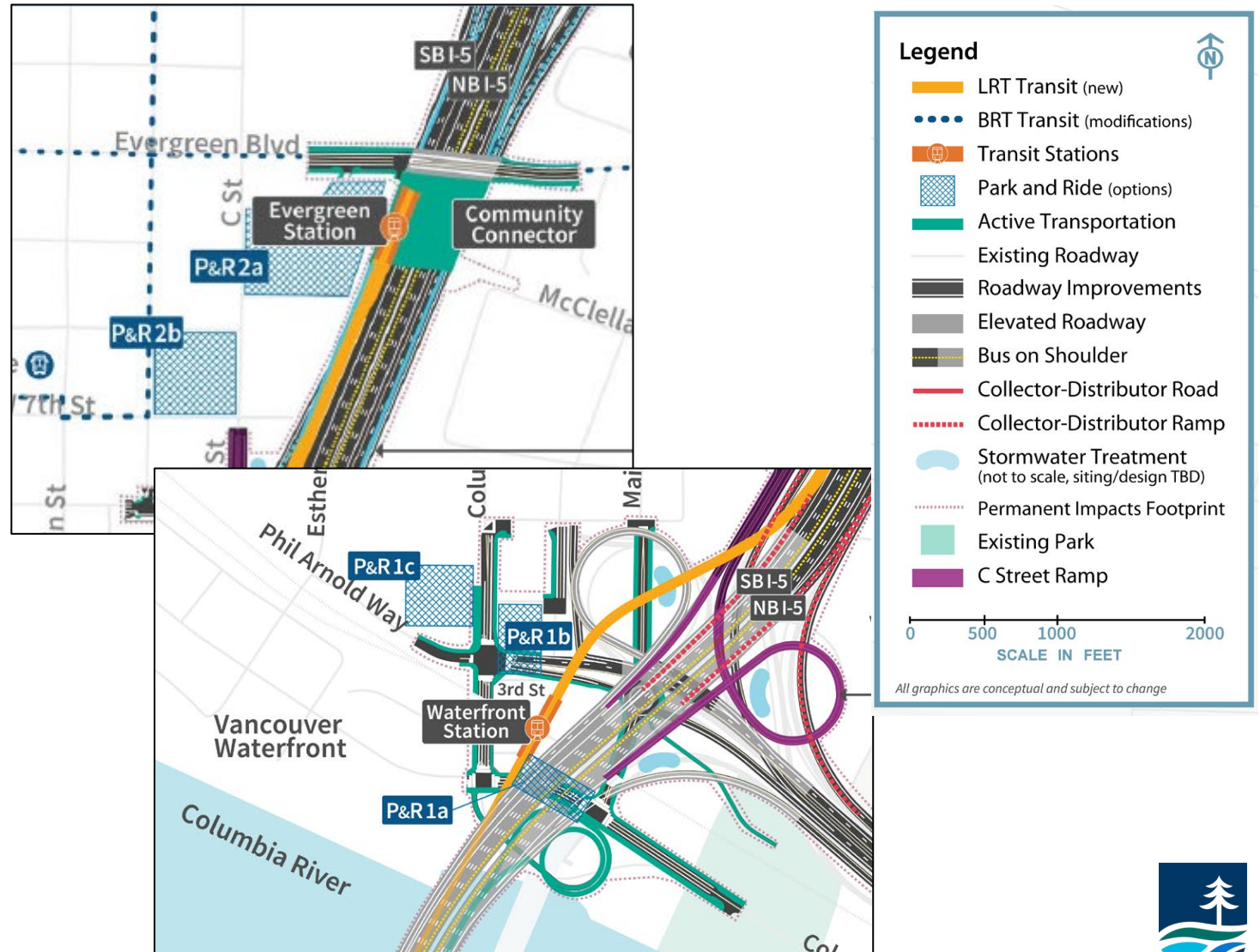


Modified Locally Preferred Alternative (MLPA)



Park and Ride Analysis

- Five sites analyzed
- No more than 2 (total) park and ride sites would be implemented for IBR Program
- Analysis based on 1,270 parking spaces*
 - 700 spaces near Evergreen
 - 570 spaces near the Waterfront
 - *Based on previous CRC program modeling and FTA requirements, subject to change



Park and Ride Analyses in the Draft SEIS

Technical reports with the most discussion on park and ride options:

1. [Acquisitions and Displacements](#)
2. [Land Use](#)
3. [Transportation](#)
4. [Visual Quality](#)

Technical reports with brief discussions:

1. [Economics](#)
2. [Neighborhoods and Population](#)
3. [Noise and Vibration](#)
4. [Hazardous Materials](#)
5. [Energy](#)
6. [Water Quality and Hydrology](#)
7. [Cumulative Effects](#)

Technical reports that concluded that there would be no differences in effects between the park and ride options:

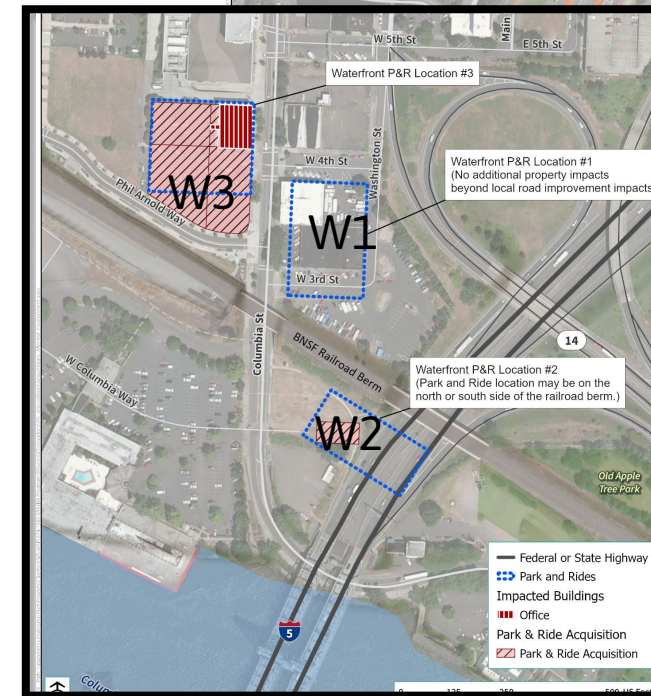
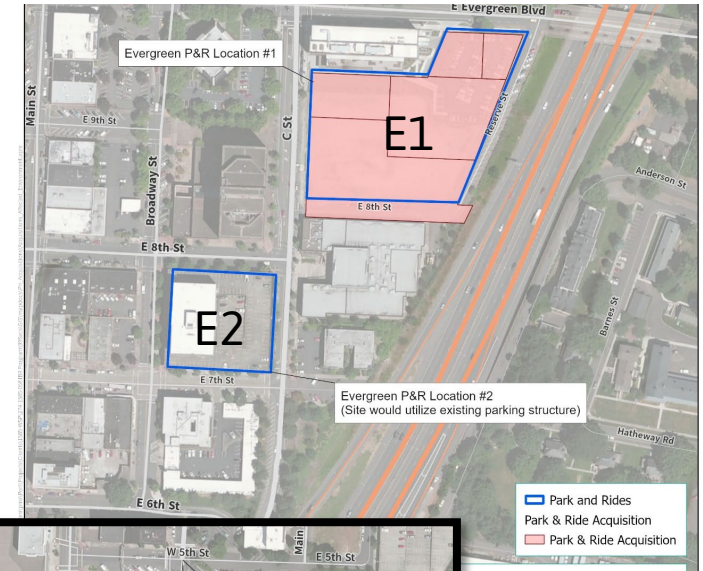
1. [Air Quality](#)
2. [Climate](#)
3. [Ecosystems](#)
4. [Geology and Groundwater](#)
5. [Parks and Recreation](#)
6. [Wetlands and Other Waters](#)



Draft SEIS Conclusions: Acquisitions & Displacements

	Identifier	Additional Property Acquisition*	Additional Displacement Impacts
Evergreen Area	E1) Library Square	3.16 Acres (5 parcels)	3 parcels used for library parking
	E2) Columbia Credit Union	None – lease required	None
Waterfront Area	W1) Columbia St./SR14	None	None
	W2) Columbia Way/Under I-5	.1 acre (1 parcel)	Small amt. of public pkng.
	W3) Waterfront Gateway Site	1/5 acres (4 parcels)	1 business ~53 employees

Does not include WSDOT-owned property or right of way or City-owned right of way.



Draft SEIS Conclusions: Acquisitions & Displacements

- None of the park and ride options anticipated to **displace uses that are critical** to downtown Vancouver.
- A park and ride at Library Square (Evergreen #1) could displace existing parking stalls but would “**provide parking for park-and-ride users jointly** with other users without affecting the adjacent library”.
- Full acquisition of the vacant parcels at the Library Square site for a park and ride structure is estimated to **reduce property tax revenue by \$58,200** (~0.08% of Clark County’s 2022 revenues).
- Displacement impacts associated with park and rides would **not negatively impact neighborhood cohesion**.
- **Commitment:** “Depending on design and agreements, the IBR Program would be required to compensate current property owners, and potentially neighboring property owners, for any impacts to their current property use, parking, or access.”



Draft SEIS Conclusions: Transportation

Mode of travel to/from stations	Evergreen station	Waterfront station
Drive to a park and ride lot*	10%	15%
Take the bus (including the Vine)	75%	60%
Walk, bike, or other nonmotorized access	15%	25%

* People getting dropped off or picked up by car will increase the overall share of driving access. Pick-up/drop-off trips were manually added to the model to analyze the effects on intersection operations but are not reflected in the model outputs for station access by mode.

- Park & Ride site alternatives **found not to significantly change intersection operation** results in the study area.
- Because intersections would operate acceptably, additional traffic near the park-and-ride sites would **not be anticipated to negatively impact economic conditions..”**
- Some intersections would experience **reduced intersection operations**, primarily along arterials connecting to I-5 or near park and ride locations. The changes in intersection operations would **not be anticipated to impact neighborhood cohesion.**



Draft SEIS Conclusions: Visual Quality

Park and ride options have the potential to change the visual environment, but compliance with Vancouver's regulations will ensure compatibility with the existing visual character of Downtown.

- Conduct public design charrettes during final design phases to refine plans for each station area and park and ride.
- Incorporate design guidelines and consider input from downtown interested parties and the general public.
- Buffer the park and ride from adjacent uses, mainly with landscaping but potentially with public art, fencing, or other elements, as feasible.
- Comply with City of Vancouver Design Standards and review process.
- To the extent feasible, eliminate potential glare from park-and-ride structure components.
- Incorporate public art reflective of the unique context at each park and ride facility.

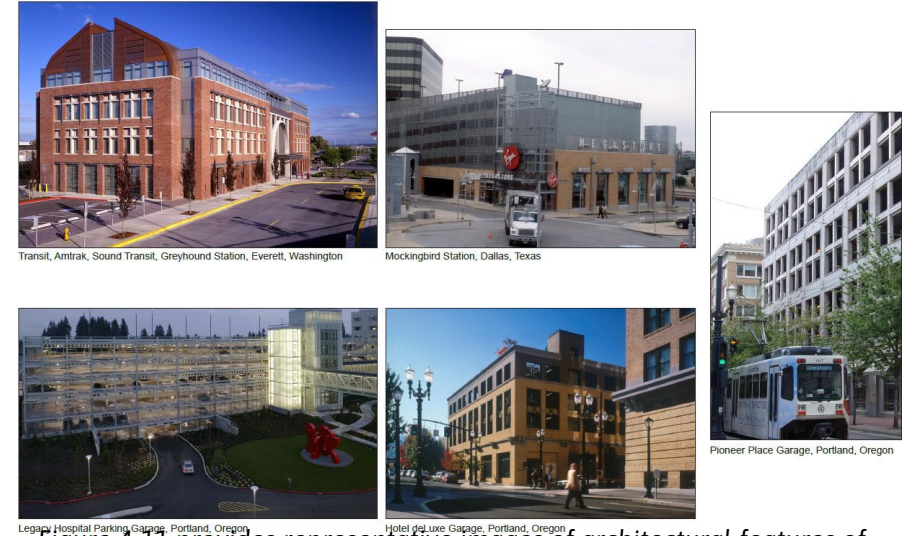


Figure 4-11 provides representative images of architectural features of transit structures. These images were shown in prior public workshops conducted for the CRC project.

- Architectural design not yet determined, but design will use compatible massing, materials, and landscaping in compliance with Vancouver regulations and guidelines related to building design and materials, lighting and signage, art elements, landscaping, and street trees.
- Future design processes include public workshops and meetings with interested parties.



Draft SEIS Conclusions: Land Use & Economics

- Park and ride sites that were analyzed would not have adverse impacts such as:
 - Displacement of a use critical to the downtown (such as city hall)
 - Taking up too much local street capacity such that it impedes vehicular access to primary downtown uses (entertainment, civic, retail, residential, etc.)
 - Being radically different in scale, massing, or visual appearance from surrounding development
- City of Vancouver does not prioritize the use of land in downtown Vancouver for park and ride facilities.
- Tax revenue loss (Table 3.4-13):
 - Waterfront Station Site 3: \$0
 - Evergreen/Library Sq. Station: - \$58,200 (0.08% of budgeted 2022 property tax revenues)
- Site 3 would displace ~53 employees. None of the other park and ride sites would result in business displacements. (Page 3.4-31)
- **Mitigation:** avoid potential land use conflicts through planning and design efforts to support integration of park and ride facilities with current and planned land uses in Downtown Vancouver. (3.4-40)



Consistency with Local Regulations

Regulation	Finding
Vancouver's Comprehensive Plan* - Includes policies to ensure that park and ride facilities are consistent with the goals of the relevant subarea plans and compatible with the surrounding development - recommends planning for a compact urban form with an appropriate mix of uses and providing a range of transportation options	- Any park and ride facilities would be developed to be consistent with the Comprehensive Plan's requirements. - The Modified LPA supports these recommendations by implementing light-rail, improving connectivity within the area, and providing park-and-ride locations.
Municipal Code: The CX (City Center) zone allows structured parking lots as a Limited Use subject to the provisions of 20.430.040, which requires compatible design, transportation management plans, and a mix of uses with "active" ground floor uses along major roadways that serve high numbers of pedestrians.	- The project would work with the City of Vancouver to determine appropriate active uses for the selected sites and implement methods which would serve to integrate the parking facilities into the urban fabric. - Coordination with the City on active uses would occur as part of parking facility design development, after the identification of preferred park-and-ride sites.

**Any new/revised policies related to parking in the Comprehensive Plan, as part of the current update, would be incorporated into the Final SEIS/ROD.*



Guidance for Park and Ride Decision-making

- **City of Vancouver Conditions of Approval:** Park and ride sites will be determined in partnership with the City and C-TRAN, be designed to integrate with the community character and landscape, and not negatively impact multimodal access, safety, and circulation. *DSEIS denotes that design of any new structures **subject to City regulations**.*
- **IBR Program Commitments:** Conduct further analysis on the size and design of park and rides accounting for ridership and cost-effectiveness, impacts on the street network and integration with surrounding land uses.
- **Federal Transit Administration (FTA) Funding for IBR:** Methodology includes park and ride to support ridership.
- **City's Downtown Parking Plan (draft underway):**
 - ~ 14,000 existing spaces in Downtown, ~50% consistently utilized
 - Better use supply through shared use agreements w/private owners, technology, improved wayfinding
 - No additional public parking structures are needed to meet existing/projected demand
- **City's Strategic Plan**
 - Core values of livability, equity and inclusion, innovation, sustainability and resilience, trust
 - Mobility: safe, convenient, affordable, climate friendly system for all
 - Increase share of people walking, biking, using public transit
 - Design neighborhoods that allow safe, non-motorized travel to transit



Initial Comments on Draft SEIS

- Clarify FTA park and ride requirements ASAP.
 - Determine volume and form of new parking needed.
 - Use existing parking spaces to maximum extent possible.
 - Explore a dispersed parking program.
 - Compare 0, 1, or 2 new facilities.
- More review of City policies and plans.
- Remove Waterfront Gateway park and ride site as an option.
- More in-depth review of climate, land use, economic, visual, neighborhood, equity/ environmental justice effects from large park and ride sites.
- Consider opportunity costs of new structures vs. use of existing supply.
- Continue to work with staff and community on siting and design. Design must be high quality, human-scaled environment that prioritizes access by active transportation modes (walking, biking, etc.) and by bus and paratransit.



Discussion

- What are your thoughts on the analysis of the park and ride options in the Draft SEIS? Do you agree with the impact conclusions?
- Which option(s) would best align with City policies and plans related to mobility and access, including the draft Downtown Parking Plan?
- Considering the findings from the Downtown Parking Plan assessment, what are your thoughts on the feasibility of a dispersed parking program serving future transit riders?
- Any additional thoughts regarding park and ride options or impacts/opportunities related to parking overall in Downtown as it relates to proposed improvements through IBR?



Learn more about the Draft SEIS and how to participate at:

<https://www.interstatebridge.org/DraftSEIS>

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