



**Evergreen Highlands**  
**Neighborhood**

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**NEIGHBORHOOD**  
**ACTION**  
**PLAN**

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CITY OF  
VANCOUVER  
WASHINGTON

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February 1996

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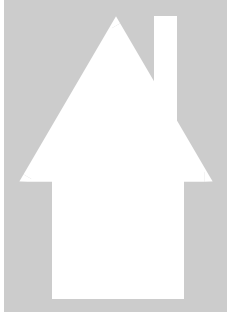
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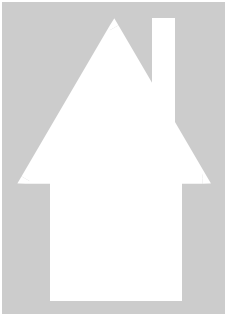
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# Table of Contents

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<b>I. INTRODUCTION</b> .....	4
<b>II. NEIGHBORHOOD PROFILE</b> .....	6
<b>III. VISION STATEMENT</b> .....	9
<b>IV. NEIGHBORHOOD OBJECTIVES</b> .....	10
Traffic and Pedestrian Safety .....	10
Public Facilities and Services .....	12
Public Safety .....	13
Land Use .....	14
Community Appearance .....	15
Open Space and Recreation .....	15
Noise and Other Nuisances .....	15
<b>V. ACTION CHART</b> .....	17



# Introduction

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**THE PURPOSE** of a neighborhood action plan is to identify issues that are of concern to the residents of the neighborhood, and to devise strategies for addressing these concerns. In conjunction with broader policies and implementation measures contained within the City's comprehensive plan, the neighborhood action planning process is intended to protect and enhance the livability within specific neighborhoods, as well as to help fulfill the overall community vision and to create a more livable city. More specifically, neighborhood action plans are intended to:

- Educate both city government and neighborhood residents about each others' concerns and visions for the future.
- Promote collaboration between the city and the neighborhood in order to achieve mutual goals and a shared sense of responsibility.
- Create a "sense of place" within the community by identifying and developing the assets within each neighborhood.
- Initiate change, rather than simply reacting to it, by addressing specific issues and opportunities.
- Achieve sensible and coordinated project and program planning within each neighborhood and between all the city's neighborhoods.
- Strengthen neighborhoods.

## Relationship to the Comprehensive Plan

In general, a comprehensive plan is intended to provide broad policy direction which is then implemented through more specific development regulations and capital expenditure programs. Com-

prehensive plans do not, however, typically address the more immediate needs and concerns of individual neighborhoods. This is the purpose of a sub-area or neighborhood plan.

The City's new comprehensive plan, entitled *Visions for the Vancouver Urban Area*, was adopted in December of 1994. The Plan specifically states that the City should: "*create neighborhood plans by assisting neighborhood organizations in identifying issues, policies and implementation measures specific to their areas.*"

The purpose of the Evergreen Highlands Neighborhood Action Plan is to integrate neighborhood needs into the City's budget process, Six-Year Street Improvement Program, Neighborhood Traffic Control Program, Parks, Recreation, and Open Space Plan, and other planning and funding programs. The general policy statements included in the Action Plan may also be used by the City Council to guide future decisions involving development proposals and plan amendments affecting the neighborhood.

## The Neighborhood Action Planning Process

This plan was developed by the Evergreen Highlands Neighborhood Association with assistance from the City of Vancouver Department of Community Preservation and Development. The actual preparation of the plan was coordinated by the Neighborhood Action Planning Committee, comprised of volunteers from the Neighborhood Association.

A draft version of the Action Plan was advertised and made available for review and comment by all residents of the neighborhood. After considering and reconciling comments from the residents, the plan was endorsed by the Neighborhood Association on January 24, 1996, and then forwarded to the Planning Commission and City Council for their consideration and adoption.

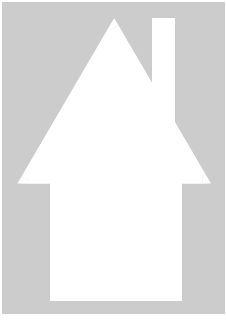
It is intended that city agencies will utilize the action plans as input in developing more specific work programs and in establishing city-wide funding priorities. It is recognized that many of the recommendations contained in the action plans are conceptual only and may need to be analyzed in greater detail, both individually and in relationship to other recommendations. It should also be emphasized that funding sources may not exist for implementing all of the recommendations identified in the plan. Some of the actions identified in the plan are

intended to be initiated and implemented by residents of the neighborhood.



## Overview of the Plan

The Plan is organized into four sections. The **NEIGHBORHOOD PROFILE** contains a general description of the current conditions within the neighborhood. The **VISION STATEMENT** describes the neighborhood's sense of identity and vision for its future. The **NEIGHBORHOOD OBJECTIVES** section identifies issues that are of concern to the residents of the neighborhood and potential strategies for addressing those concerns. Finally, the **ACTION CHART** summarizes in table format the strategies developed in the previous section along with additional information identifying responsibilities and priorities.



# Neighborhood Profile

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THE EVERGREEN HIGHLANDS neighborhood is located in the southeastern quadrant of the city, approximately 3 1/2 miles from the downtown central business district (see attached vicinity map). Occupying an area of approximately 36 square blocks, the neighborhood is bounded on the north by MacArthur Boulevard, on the west by Devine Road, on the east by Andresen Road, and on the south by State Highway 14 (SR-14).

**Map is Missing**

With the exception of a few vacant lots, Evergreen Highlands is a mature, fully-developed residential neighborhood, zoned almost exclusively for large-lot (20,000 square feet) single-family use (R1-20, see attached zoning map). Immediately to the north of the neighborhood

(northwest corner of Andresen and MacArthur) there exists a small amount (approximately 30 acres) of land that is zoned and partially developed for multi-family use.<sup>1</sup>

Housing within the neighborhood is generally char-

acterized by attractive, middle-income, ranch-style homes dating from the 1950's, 60's and 70's. Many of the older homes either have been or are being remodelled to one extent or another. A majority of the housing units are owner occupied.

Many of the streets within the neighborhood do not have either curbs or sidewalks. As a result, the neighborhood has what many of its residents describe as a comfortable, rural feel. Because of its location on a gradually sloping bluff overlooking the Columbia River, many of the homes also enjoy outstanding views.

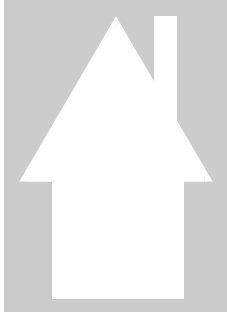
Residents of the Evergreen Highlands Neighborhood have relatively good access to parks and open space. In addition to General Anderson Park, which is located within the neighborhood, many residents also

utilize the athletic fields at George C. Marshall Elementary and McLoughlin Junior High schools, as well as Dubois Park, even though these facilities are technically located in adjacent neighborhoods. The St. Joseph's church and school campus and the East Vancouver Methodist Church, although private facilities, also contribute significantly to the feeling of open space within the neighborhood.

Most of the concerns identified in this plan are traffic and transportation related. In part, this is because traffic has such a conspicuous and tangible impact on the livability of the neighborhood. Evergreen Highlands' concerns are also specifically related to the neighborhood's proximity to a large traffic generator (St. Joseph's church and school), as well as its proximity to two minor arterials (MacArthur and Andresen).







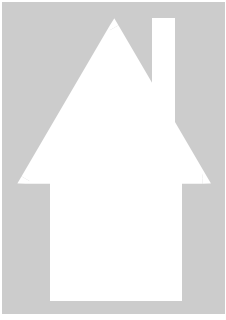
# Vision Statement

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THE RESIDENTS OF EVERGREEN HIGHLANDS desire to maintain the quality of their neighborhood as a comfortable, secure, and stable residential community. It should remain a place where neighbors are concerned about each other and involved in working together to preserve the qualities that originally attracted them to the neighborhood.

*Evergreen Highlands values--and desires to maintain--its amenities, including General Anderson Park, views of the Columbia River, and relatively good access to highways and other transportation arterials. The Neighborhood also values its positive relationship with the private school and two churches located there, and with adjacent neighborhoods.*

*Because Evergreen Highlands is fully developed, most of the influences potentially affecting the neighborhood are external forces such as non-local traffic, noise, and crime. Accordingly, the neighborhood recognizes the importance of being pro-active in working together with the City of Vancouver to implement the strategies identified in this plan, and through other efforts, to fulfill this vision.*



# Neighborhood Objectives

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THIS SECTION identifies issues that are of concern to the residents of the neighborhood, along with potential “action steps” for addressing these concerns. The issues, which are stated in terms of “objectives,” are categorized by topics similar to those found in the City of Vancouver comprehensive plan. The order in which objectives and action steps appear do not necessarily correspond to their relative degree of importance. For a more detailed description of priorities, along with a list of various agencies responsible for implementing each action step, see the ACTION CHART presented in the final section of this report.

## Traffic and Pedestrian Safety

Many of the concerns identified in this plan are traffic and transportation related. In part, this is because traffic has such a conspicuous and tangible impact on the livability of a neighborhood. Listed below are various concerns that have been identified by the neighborhood. For each issue, one or more *possible* solutions has been identified. It should be emphasized that at this stage in the planning process, the recommendations are conceptual only and not necessarily supported by everyone in the neighborhood. It is understood that each issue and possible solution will need to be analyzed in greater detail by the City’s Transportation Division, both individually and in relationship to other potential improvements, as well as to the traffic system as a whole. Before any improvement is made, the neighborhood will be formally polled to ensure that there is a consensus among residents.

### **OBJECTIVE 1: Ensure that neighborhood streets are utilized by local traffic only, not as thoroughfares for non-local traffic.**

Residents report that non-local traffic often uses Buena Vista, Highland, and Devine as a convenient short-cut for connecting from MacArthur to Andresen, avoiding the sometimes congested intersection at these two arterials. Some residents believe that this practice has increased recently as the result of the State having closed access from SR-14 onto Blandford Drive (i.e., has redirected traffic onto Andresen). Part of the congestion at this intersection may also be associated with the use of a four-way flashing red light as a control device, rather than a conventional traffic signal. Increasing traffic volumes may warrant reconfiguring the signalization at this intersection.

#### **Recommended Action Steps:**

- Conduct a sub-area analysis of travel patterns in the vicinity of the Evergreen Highlands Neighborhood to determine the impacts of having closed Blandford Drive. If appropriate, install barricades and other traffic-calming devices as required in order to mitigate impacts (see objectives below for specific suggestions).
- Conduct a traffic analysis at the intersection of Andresen and MacArthur to determine if any opportunities exist for improving its efficiency. If necessary, reconfigure the signal and intersection.

## **OBJECTIVE 2: Prevent automobiles from speeding within the neighborhood.**

The third source of traffic within the neighborhood--in addition to the cut-through traffic and church/school-related traffic described above--is simply that traffic generated by the residents of the neighborhood themselves. Collectively, these three sources contribute to the majority of traffic within the neighborhood. Unfortunately, certain drivers from all three of these user groups--including residents of the neighborhood--operate their vehicles at speeds in excess of the lawful 25 mile per hour speed limit. Specific problem areas that have been identified include Buena Vista, Highland, Devine, Louisiana (near church parking lot), and Riverside Drive (just west of Clair Street, between SR-14 and Evergreen).

### ***Recommended Action Steps:***

- Identify strategic locations for installing traffic calming devices such as speed humps, traffic circles, and stop signs.
- Increase enforcement of speed limit regulations within the neighborhood in general.
- Establish a neighborhood-based program to educate residents about the importance of honoring speed limits and controlled intersections within the neighborhood.

## **OBJECTIVE 3: Identify and remedy dangerous intersections.**

The intersection of Buena Vista and Andresen is considered to be dangerous by many residents of the neighborhood. Apparently, however, accident statistics do not seem to support this claim. This may in part be due to the fact that many drivers simply avoid using the intersection. Also, many minor accidents that occur at this intersection may simply not be reported. Because of limited sight distance, the City has posted signs restricting left turns from Buena Vista onto Andresen. Unfortunately, these signs are often ignored by drivers willing to “gamble” and make a blind left turn anyway.

Although not representing the same magnitude of danger as the intersection at Buena Vista and Andresen, many in the neighborhood also consider the intersection of Highland and Andresen to be somewhat dangerous, primarily because of the north-bound traffic on Andresen turning left onto Highland. The curve at Buena Vista and Devine is also considered by the neighborhood to be hazardous, especially when negotiated at excessive speed. Potential remedies include improving signage, constructing a guardrail, or installing a speed hump. Other intersections considered to be dangerous include Highland and Devine, Arizona and Devine, Arizona and Texas, Burdick and Oklahoma, Burdick and Highland, Burdick and Buena Vista, Louisiana and Tulsa, and Evergreen and Andresen (traffic from SR-14 off ramp is not required to stop).

### ***Recommended Action Steps:***

- Analyze various options for remedying dangerous intersection at Buena Vista and Andresen. Conduct an opinion survey of residents to determine relative level of support. *Possible* strategies to be analyzed further include:
- Install one or more convex mirrors in strategic locations that would enable drivers to “see” around the corner and view oncoming traffic, or
- Install a lane separator (i.e., median) along this portion of Andresen in order to prevent left turn movements (i.e., right turn only, both from Buena Vista as well as from Andresen), or
- Analyze other identified dangerous curves and intersections (listed in discussion above). Develop alternatives for mitigation (e.g., stop signs, traffic circles, speed humps, etc.) as part of comprehensive strategy for improving traffic safety in the neighborhood.

## **OBJECTIVE 4: Increase pedestrian and bicycle access and safety to and from the neighborhood.**

Parents within the neighborhood have expressed concern about the safety of children walking to and from St. Joseph’s School. In order to remedy this problem, two pedestrian crosswalks are currently being installed: one at Andresen just north of Highland Drive, the other at Burdick and Highland Drive. Residents have also identified a need to install a crosswalk somewhere along Louisiana to accommodate those children entering the back side of the school.

The flashing 20 MPH speed limit sign along MacArthur Boulevard warning west-bound drivers of the existing crosswalk at Marshall Elementary School appears to be obscured by landscaping (trees). This signal may need to be relocated further to the east to improve visibility (i.e., toward the bus stop sign or yellow “children crossing” sign).

Landscaping (i.e., trees and shrubs) planted in the median also appears to be obscuring the visibility of the crosswalk at this same location. Apparently a “sight-distance study” is currently being conducted by the City to determine the degree of hazard and possible solutions (e.g., removing or pruning vegetation).

Other pedestrian access issues that have been identified by the neighborhood include the lack of a pedestrian and bicycle pathway along Evergreen Boulevard, and the general absence of sidewalks within the neighborhood. It should be noted, however, that there is not consensus concerning the desirability of installing sidewalks. Some residents prefer the “rural” character of streets without sidewalks. This issue will need to be studied further.

**Recommended Action Steps:**

- Install pedestrian crosswalk on Louisiana.
- Relocate flashing 20 MPH speed limit sign along MacArthur Boulevard further to the east in order to improve visibility.
- Prune or remove vegetation within the median along MacArthur in order to improve visibility of the school crosswalk at Marshall Elementary School.

tary School.

- Improve Evergreen Boulevard from Andresen to West of Blandford Drive providing sufficient width and pavement markings to accommodate a pedestrian and bicycle pathway.
- Study the cost, feasibility, and support for installing sidewalks within the neighborhood.

 **Public Facilities and Services**

**OBJECTIVE 1: Eliminate the use of on-site sewage disposal systems.**

Many homes in the Evergreen Highlands Neighborhood are not connected to public sewer, relying instead on on-site sewage disposal systems (i.e., septic systems) that were installed when the homes were built. Some of these on-site systems have failed, requiring homeowners to pay for the extension of public sewer to their property at substantial cost. Wherever possible, the City encourages homeowners to connect to public sewer and has established a septic system elimination incentive program to subsidize a portion of the cost.

Certain efficiencies (i.e., lower cost) can sometimes be achieved when groups of property owners collaborate in extending and connecting to sewer simultaneously. Creative funding mechanisms (e.g., local improvement districts (LID) ) can also be utilized to spread the cost over a 10 or even 20-year period. To date however, with the exception of those instances involving failed septic systems, there has not been widespread motivation within Evergreen Highlands to connect to public sewer.

**Recommended Action Steps:**

- Ensure that residents are informed about the available incentive programs and funding mechanisms that could be used to eliminate on-site sewage disposal systems.

**OBJECTIVE 2: Identify and eliminate stormwater drainage deficiencies.**

In addition to not having curbs or sidewalks, many of the streets in the neighborhood were constructed without adequate drainage features (e.g., drainage ditches, curb and gutter, or storm sewers). A portion of street at the east end of Buena Vista has been retro-fitted with extruded asphalt curbs in order to re-direct some of the most damaging stormwater. A small number of “dry-wells” have also been constructed in this vicinity. Additional problem areas, however, still exist (e.g., east and west of installed drywells) and more improvements of this kind are needed.

**Recommended Action Steps:**

- Identify problematic storm drainage issues, alternative remedies, and potential funding mechanisms (if other than minor construction is required).

**OBJECTIVE 3: Relocate above ground utilities.**

Like many neighborhoods established from this era, the power lines and telephone lines in Evergreen Highlands were constructed above ground. In order to improve the appearance of the neighborhood, many residents feel that it would be desirable to relocate these utilities below ground. Because of the cosmetic nature of such an improvement, and be the cause of the cost, it is unlikely that the City would be able to participate in funding such a project. If, however, there was sufficient motivation among property owners, a local improvement district (LID) could be established and financed by the neighborhood.

**Recommended Action Steps:**

- Conduct a survey of residents within the neighborhood to determine support and willingness to pay for the underground relocation of existing above ground utilities.

**OBJECTIVE 4: Improve the condition of roadways within the neighborhood.**

Several of the streets within the neighborhood are in need of resurfacing. Specific streets identified by residents include Buena Vista, Devine, and Highland Drive. Other streets may also need to be repaired or resurfaced.

**Recommended Action Steps:**

- Conduct an inventory of pavement condition within the neighborhood; repair or resurface as required.



**OBJECTIVE 1: Maintain the level of public safety within the neighborhood.**

The residents of Evergreen Highlands consider their neighborhood to be relatively safe and secure. In order to maintain (and improve) this level of security, the neighborhood supports continuing efforts to identify and educate residents about safety concerns.

**Recommended Action Steps:**

- Increase the number of participants in the Neighborhood Crime Watch program by promoting it in the neighborhood newsletter, at local schools, and by word of mouth.
- Encourage neighbors to make an effort to get to know everyone on their own block. Acknowledge efforts in a “Good Neighbor” column in the newsletter.

**OBJECTIVE 2: Ensure adequate security at existing park facilities.**

There used to be some concern about illegal activities (adolescent alcohol and drug use) at General Anderson Park, but this has not been a problem since site obscuring berms were removed when the cur-

rent facility was constructed in 1993.

**Recommended Action Step:**

- Continue routine Police patrol of General Anderson Park.

**OBJECTIVE 3: Provide adequate street lighting within the neighborhood.**

Some (but not all) residents of the neighborhood have suggested that street lighting could be improved.

**Recommended Action Step:**

- Identify lighting deficiencies within the neighborhood. Install supplemental lighting as required.



**OBJECTIVE 1: Encourage the appropriate placement and buffering of temporary classroom structures at St. Joseph's school.**

Like many schools, St. Joseph utilizes temporary structures to accommodate annually fluctuating student enrollments. Because enrollments are almost always fluctuating, these structures often remain for many years, essentially becoming permanent. In addition to the one unit that already exists on the site, the school anticipates placing additional units in the near future. Some residents in the neighborhood have expressed concern about the location and appearance of these units.

**Recommended Action Steps:**

- Establish city-wide guidelines for locating temporary classroom structures in a way that minimizes the visual impact on surrounding neighborhoods.

**OBJECTIVE 2: Mitigate impacts associated with annual Sausage Festival.**

The Sausage Festival held each September in the parking lot of St. Joseph's draws large numbers of people from throughout the Vancouver metropolitan area. It is an important fund raising event for the church and is sanctioned by the City through special permit. St. Joseph's has always been conscientious about working with the City and the neighborhood to mitigate the noise, parking, and traffic impacts associated with the festival. As a result, the festival enjoys the support of the residents of the neighborhood who generally view the inconveniences as temporary and relatively minor.

**Recommended Action Step:**

- Continue to work with representatives from the school, and the city, to explore options for further minimizing noise, parking, traffic, and security issues associated with the annual Sausage Festival.

**OBJECTIVE 3: Encourage the retention of nearby commercial activity.**

Although there is no commercial activity within the boundaries of the Evergreen Highlands Neighborhood, residents within the neighborhood rely on commercial services provided at nearby Town Plaza and other neighborhood centers along Mill Plain. Over the last decade, many businesses have been abandoning these neighborhood centers and relocating to regional centers such as Vancouver Mall and the East Mill Plain/164th Ave corridor. In order to preserve the vitality of the neighborhood, and the availability of services, it is in the interest of the neighborhood to encourage the retention of local, neighborhood-based commercial activity.

**Recommended Action Step:**

- Encourage residents to patronize neighborhood-based businesses.



## Community Appearance

### **OBJECTIVE 1: Improve the appearance of the landscaped median along MacArthur Boulevard.**

Many residents of the neighborhood have complained about the appearance of the landscaping in the median along MacArthur Boulevard. Apparently, the landscaping was installed at the request of the neighborhood, with trees and shrubs paid for with grant money obtained through the City’s Park Department. Unfortunately, the plants were not as expected and many (but not all) residents have been dissatisfied since they were installed. As the vegetation has matured, it has also begun to obscure the visibility of the crosswalk across MacArthur Boulevard at Marshall Elementary School (see Traffic and Pedestrian Safety section, Objective 6).

#### **Recommended Action Steps:**

- Prune, remove, or replace--and maintain--vegetation within the median along MacArthur in order to improve appearance (and to increase visibility of the school crosswalk).



## Open Space and Recreation

### **OBJECTIVE 1: Provide adequate access to park facilities and other open space.**

A community garden used to exist in the vacant lot next to the Baptist church at Andresen and MacArthur. Some residents have expressed an interest in re-establishing a community garden, either at this or another location, on either public or private property.

#### **Recommended Action Steps:**

- Survey Neighborhood Association members to determine interest in and support for establishing a community garden. If there is sufficient

support, investigate possible locations for establishing the garden.



## Noise and Other Nuisances

### **OBJECTIVE 1: Mitigate noise impacts from State Highway 14.**

Highway noise along SR-14 is considered to detract from the livability in the Evergreen Highlands Neighborhood. The two most common strategies used to mitigate highway noise include constructing soundwalls and placing restrictions on the use of air brakes. Funding for the construction of soundwalls along existing highways is usually provided only in conjunction with other improvements (e.g., adding an additional travel lane). Restrictions on the use of unmuffled engine exhaust brakes would need to be instituted by the State of Washington Department of Transportation.

#### **Recommended Action Steps:**

- Continue working with the State Department of Transportation to identify possible strategies for funding the construction of a soundwall along SR-14.
- Initiate discussions with WSDOT to study the possibility or restricting the use of unmuffled engine exhaust brakes along SR-14.

### **OBJECTIVE 2: Mitigate noise impacts from Portland International Airport.**

Evergreen Highlands is subject to substantial noise impacts from Portland International Airport (PDX), especially during certain weather conditions when planes are required to use the north-south “crosswinds” runway. The Port of Portland is currently conducting an “Airside Capacity Study” to forecast the aircraft operations required to support the region’s future air passenger and cargo requirements. The Port is also conducting a periodic review of the airport’s Noise Plan which establishes the policies and procedures for reducing the impact of aircraft

noise on surrounding communities. Both the City of Vancouver and Clark County have representatives on the Noise Abatement Advisory Committee which is participating in the development and review of these documents. Public input into the studies is also invited.

**Recommended Action Steps:**

- Continue to participate in the Portland International Airport Noise Abatement Advisory Committee.
- Encourage residents of the neighborhood to attend workshops and public hearings to provide citizen input into the Airside Capacity Study and Noise Plan Update.

**OBJECTIVE 3: Mitigate noise impacts from Pearson Airpark.**

The airstrip at Pearson Airpark--which is used primarily by small, recreational, but lower flying aircraft--is oriented in an east-west direction, directly in line with the Evergreen Highlands Neighborhood. Pending Federal Historic Reserve Legislation will restrict use of the airpark exclusively to historic aircraft enthusiasts by the year 2022. The maximum capacity of the airpark will also be limited to 175 airplanes. A nine member Aviation Advisory Committee--comprised of 8 citizen/pilots and one business person--provide input on policy and procedural matters relating to the operation of the airpark. They

convene on a monthly basis at meetings open to the public.

**Recommended Action Steps:**

- Identify possible solutions for mitigating noise associated with Pearson Airpark.
- Encourage residents of the neighborhood to attend meetings and provide citizen input into the activities of the Pearson Airpark Aviation Advisory Committee.

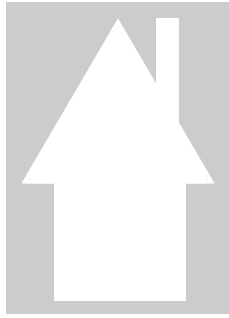
**OBJECTIVE 4: Mitigate noise impacts from Burlington Northern Railroad.**

Evergreen Highlands is also subject to noise associated with passing trains which utilize the tracks running east and west along the Columbia River. The most conspicuous noise is associated with trains accelerating and sounding horns at grade crossings. Some possibility may exist for working with Burlington Northern to down-grade the functional classification of this segment of the tracks from rural to urban which would require trains to operate at a lower speeds.

**Recommended Action Steps:**

- Initiate discussions with Burlington Northern Railroad to explore strategies for mitigating noise within the urban portion of their operations.





# Action Chart

THE ACTION CHART on the following pages summarizes in table format the objectives and action steps identified in the previous section. Additional information identifying the relative priority of each action step, along with those agencies and organizations responsible for implementing the action steps, is also provided.

Recommended action items identified as having a “High” priority are considered by the Neighborhood Association to be most important. “Medium” priority action steps are somewhat less important. “Low” priority action steps are considered least important.

Priority has been assigned by the Neighborhood Association for each action step without regard for the timeframe within which the recommendation can realistically be accomplished (short-range, long-range) and without concern for whether funding sources can practically be identified. Accordingly, it is possible that a “High” priority item may not be realized for many years. In contrast, some “Low” priority items could potentially be accomplished in a relatively short amount of time without significant capital expense.

A list of abbreviations used in the table is provided below.

BNR	..... Burlington Northern Railroad
CC	..... Clark County
EHNA	..... Evergreen Highlands Neighborhood Association
PAAC	..... Pearson Airpark Aviation Advisory Committee
PDX	..... Portland International Airport
SJC	..... St. Joseph’s Church
SJS	..... St. Joseph’s School
VCMO	..... City Managers Office
VCPAD	..... City of Vancouver Department of Community Preservation and Development
VPD	..... City of Vancouver Police Department
VPR	..... City of Vancouver Parks and Recreation Department
VPW	..... City of Vancouver Public Works Department
WSDOT	..... State of Washington Department of Transportation

Objectives and Recommended Action Steps	Priority	Responsible Party
<b>TRAFFIC AND PEDESTRIAN SAFETY</b>		
<b><u>OBJECTIVE 1:</u> Ensure that neighborhood streets are utilized by local traffic only, not as thoroughfares for non-local traffic.</b>		
Action Step: Conduct a sub-area analysis of travel patterns in the vicinity of the Evergreen Highlands Neighborhood to determine the impacts of having closed Blandford Drive. Install barricades and other traffic-calming devices as required.	High	VPW
Action Step: Conduct a traffic analysis at the intersection of Andresen and MacArthur. Reconfigure signal and intersection as required.	High	VPW
<b><u>OBJECTIVE 2:</u> Prevent automobiles from speeding within the neighborhood.</b>		
Action Step: Identify strategic locations for traffic calming devices such as speed humps, traffic circles, and stop signs.	High	VPW
Action Step: Increase enforcement of speed limit regulations within the neighborhood.	High	VPD
Action Step: Establish a neighborhood-based program to educate residents about the importance of honoring speed limits and controlled intersections within the neighborhood.	Medium	EHNA, VPD
<b><u>OBJECTIVE 3:</u> Identify and remedy dangerous intersections.</b>		
Action Step: Analyze various options for remedying dangerous intersection at Buena Vista and Andresen.	High	VPW
Action Step: Analyze other identified dangerous curves and intersections. Develop alternatives for mitigation.	Medium	VPW
<b><u>OBJECTIVE 4:</u> Increase pedestrian and bicycle access and safety to and from the neighborhood.</b>		
Action Step: Install pedestrian crosswalk on Louisiana.	High	VPW
Action Step: Relocate flashing 20 MPH speed limit sign along MacArthur Boulevard further to the east in order to improve visibility.	High	VPW
Action Step: Prune or remove vegetation within the median along MacArthur in order to improve visibility of the school crosswalk at Marshall Elementary School.	High	VPW, VPR

Objectives and Recommended Action Steps	Priority	Responsible Party
Action Step: Construct pedestrian and bicycle path along Evergreen Boulevard from Andresen to West of Blandford Drive.	High	VPW
Action Step: Study the cost, feasibility, and support for installing sidewalks within the neighborhood.	Medium	VPW
<b>PUBLIC FACILITIES AND SERVICES</b>		
<b>OBJECTIVE 1: Eliminate the use of on-site sewage disposal systems.</b>		
Action Step: Inform residents about the available incentive programs and funding mechanisms that could be used to eliminate on-site sewage disposal systems.	Medium	EHNA, VPW
<b>OBJECTIVE 2: Identify and eliminate stormwater drainage deficiencies.</b>		
Action Step: Identify problematic storm drainage issues (if any) and alternative remedies.	Medium	EHNA, VPW
<b>OBJECTIVE 3: Relocate above ground utilities.</b>		
Action Step: Survey residents to determine support and willingness to pay for the underground relocation of existing above ground utilities.	Low	EHNA
<b>OBJECTIVE 4: Improve the condition of roadways within the neighborhood.</b>		
Action Step: Conduct an inventory of pavement condition within the neighborhood; repair or resurface as required.	High	VPW
<b>PUBLIC SAFETY</b>		
<b>OBJECTIVE 1: Maintain the level of public safety within the neighborhood.</b>		
Action Step: Increase the number of participants in the Neighborhood Crime Watch program.	Medium	EHNA, VPD
Action Step: Encourage neighbors to make an effort to get to know everyone on their own block.	High	EHNA

Objectives and Recommended Action Steps	Priority	Responsible Party
<p><b>OBJECTIVE 2: Ensure adequate security at existing park facilities.</b></p> <p>Action Step: Continue routine Police patrol of General Anderson Park.</p>	Medium	VPD
<p><b>OBJECTIVE 3: Provide adequate street lighting within the neighborhood.</b></p> <p>Action Step: Identify lighting deficiencies within the neighborhood. Install supplemental lighting as required.</p>	Medium	EHNA, VPW
<b>LAND USE</b>		
<p><b>OBJECTIVE 1: Encourage the appropriate placement and buffering of temporary classroom structures at St. Joseph's school.</b></p> <p>Action Step: Establish city-wide guidelines for locating temporary classroom structures to minimize the visual impact on the surrounding neighborhood.</p>	Medium	EHNA, VCPAD, SJS
<p><b>OBJECTIVE 2: Mitigate impacts associated with annual Sausage Festival.</b></p> <p>Action Step: Explore options for further minimizing noise, parking, traffic, and security issues associated with the annual Sausage Festival.</p>	Medium	EHNA, VPW, SJC
<p><b>OBJECTIVE 3: Encourage the retention of nearby commercial activity.</b></p> <p>Action Step: Encourage residents to patronize neighborhood-based businesses.</p>	Medium	EHNA
<b>COMMUNITY APPEARANCE</b>		
<p><b>OBJECTIVE 1: Improve the appearance of the landscaped median along MacArthur Boulevard.</b></p> <p>Action Step: Prune, remove, or replace--and maintain--vegetation within the median along MacArthur Boulevard.</p>	High	VPW, VPR

Objectives and Recommended Action Steps	Priority	Responsible Party
<b>OPEN SPACE AND RECREATION</b>		
<p><b>OBJECTIVE 1: Provide adequate access to park facilities and other open space.</b></p> <p>Action Step: Survey Neighborhood Association members to determine interest in and support for establishing a community garden. Investigate possible locations for establishing a garden.</p>	Medium	EHNA, VPR
<b>NOISE AND OTHER NUISANCES</b>		
<p><b>OBJECTIVE 1: Mitigate noise impacts from State Highway 14.</b></p> <p>Action Step: Continue working with the State Department of Transportation to identify possible strategies for funding the construction of a soundwall along SR-14.</p>	Medium	VPW, WSDOT, CC
<p>Action Step: Initiate discussions with WSDOT to study the possibility of restricting the use of unmuffled engine exhaust brakes along SR-14.</p>	Medium	VPW, WSDOT
<p><b>OBJECTIVE 2: Mitigate noise impacts from Portland International Airport.</b></p> <p>Action Step: Continue to participate in the Portland International Airport Noise Abatement Advisory Committee.</p> <p>Action Step: Encourage residents of the neighborhood to attend workshops and public hearings to provide citizen input into the Airside Capacity Study and Noise Plan Update.</p>	Medium	VCMO, PDX, VCPAD
<p><b>OBJECTIVE 3: Mitigate noise impacts from Pearson Airpark.</b></p> <p>Action Step: Identify possible solutions for mitigating noise associated with Pearson Airpark.</p>	Low	VPR, PAAC
<p>Action Step: Encourage residents of the neighborhood to attend meetings and provide citizen input into the activities of the Pearson Airpark Aviation Advisory Committee.</p>	Low	EHNA
<p><b>OBJECTIVE 4: Mitigate noise impacts from Burlington Northern Railroad.</b></p> <p>Action Step: Initiate discussions with Burlington Northern Railroad to explore strategies for mitigating noise within the urban portion of their operations.</p>	Low	VPW, VCPAD, BNR