

# **Lincoln Neighborhood Neighborhood Action Plan**

*Updated June 2011*



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*The Lincoln Neighborhood Association (LNA) holds an open neighborhood meeting on the second Monday of most months at 7 p.m. at Lincoln Elementary School, 4200 NW Daniels.*

*To obtain contact information for current association officers, contact the City of Vancouver Office of Neighborhoods.*

**APPROVED JUNE 13, 2011**

**Cover photo:** This paved and illuminated Kiggins Bowl multiuse path passes along the east edge of Kiggins Bowl Stadium to connect Discovery Middle School and surrounding homes with the 4500 block of Main Street. From the path terminus at Main Street, a sidewalk adjacent to a freeway onramp connects to the city-wide pedestrian and bicycle path network including the Discovery Trail and the Ellen Davis Trail.

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## **The Neighborhood Action Plan in Context**

A neighborhood action plan identifies issues of concern to the residents of a specific neighborhood and captures its strategies for addressing those 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 livability within that neighborhood. More specifically, the development and maintenance of a neighborhood action plan hopes to accomplish the following goals:

- (1) Educate city government and neighborhood residents about the neighborhood's concerns and visions for the future.
- (2) Promote collaboration between the city and the neighborhood in order to achieve mutual goals.
- (3) Create a "sense of place" within the community by identifying and developing neighborhood assets.
- (4) Initiate change by addressing specific issues and opportunities.
- (5) Coordinate project planning within the neighborhood and with other neighborhoods.
- (6) Strengthen neighborhoods.

### **Relationship to the Comprehensive Plan**

In general, a comprehensive plan provides broad policy direction to be implemented through more specific development regulations and capital expenditure programs. Comprehensive plans do not specifically address the immediate needs and concerns of individual neighborhoods. This is the purpose of city-created sub-area plans and citizen-created neighborhood action plans.

The following passage from the 2003 Comprehensive Plan explains the purpose of the Neighborhood Action Plan document:

Vancouver is a city of neighborhoods. The City of Vancouver formally recognizes 60 neighborhood associations that include almost 90 percent of the city's population. Since 1994, most neighborhoods have developed Neighborhood Action Plans (NAPs), which contain recommendations for issues of local concern such as public safety, traffic, housing, and land use. NAPs are not formally adopted as part of the comprehensive plan, but they are consistent with the plan's direction and are submitted for review and acceptance by the Vancouver City Council. (pp. 1-3 to 1-5)

The Lincoln Neighborhood Action Plan (NAP) provides city planners and other officials with the grass-roots information necessary to effectively 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. In addition to specific tactics, the general policy statements included in the NAP provide the City Council with insight into the general concerns and priorities of the neighborhood. This insight should guide and inform any Council decisions that have the potential to affect the neighborhood.

### **The Neighborhood Action Planning Process**

The Lincoln Neighborhood Association developed the first edition of this plan with assistance from the City of Vancouver Department of Community Development in 1998. The preparation of the plan was coordinated by the Neighborhood Action Planning Committee, whose members were appointed by LNA to represent the interests of the neighborhood as a whole. The



committee was reincorporated in 2010 for the purpose of revising and updating the NAP to reflect changes in the neighborhood.

After considering and reconciling comments from residents of the neighborhood, the plan has been reviewed by city department staff, and adopted by the Neighborhood Association according to its by-laws. The City Council will accept the plan by resolution, and the Planning Commission will receive notice of the updated action plan.

More information on the review and approval process is available in the [City of Vancouver Office of Neighborhoods Neighborhood Action Planning Kit](#) (2007).

### **Limitations of the Plan**

While the city is committed to reviewing this plan when considering funding decisions related to city programs and city infrastructure, no specific city funding exists *per se* for accomplishing the objectives outlined in this plan. To the extent that specific action steps require funding to be successful, neighborhood leaders, working through the neighborhood association, will work with the city, county, state, and federal governments to solicit grant funding. In addition, the neighborhood may seek private grant opportunities for funding the initiatives detailed herein.

### **Overview of the Document**

This Plan contains the following components:

- The NEIGHBORHOOD PHYSICAL PROFILE and NEIGHBORHOOD DEMOGRAPHIC PROFILE contain 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 ISSUES IDENTIFIED section lists key issues identified through community outreach.
- The KEY INTEGRATED STRATEGIES are concrete visions to inspire and guide the future of specific subareas of the neighborhood.
- The GOALS, OBJECTIVES, AND ACTION STEPS section provides policy guidance and detailed steps for realizing the neighborhood's vision. Each Action Step has a priority and identifies the party or parties responsible for implementing it.

### **Neighborhood Physical Profile**

Lincoln is a neighborhood with a long history. Its traditional early-twentieth-century street grid results in a compact feel. Homes, typically on 5000 to 7500 square foot rectangular lots, interspersed with schools and churches, form the core of the neighborhood. Businesses, apartment buildings, public facilities, and some homes reside along Main Street and 39th Street, the main arterials. Residential use dominates the streetscape within the neighborhood core. Industrial lands lie along the west edge of the neighborhood, an area dominated by the BNSF rail switching yard and maintenance facility and a sawmill operation.

Of the commercial component of the neighborhood, the proximity to the Southwest Washington Medical Center Memorial Campus has created a predominance of health care and social services businesses. A handful of professional offices occupy older converted homes and newer purpose-built structures on 39th Street, Columbia Street, and Main Street. The Memorial Campus on Main Street, once Vancouver's hospital, now contains a clinic and numerous medical offices. The Washington State Department of Transportation maintains an 11.5-acre maintenance facility at 4200 Main Street that they intend to vacate or redevelop. Other significant office

buildings include the former Red Lion Corporate Offices, now the Main Street Business Center at 4001 Main Street, near Kiggins Bowl.

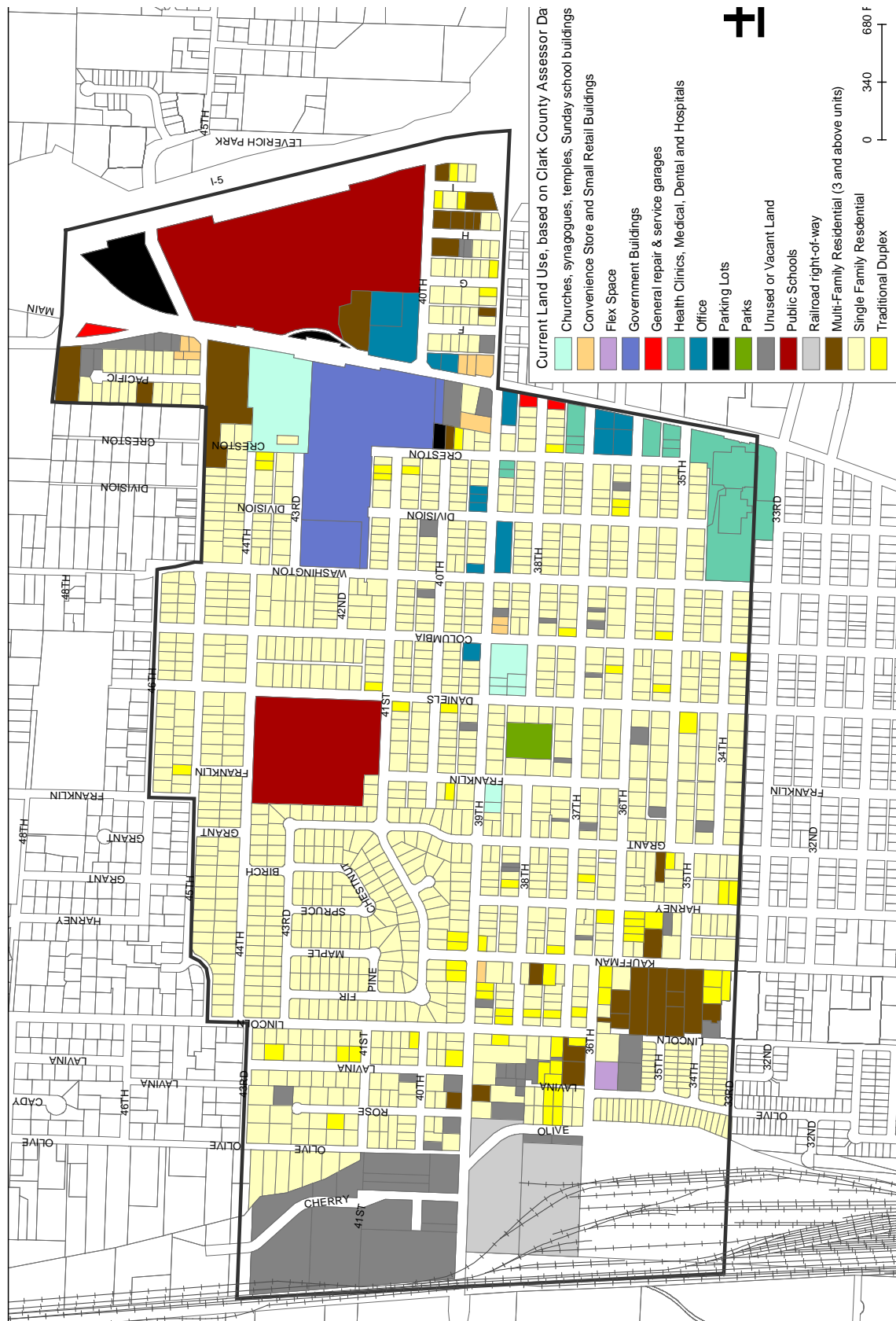
The Lincoln Neighborhood boundaries are as follows: *(see map on following page)* On the west, a line along the railroad tracks running from an extension of 33<sup>rd</sup> Street to an extension of 43<sup>rd</sup> Street; then east along 43<sup>rd</sup> Street to Lincoln Avenue; then north on Lincoln to 45<sup>th</sup> Street; then east on 45<sup>th</sup> Street to Franklin Avenue; then north on Franklin to 46<sup>th</sup> Street; then east on 46<sup>th</sup> Street to Washington Avenue; then south on Washington to 45<sup>th</sup> Street; then west on 45<sup>th</sup> Street to a the lot line between properties in the block between Creston and Pacific Avenues; then north along that lot line to 48<sup>th</sup> Street; then east along 48<sup>th</sup> Street to I-5; then south along I-5 to 39<sup>th</sup> Street; then west along 39<sup>th</sup> Street to Main Street; then south along Main Street to the property line dividing the blocks between 33<sup>rd</sup> and 34<sup>th</sup> Streets; then west along that property line and its extension to the train tracks on the western boundary.

The neighborhood is primarily single-family in nature and represents a mature neighborhood with a high proportion of tree-lined streets. Most blocks have curbs, sidewalks, effective street lighting, and reliable storm water drainage. The neighborhood contains a variety of housing styles and ages. The housing stock making up the core of the neighborhood was built primarily before 1960, with some houses dating back to the first decade of the twentieth century. The Columbia Crest subdivision in the southwest corner of the neighborhood was added in the 1990s and early 2000s. Some multifamily apartments have been built near the northeast corner of the neighborhood, mostly during the 1970s and 1980s. Some non-conforming traditional duplexes also exist. Most homes have single car garages, resulting in a general reliance on access to on-street parking.



Discovery Middle School and Lincoln Elementary School are situated within the neighborhood. Lincoln Elementary has recreational amenities such as tennis courts, soccer fields and a playground. There are three additional open spaces: a small neighborhood park called Hidden Park; a partially wooded sports complex north of Discovery Middle School called Kiggins Bowl, which is owned by the Vancouver School District; and a one-block wooded site at 43rd and Washington, fenced off and inaccessible so as to secure the City of Vancouver water tower located there.

Despite upzoning along 39th Street and Main Street, low housing density and neighborhood economics have not supported a proliferation of neighborhood-scale retail businesses. At the time of writing, the neighborhood contains no coffee shop or restaurant.



## Neighborhood Demographic Profile

**Table 1. Demographics**

(Bryan Snodgrass, Vancouver Community Planning Department, December 2009).

|  | Lincoln Neighborhood                  | City of Vancouver                     |
|--|---------------------------------------|---------------------------------------|
| Median age of residents                                | 36.2 years                            | 33.1 years                            |
| Percentage of households with person 60 years or older | 22.2%                                 | 24.4%                                 |
| Median household income                                | \$44,594                              | \$41,618                              |
| Percentage of owner occupied homes                     | 60.7%                                 | 53.1%                                 |
| Median age of home                                     | 52 years                              | 22 years                              |
| Median time in current home                            | 4 years ( 9 years for owner-occupied) | 3 years ( 6 years for owner occupied) |
| Percentage of work commuters driving alone             | 76.1%                                 | 76.9%                                 |
| Median commute time                                    | 19 minutes                            | 21 minutes                            |

*Estimates are based on Census Tracts 420 and 421.*

*Citywide Growth Trends – There were 164,500 persons in Vancouver city limits in 2009, estimated to grow to over 180,000 in the next 20 years.*



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## **Vision Statement**

The Lincoln neighborhood strives to meet the needs of its residents while developing into a community where people can live, work, shop and play within the neighborhood boundaries while also maintaining easy access to services outside of the neighborhood.

We seek to provide the following things to all of our residents:

### **Safety**

- A neighborhood free of personal and property crimes.
- A neighborhood where people can safely walk, drive, bike or take transit.
- A neighborhood prepared for natural disasters that may strike.

### **Community**

- Places, such as parks, churches, coffee shops, and restaurants, for residents to gather.
- An active and vibrant neighborhood association that provides residents the opportunity to build community and strengthen local ties.
- Opportunities for community input, and a voice for all residents.

### **Health**

- A walkable, bikeable neighborhood with places for recreation and physical activity.
- Retail and commercial entities oriented to the needs of customers arriving on foot or bicycle.
- Access to nutritious and affordable food options.
- A healthy environment including an increased tree canopy, mass transit and alternative forms of transportation, and opportunities for residents to incorporate the use of green power sources such as solar and wind power.

### **Accessibility**

- Easy automobile access to other parts of Vancouver and the surrounding areas via I-5 and SR 500.
- Increased use of alternative modes of transportation.
- More retail and commercial opportunities within the neighborhood.

## **Issues Identified**

- Key sidewalk connections are missing, and some existing sidewalks are dangerous due to significant cracking and unevenness or overgrown vegetation. Key intersections lack ADA sidewalk ramps.
- Heavy and unrestricted automotive and truck traffic along Main and 39th Streets creates noise and safety issues that discourage bicycling and walking along these corridors, and thus impede pedestrian connectivity and neighborhood business development.
- Traffic along Columbia, Lincoln, Kauffman, Washington, and 45th Streets creates noise and safety concerns for adjacent residents. Some of this traffic is due to recent housing developments (Columbia Crest and the development north of Washington Street).

- Many motorists are unfamiliar with how to safely share the road with bicycles, and some bicyclists are uneducated about traffic rules.
- A spartan bus schedule, a spread-out route network, and a lack of nearby connections to cross-town destinations have made bus commuting on C-TRAN an undesirable means of transportation.
- Many commercial buildings and parcels along 39th Street and Main Street are vacant, under-utilized, or built to standards that discourage locally-oriented commercial use.
- Many of the occupied commercial buildings house social services organizations that cater to the disadvantaged and do little to enhance the neighborhood economy.
- Prescriptive off-street parking requirements in the Vancouver Municipal Code have discouraged neighborhood-scale commercial and mixed-use development within the neighborhood despite the presence of appropriate zoning.
- Off-street parking requirements have resulted in large, sometimes under-utilized parking areas around existing commercial buildings. Parking lots, especially those fronting the street, have detracted from the walkable feel of the neighborhood by creating the illusion of isolation and lack of care.
- The Kiggins Bowl public sports fields and walking path, owned by the Vancouver School District, are under-utilized due to lack of community awareness as to their presence, lack of convenient public access, and safety concerns.
- Areas of the neighborhood with inadequate supervision (e.g. Hidden Park, the Franklin Street pass-through path, and vacant buildings) have suffered from graffiti and a reduced sense of security.
- The Fire Department has expressed a desire to eventually decommission Station 2 on Main Street and place a new station near 39th and Kauffman. Neighbors are concerned about the negative impact this might have on surrounding homes.
- The large parcel at the SW corner of 39th and Columbia that is presently home to Trinity Lutheran Church is zoned R-18. This zoning would encourage the eventual development of an undesirable apartment complex. Neighbors prefer the zoning be changed to allow neighborhood-scale commercial use at this site, in the event that Trinity Lutheran ceases to occupy that location.
- Drug paraphernalia have been found on properties neighboring "halfway houses" within the residential core of the neighborhood, creating unease among neighbors.
- Too-stringent home occupation rules in the Vancouver Municipal Code prevent small, low-traffic retail and repair businesses from incubating within the neighborhood.
- The Columbia River Crossing Project's attempt in 2007 and 2008 to route light rail along Main Street and place an outsized commuter parking facility near the residential core of the neighborhood has resulted in a clear majority of the neighborhood being opposed to a large parking facility at the WSDOT site. Opinions concerning light rail within or near the neighborhood remain highly divided.
- Light pollution from the industrial area in the Fruit Valley area has become more pronounced during the past ten years, negatively impacting the west side of the neighborhood.

- Residents are concerned about adding bike lanes to arterials, resulting in loss of on-street parking. Most homes rely on access to on-street parking. There is also concern about all modes of traffic being routed to arterials, which are not wide enough to accommodate all transportation needs and retain on-street parking. There is interest in having the city consider shifting bicycle routes to less used streets.

## **Key Integrated Strategies**

A key integrated strategy is an approach to addressing the larger and more abstract aspects of the neighborhood vision. Each strategy focuses on a specific locale within the neighborhood. These strategies are supported by the goals, objectives, and action steps later in the plan.

### **I. Historic Residential Core**

The tranquil residential streets of the Lincoln Neighborhood are a major asset residents wish to preserve. This residential core is made up of areas of older single family homes, mature trees, and historic details such as curbside horse rings and sidewalk date inscriptions that add to the community's historic character. If and when the need for higher density housing options materializes, it will be met without removing or significantly altering the stock of existing well-constructed single family homes or the historic character of the streets.

To enhance the residential core, residents will follow through with the standards set by our oldest streets. In blocks lacking sidewalks, where adding sidewalks would complete connections to adjacent areas, sidewalks will be added. On vacant residential lots, houses will be built that fit with the style and scale of surrounding homes. In areas lacking street trees, trees will be planted. In common areas like street islands, flower bulbs and trees will contribute to the color and personality of the neighborhood.

To allow for a slightly higher number of residents within this district, as well as more flexibility for homeowners, future growth will be accommodated through creation of accessory dwelling units (ADUs) that do not detract from the single family feel of the neighborhood. Adding a basement apartment or a carriage house apartment within an existing home, if kept to a reasonable size and allowed only in owner-occupied houses, will accommodate new residents without impacting the neighborhood's character and tranquility. Alley-facing carriage house apartments will improve the safety and security of our alleyways by providing supervision over these areas; the graffiti problem in our alleys will diminish. This "mother-in-law" style of accessory housing will be especially valuable when it comes to meeting the needs of aging relatives. By developing ADUs, we will reduce the need for apartment buildings.

Within the residential core, commercial development will be limited to arterial streets and will be focused first on historically commercial sites. These are the site of the former T-P Market on the SE corner of 39th and Columbia, and the site of Goody's Market on the SW corner of 39th and Kauffman. Businesses at these locations will serve primarily customers from within the residential core of the neighborhood, many of whom will live within easy walking distance. To that end, we will support easing of off-street parking requirements for these "mom and pop" businesses to make it easier and more cost-effective for them to operate at these locations. As a condition of this exemption, these neighborhood businesses will provide community-oriented services such as community bulletin boards and a few cafe tables, and they will maintain extended operating hours for the safety of nearby pedestrians and children. To meet the needs of neighbors deep in the residential blocks who cannot walk to these locations, C-TRAN will

provide frequent bus service, and shop owners will provide an exterior sheltered area that will include a prominent bicycle parking rack and a dry waiting area for bus riders.

If and when the need for additional neighborhood retail locations arises, such development will cluster around these existing "corner grocery store" sites and will be held in scale with the surrounding structures by city zoning rules. These same rules will ensure that buildings will be designed to face the street, will have large shop windows, and will be required to reduce front and side setbacks to ensure a continuous and visually interesting street frontage for passing pedestrians. This will add to pedestrian safety and contribute to the neighborhood's historic walkable character. Parking and loading areas will be provided to the rear of the building, accessed by an alley when possible. Sidewalk cafe-style seating, where suitable, will be allowed and encouraged. Many of these new or refurbished neighborhood commercial buildings will provide residential or professional space above the ground floor.

## **II. Summit Crossing Commercial Hub**

Main Street is the primary north-south arterial in the neighborhood. The primary east-west arterial is 39th Street, connecting the I-5 and Main Street transportation corridors with the industrial lands of the Fruit Valley Road and railway corridor. In early plat maps, 39th Street was known as Summit Boulevard, likely due to its geographic position across the ridge of the hill. Summit Crossing refers to the area around the intersection of Main and 39<sup>th</sup> Streets.

The Summit Crossing strategy brings desirable, long-term economic development and improvements to the commercial hub around the Main Street and 39th Street intersection. Due to this area's proximity to key high-capacity access routes, it is the logical place to focus commercial investment in businesses that will require a larger customer base than the neighborhood alone can provide. It is also sufficiently isolated from the residential core to not impact the tranquility of our highly-valued residential blocks.

We envision the west side of Summit Crossing as the commercial hub of the neighborhood, a busy place alive with pedestrians as well as street traffic. Its well-developed sidewalks and engaging storefront windows set amidst the bricks of street-facing retail/commercial buildings will anchor the neighborhood in the minds of visitors and residents alike. Customer parking will be provided on the street or behind the buildings. To supplement the existing full-service Safeway located at 3707 Main Street, a specialty food retailer will anchor this area and draw in customers for adjacent smaller retailers. Development will come in stages when outside factors increase demand for these services.

Summit Crossing will make use of existing Community Commercial zoning, will provide desired amenities to the city and neighborhood, and will focus on revitalizing under-utilized or vacant property. If and when WSDOT vacates or decides to redevelop the property at 4201 Main Street, this will be a key opportunity to shape the neighborhood into the future. Along Main Street, we seek mixed-use development that will be pedestrian-friendly and will enhance the neighborhood with a vibrant sense of community. Since part of the property projects into the residential core of the neighborhood, this section will serve the neighborhood as a long-sought park space. A park in this location will be close to high-density housing and will have good visibility and accessibility.

## **III. North Main Green Space**

The north end of Main Street is home to Vancouver School District's Kiggins Bowl Complex, a little-used WSDOT parking lot, and the historic Covington House community building. A



bicycle and pedestrian path connects the neighborhood to the Burnt Bridge Creek Discovery Trail, Ellen Davis Trail, Stewart Glen trailhead, and Leverich Community Park. Enhancement of this green space through expanded bicycle and pedestrian connections and possible development of additional recreational amenities will benefit the region by providing improved health and recreational opportunities. In partnership with the school district, WSDOT, and the City of Vancouver, the Kiggins Bowl area will become the neighborhood's "go to" location for casual sports like ultimate frisbee and soccer, bicycling or walking the trails, or simply for enjoying nature.

Extending the adjacent Discovery Trail through the WSDOT property will connect the Kiggins Bowl path and Discovery Middle School campus to the rest of the citywide trail network. Bicycling along this path and within the Kiggins Bowl Complex will become a safe alternative for apartment dwelling youth who do not have access to nearby low-traffic residential streets. The improved trail connectivity may also encourage use of the pedestrian/bicycle route to the nearby BPA Ross Complex park-and-ride facility via the Ellen Davis Trail.

Given the current high-density housing near the Main Street corridor and the growing recognition of the importance of access to outdoor recreation and exposure to nature, we believe it is vital to set aside park space when it becomes available and to preserve and improve access to natural, wooded open space.

*Note from City: Per park standards, this area is adequately served for NH scale parks. This property could not be added to the Parks inventory at this time without a change in our adopted standards for service area. If it was to be developed as a partnership between the NHA and WSDOT, then that may be an option.*



**Figure 1. Historic Covington House, moved to its present location adjacent to Kiggins Bowl in 1926.**



Figure 2. North Main Green Space.

#### IV. Memorial Campus Healthcare Hub

The Memorial Campus of the Southwest Washington Medical Center at 3400 Main Street is a major employer and service provider within the neighborhood. As the city's population continues to age, citizens will continue to need access to high quality medical services at a convenient location. The other campuses of Southwest Washington Medical Center are not easily accessible to the neighborhood. Within western Vancouver, the Memorial Campus is the logical place to serve this need. The medical services it provides, especially the 24-Hour Urgency Care Clinic, are valuable to all the surrounding neighborhoods. By keeping this facility in operation as a provider of 24-hour emergency services and a variety of diagnostic and clinical services, the neighborhood helps to achieve its vision for safety, health and accessibility. In addition, the jobs



the Campus provides enhance the economic vitality of the neighborhood and increase the accessibility of employment for local residents.

As the size of the population grows in the coming decades, the demand for medical services will grow too. The existing Memorial Campus is more than large enough to accommodate this growth if the existing parking lots are utilized for expanding the building footprint through construction of adjacent structures. If the existing site eventually proves to be too confining, the owners of the independent professional offices to the north of the Campus, along Main Street, will find it profitable to further develop their properties to provide additional space. The presence of additional medical offices and facilities will provide neighbors with improved accessibility to important health services.

As neighborhood residents age and begin looking for nearby senior-oriented housing, their desire to be near a medical facility will draw them toward the Campus. Quality multifamily housing marketed to active seniors will meet this need. This new customer base will find attractive amenities in the grocery stores and other services just a short walk to the north at Summit Crossing. This increased pedestrian traffic in the Main Street corridor will in turn draw more storefront businesses to Main Street. Because many of the seniors living near the Memorial Campus will not own cars, out-of-scale parking structures or large parking lots will not be needed; as a result, the walkable character of this part of the neighborhood will improve.



**Figure 3. Main building at Southwest Washington Medical Center Memorial Campus**

## **Goals, Objectives, and Action Steps**

The following section identifies goals, objectives, and action steps to support the neighborhood vision and address the identified issues. A **goal** is a high level target that, when reached, will either realize some aspect of the neighborhood vision or alleviate one or more of the identified issues. An **objective** is an intermediate target that, when reached, will contribute to achieving a stated goal. An **action step** is a concrete measure that can be taken by the neighborhood association, an individual within the neighborhood, or a city agency to further progress toward an objective.

## 1. Land Use

Goal 1.A: Retain the historic character and tranquility of residential blocks.

Goal 1.B: Provide some essential services (staple groceries, meeting place, café) within walking distance of most homes.

Goal 1.C: Draw additional jobs into selected parts of the neighborhood without reducing livability of adjacent areas.

### **Objective 1.1: The Lincoln Neighborhood Association wishes to be a full partner in land use decisions, including zoning changes, that impact our neighborhood.**

The neighborhood association wishes to play a positive and constructive role in shaping our neighborhood. It is difficult for the neighborhood association to be effective as an advocate for our community without access to information about impending land use decisions.

| Action Steps  | Priority | Responsible Parties                   |
|---|----------|---------------------------------------|
| 1.1.1. The chair and vice chair need access to clear and timely information about proposed land use projects, within or near the neighborhood, which may impact our neighborhood. The neighborhood association must be given the opportunity to evaluate the impact, discuss the project at a monthly neighborhood meeting, and draft a neighborhood position if deemed necessary. (A planned city webpage showing all development projects may serve this need, providing it is possible to get email alerts when the webpage is updated.) <i>[Note from city: VMC 20.210 establishes which types of projects are subject to public notice and comment; if the scope of a project falls below the adopted thresholds, no notice is required. However, CDD staff are working on a webpage that shows all development projects, by neighborhood, which is intended to be updated regularly.]</i> | High     | Vancouver Community Development Dept. |

### **Objective 1.2: In the event WSDOT does vacate the land at 4201 Main Street and the site is slated for redevelopment, the neighborhood seeks development which is beneficial to the neighborhood, including a neighborhood park in the western portion of the site.**

The neighborhood is seeking to create a more walkable neighborhood, a goal that is not consistent with a large, single-purpose parking structure. A park in the western portion of this location would be accessible to a currently under-served part of our neighborhood. For the portion of the property that is along Main Street, the neighborhood seeks redevelopment that is both neighborhood and pedestrian friendly. To prevent cut-through traffic into our valuable residential core, entrance and egress from any redevelopment must be restricted to Main Street.

| Action Steps   | Priority | Responsible Parties                   |
|--|----------|---------------------------------------|
| 1.2.1. Work with the city and the state and regional transportation agencies to make sure they are aware of our concerns and goals for redevelopment of this site. | High     | WSDOT, City of Vancouver, Parks Dept. |
| 1.2.2. Notify city that we wish to develop western portion of this property as a park.   | High     | WSDOT, City of Vancouver Parks Dept.  |
| 1.2.3. Seek development that benefits and enhances our neighborhood and isn't primarily to serve those from outside the neighborhood.                              | High     | WSDOT, City of Vancouver, RTC         |
| 1.2.4. Make sure any development of the property complements the historic residential character of the neighborhood in appearance,                                 | High     | WSDOT, City of Vancouver              |

|                     |  |  |
|---------------------|--|--|
| scale, and purpose. |  |  |
|---------------------|--|--|

**Objective 1.3: Preserve and increase accessibility to green space at Kiggins Bowl and WSDOT property east of Main Street.**

The green space at Kiggins Bowl and at 4611 Main Street is a pocket of natural wood lands with trails and fields and serves as an invaluable screen to I-5.

| Action Steps  | Priority | Responsible Parties  |
|---|----------|--|
| 1.3.1. Work with the city, school district, and WSDOT to preserve this wooded area and to increase accessibility so it may be enjoyed by the Vancouver community. | High     | WSDOT, City of Vancouver, Parks Dept., Vancouver School District |



Figure 4. Vacant WSDOT parking lot north of Kiggins Bowl.

**Objective 1.4: Achieve pedestrian-scale mixed-use development around key 39th Street intersections.**

The neighborhood has historically seen a confluence of pedestrian and commercial activity around the small corner grocery stores on 39th Street, the neighborhood's primary arterial. The T-P Market building served a landmark at Columbia Street. Goody's Market is an institution at Kauffman. The 39th Street Convenience Store occupies a busy site between Main and Creston Streets. In the early twentieth century, these markets provided a convenience to neighbors unable or not wishing to drive further away. They also served as meeting places for neighbors and added to the local sense of community.

We would like to encourage the city to adopt a flexible attitude toward development that would allow some commercial use on both sides of 39th Street in these specific pedestrian sections. The present zoning permits only single family residential use on the north side of 39th Street along most of its length, though there are a number of nonconforming commercial uses already in place there. For the areas already zoned for mixed use development, the R-18 and R-22 designations may not be the most appropriate to encourage the type of use the neighborhood desires.

| Action Steps   | Priority | Responsible Parties                    |
|--|----------|--|
| 1.4.1. Review bus stop locations on C-TRAN routes and suggest any changes that would move stops closer to neighborhood businesses.   | Medium   | LNA, C-TRAN                            |
| 1.4.2. In order to preserve walkability and livability in the neighborhood, encourage on-street parking or parking behind commercial buildings. <i>[Note from City: The City's parking ordinance has</i> | High     | Vancouver Community Development Dept., |



|   |        |     |
|---|--------|-----|
| <i>some built-in flexibility to apply reduced parking standards under certain conditions.].</i>   |        | LNA |
| 1.4.3. Recruit an active bicyclist to assess bicycle parking accommodations at neighborhood businesses. Make recommendations for improvements to business owners. Highlight resulting improvements in the newsletter. | Medium | LNA |

**Objective 1.5: Achieve strategic redevelopment along Main Street between 35th and 43rd.**

To encourage redevelopment along this under-utilized portion of Main Street, we will focus on attracting an anchor tenant (possibly a specialty grocery store to supplement the existing Safeway store) and on increasing the desirability of the area overall. This would be a prime location for street-level retail with residential or professional suites above. The proximity to bus service along Main, proximity to the medical complex, and proximity to I-5 and SR-500 freeways, make this one of the few areas of the neighborhood where we would be comfortable significantly increasing housing density.

| Action Steps  | Priority | Responsible Parties                             |
|---|----------|---|
| 1.5.1. Encourage and seek potential-developers who will bring a neighborhood-centric vision to redevelopment projects. We support parking behind the building or along the street, street-level retail, a wide pedestrian-friendly sidewalk running along street-facing windowed storefronts, and attractive landscaping. Land use that draws high volumes of automotive transit must have entrance and egress only to major arterials, so as to preserve the livability of our residential core and prevent cut-through traffic. <i>[Note from City: Current code does not require parking behind buildings in CC District, so a code change would be needed to implement this. It appears that there may be other design standards/guidelines that LNA is interested in pursuing, so recommend establishing a committee and process to study specific changes.]</i> | High     | LNA, Vancouver Community Development Department |
| 1.5.2 Request that city transportation planners create a means of isolating pedestrians from vehicular traffic along Main.  | Medium   | Dept. Of Public Works                           |

**Objective 1.6: Obtain a neighborhood-friendly outcome to proposed relocation of Fire Station 2 to 39th and Kauffman.**

Vancouver Fire has made it clear to the neighborhood association that it will eventually relocate Station 2 from Main Street to somewhere near 39th and Kauffman. This station serves the neighborhoods of Carter Park, Lincoln, Northwest, Rose Village, Shumway, and West Minnehaha. The corner at 39th and Kauffman is already the site of a store and could become a neighborhood hub. A building project by the fire department could be done in such a way that the architecture and orientation to the street establishes a pedestrian-friendly corridor for part of this key area. For example, the firehouse could be built as a two story building with garage below and living quarters above, reducing the building footprint. Residents will not want to live next door to the 24-hour noise of a fire station, so promoting street-fronting businesses adjacent to the fire station (e.g. a coffee shop, barber shop, or pub) would ensure that the immediate area benefits, rather than suffers from arrival of the new fire station.

| Action Steps  | Priority | Responsible Parties |
|---|----------|---------------------|
| 1.6.1. Work with Vancouver Fire Department to make sure design and orientation of new station is neighborhood-friendly. | High     | VFD, LNA            |
| 1.6.2. Work with Vancouver Fire Department to mitigate noise and traffic impacts to neighborhood.                       | High     | VFD, LNA            |
| 1.6.3. Use fire station relocation to encourage further redevelopment of adjacent area.                                 | Medium   | LNA                 |



Figure 5. Vancouver Fire and Rescue Station 2 at 400 East 37th Street.

**Objective 1.7: Retain operation of Memorial Campus and see that any new development there limits encroachment onto adjacent properties.**

The Southwest Washington Medical Center Memorial Campus provides valuable medical services and jobs to our neighborhood. Its ownership is in the process of changing. It is our hope that the campus will continue to serve the community and that, should it need to expand, it focus its growth to the area to its north, along Main Street.

| Action Steps   | Priority | Responsible Parties |
|--|----------|---------------------|
| 1.7.1. Encourage a Southwest Washington Medical Center Memorial Campus representative to participate in neighborhood planning efforts. | High     | LNA                 |
| 1.7.2. Engage other medical tenants in the Memorial Campus complex by including each office in newsletter distribution.                | Medium   | LNA                 |

## 2. Economic Development

Goal 2.A: Reduce the number of vacant or under-utilized commercial buildings and parcels within the neighborhood.

Goal 2.B: Attract the types of businesses that residents want such as a specialty grocery store, a coffee shop, or a restaurant..

| <b>Objective 2.1: Create awareness within the neighborhood association of local business activity.</b><br>Local businesses can provide jobs and desired services close to home, often within walking distance. Their tax payments contribute to funding schools, parks, public services, and infrastructure improvements that we all use. Local businesses keep people in the neighborhood during the day, increasing the vibrancy of the streetscape and initiating a positive self-reinforcing cycle that attracts yet more small businesses. To initiate and support any of these positive outcomes, we must make ourselves aware of the business climate we maintain within the neighborhood and ensure that we can have an open and supportive dialogue with current and future business owners. |          |                     |
|---|----------|---------------------|
| Action Steps  | Priority | Responsible Parties |
| 2.1.1. Create a new Business and Development Liaison position within the neighborhood association, or add this responsibility to one of the existing positions, to develop supportive relationships with local businesses and leverage existing efforts to promote business activity. [E.g. engage with Greater Vancouver Chamber of Commerce's Buy Local campaign and the Uptown Village Association.]   | Medium   | LNA                 |
| 2.1.2. Allocate a section within the monthly newsletter devoted to reporting on local businesses and related issues.  | Medium   | LNA                 |
| 2.1.3 Create and maintain an inventory of all commercial, industrial, and mixed-use properties within the neighborhood, including their present use, potential use, contact information for owner(s), and any issues associated with the property.  | Medium   | LNA                 |
| 2.1.4 Create, maintain, and publish metrics (e.g. number of jobs, aggregate tax base, building occupancy rates) related to business activity within the neighborhood.   | Low      | LNA                 |
| 2.1.5 Ensure that the neighborhood newsletter gets delivered to owners of businesses and properties within the neighborhood who may not live here (and would not otherwise receive it through door-to-door distribution). Consider using e-mail or postal delivery.   | High     | LNA                 |
| 2.1.6 Invite local businesses to participate in neighborhood association open houses and other neighborhood activities.   | High     | LNA                 |

**Objective 2.2: Make Lincoln an attractive place to start a small business.**  
New businesses get created where entrepreneurs sense an unfilled niche or an opportunity to displace an incumbent. But the niche or opportunity must be large enough to justify the risk, cost, and effort associated with business start-up. Founders of businesses whose clientele is regional, national, or international look for a source of capable and willing employees, low overhead costs (cheap rents), and good access to business infrastructure (utilities, telecommunications, and transportation). Founders of businesses whose primary clientele is local care about these things too, but they need to feel that locals will provide sufficient business activity to allow them to make a profit.

| Action Steps   | Priority | Responsible Parties  |
|--|----------|--|
| 2.2.1 Conduct an inventory of vacant commercial space within the neighborhood and work with owners to identify potential non-traditional (yet community-friendly) uses for the space, and overcome any obstacles to such uses.   | Medium   | LNA  |
| 2.2.2 Support businesses that may approach the city with non-traditional use ideas that are compatible with established nearby residential use and serve the needs of the neighborhood. This may include issuing official opinions by the neighborhood association in support of special use permits, land use rezone requests, or code amendments. <i>Note from City: It is critical to have property owner buy-in on this process. Have a sit down with VDA to learn what they have accomplished. If property owners do not engage, the properties will remain unimproved and lease rates may not be desirable for new businesses.</i> | High     | LNA, Vancouver Community Development Department, Economic Development Services |
| 2.2.3 Promote, within the allowance of the city building code, conversion of under-utilized space to "live/work" space, to attract entrepreneurs, artisans, start-up companies, and other creative enterprises who would benefit from the neighborhood's reasonable cost of living, diverse population, and proximity to urban amenities such as I-5, C-Tran service, Uptown Village, downtown Vancouver, and downtown Portland.   | Medium   | LNA, Vancouver Community Development Department                                |

### 3. Community Appearance

Goal 3.A: Preserve the historic character of the neighborhood, e.g. the use of Hidden bricks, date stamps in sidewalks, curbside horse rings.

Goal 3.B: Add and maintain natural elements to enhance the streetscape and other common areas.

Goal 3.C: Reduce the prevalence of graffiti and neglected properties.

| <b>Objective 3.1: Preserve and maintain the historic attributes and character of the neighborhood.</b><br>We consider our historic character, which includes our well-built older homes and our pedestrian-friendly street grid, to be among our greatest assets as a neighborhood.  |          |   |
|--|----------|---|
| Action Steps   | Priority | Responsible Parties                             |
| 3.1.1. Encourage home preservation and restoration.  | Medium   | LNA   |
| 3.1.2. Ensure buildings, streets, signage, home improvements, and other infrastructure complement the historic character and scale of the neighborhood in size, height, and appearance. <i>[Note from city: This would require adoption of design standards or guidelines specific to this area: otherwise, the same standards that apply everywhere in the City must be applied.]</i> | High     | LNA, Vancouver Community Development Department |
| 3.1.3. Establish a committee to consider how to preserve our neighborhood's livability.  | Medium   | LNA   |
| 3.1.4. Preserve historic date and name stamps in sidewalks when installing ADA compliant ramps.  | High     | LNA, Dept. of Public Works                      |

| <b>Objective 3.2: Develop visual markers that will help identify the Lincoln Neighborhood as an older, well-established, primarily residential neighborhood.</b><br>Lincoln is a distinct, primarily residential neighborhood with historical character. Visual markers that signal these attributes can help promote the neighborhood's identity. Such visual cues along our arterial streets can also aid in traffic calming. |          |                                 |
|---|----------|---------------------------------|
| Action Steps  | Priority | Responsible Parties             |
| 3.2.1. Work with the Office of Neighborhoods to create more obvious and distinctive signage to identify the neighborhood at gateway locations (such as the areas near 39th and Lincoln, 39th and I-5, 39th and Main, 45th and Main, 33rd and Main, 33rd and Columbia, 33rd and Kauffman, and 46th and Lincoln). Raise funds from neighborhood residents if necessary.   | Low      | Chair's designee                |
| 3.2.2. Work with building owners to seek creative solutions to discourage graffiti such as installing green walls or community art on blank walls that might otherwise be vulnerable to graffiti.   | Medium   | LNA                             |
| 3.2.3. Request that city Department of Public Works use brick pavers or similar decorative surface to highlight pedestrian features at key intersections when adjacent sites are redeveloped.   | Medium   | Vancouver Dept. of Public Works |



**Objective 3.3: Landscape common spaces such as street islands and neglected areas such as at the northwest corner of 39th and Main.**

In locations approved by the city, neighbors could improve the appearance of common spaces such as street islands and planting strips by growing trees, flowers, and "pocket gardens", or similar. Additionally, the northwest corner of Main and 39th, which is one of the gateways to our neighborhood, is very neglected in appearance.

| Action Steps   | Priority | Responsible Parties         |
|--|----------|-----------------------------|
| 3.3.1. Seek to install low-cost and low-maintenance landscaping at northwest corner of 39th and Main.  | Medium   | LNA, City of Vancouver, VUF |
| 3.3.2. Recruit a neighborhood association volunteer to coordinate the "adoption" program.  | Medium   | LNA                         |
| 3.3.3. Consult with city Department of Public Works and community development department to determine appropriate areas for "adoption" for landscaping improvements. | Medium   | LNA                         |
| 3.3.4. Solicit volunteers through the neighborhood newsletter and at neighborhood meetings.  | Medium   | LNA                         |



Figure 6. Intersection at Main and 39th Streets, looking east.

#### 4. Mobility Management

Goal 4.A: Make bicycling, walking, and bus use safe and attractive alternatives for local trips and for commuting.

Goal 4.B: Maintain quick, safe, and convenient automobile access to and from the neighborhood for those who must drive.

Goal 4.C: Reduce the amount of heavy truck traffic through the neighborhood.

**Objective 4.1: The Lincoln Neighborhood is to be informed of pending city and regional transportation decisions and projects which may impact our neighborhood.**  
This includes street classification changes, changes to mass transit in the neighborhood, or land use proposals relating to transportation.

| Action Steps  | Priority | Responsible Parties   |
|---|----------|---|
| 4.1.1. The LNA chair and transportation chair must be given clear and timely notification of proposed transportation decisions or projects, within or near the neighborhood, which may impact our neighborhood. The neighborhood association must be given the opportunity to evaluate the impact, discuss the proposed project or decision at a monthly neighborhood meeting, and draft a neighborhood position if deemed necessary. | High     | City of Vancouver, Community Development Dept., C-Tran, RTC, CRC, WSDOT, BNSF |

**Objective 4.2: Discourage any development project or municipal code change that would substantially increase the number of daily automobile trips into the neighborhood, with strong opposition reserved for those projects that do not bring direct economic benefit to the neighborhood (e.g. large single-purpose transit parking structures).**

| Action Steps   | Priority | Responsible Parties   |
|--|----------|---|
| 4.2.1. Inform the various transportation agencies that we need to be informed regularly of proposed projects and policy changes impacting the neighborhood.  | High     | City of Vancouver, Community Development Dept., C-Tran, RTC, CRC, WSDOT |
| 4.2.2. Authorize a neighborhood resident or association board member to represent the interests of the neighborhood by participating in regional and city transportation planning activities and maintaining frequent informal communication with the transportation agencies. | High     | City of Vancouver, Community Development Dept., C-Tran, RTC, CRC, WSDOT |

**Objective 4.3: Monitor potential development related to SR-500, I-5, and Port of Vancouver.**

There are changes planned for both I-5 and SR-500 involving interchanges and widening, that may impact our neighborhood. We do not want SR-500 extended through the neighborhood. While we know of no current plans to do this, we need to be included early in any consideration of changes to this highway that would impact our neighborhood.

| Action Steps   | Priority | Responsible Parties                           |
|--|----------|---|
| 4.3.1. Authorize the neighborhood Transportation Chairperson with to communicate with state, county and city agencies in order to stay abreast of any proposed route changes to the west end of SR-500. Include relevant news in the newsletter. | High     | LNA, WSDOT, Community Development Dept., Port |

**Objective 4.4: Reduce speeds and traffic volumes on 39th Street.**

Heavy truck use and speeding are the primary problems on 39th Street. At the time of this writing (2010), the rail overpass is under construction that will preserve our connection with Fruit Valley. Through the efforts of our neighborhood association and of the city, \$609,000 has been allocated to address safety issues on 39th Street. The project includes radar boards, changes in striping to add bike lanes and assist in traffic calming, sidewalk and ADA ramp improvements, in-street pedestrian crossing signs at the school crossing at Daniels, and landscaping. The changes will result in the loss of some on-street parking. The neighborhood does not wish to lose any additional on-street parking. Once the overpass and safety project are completed, we are committed to maintaining the livability of 39th Street through careful traffic monitoring and management.

| Action Steps   | Priority | Responsible Parties   |
|--|----------|---|
| 4.4.1. The posted speed limit on 39th Street between Main and Lincoln should remain 25 MPH so as to preserve neighborhood livability and pedestrian safety.  | High     | Vancouver<br>Department of Public Works                       |
| 4.4.2. Request that Vancouver Department of Public Works and Washington State Department of Transportation post signage on Fruit Valley Road, on Main Street, on 39th Street, and along I-5 to permanently discourage heavy truck use on 39th, routing traffic to SR-501 (Mill Plain) as the state-legislated (RCW 47.17.640) preferred route. | High     | Vancouver<br>Department of Public Works                       |
| 4.4.3. Request that Vancouver Department of Public Works conduct annual traffic counts on 39th to record car and truck volume and speed. Results of this monitoring will be shared with the neighborhood transportation committee.   | Medium   | Vancouver<br>Department of Public Works, Transportation Chair |
| 4.4.4. Maintain safe pedestrian crossings through pavement markings, signage, and adequate overhead lighting on 39th at "H", "F", Main, Division, Columbia, Daniels, and Kauffman.   | High     | Vancouver<br>Department of Public Works                       |
| 4.4.5. Work with Port of Vancouver and C-Tran to encourage use of mass transit for Port commuters.   | High     | Port of Vancouver, C-TRAN                                     |
| 4.4.6 Work with school district to maintain safe school crossings on 39th Street.  | High     | VSD   |
| 4.4.7 Improve livability for residents and pedestrians and increase traffic calming by installing street trees and landscaping on 39th Street.   | High     | Vancouver<br>Department of Public Works, VUF                  |

**Objective 4.5: Reduce speeds and traffic volumes on Main Street.**

Heavy, high-speed automobile traffic on four-lane Main Street discourages pedestrian and bicycle use, discourages desirable businesses from opening, and creates noise that reaches into residential blocks. We recognize that Main Street is a major connector and I-5 alternative between Hazel Dell and Downtown Vancouver, and we wish to manage this traffic for the benefit of the neighborhood by slowing it down and preventing it from discouraging business development and disturbing residential blocks.

| Action Steps   | Priority | Responsible Parties   |
|--|----------|---|
| 4.5.1. Request that city Department of Public Works consider implementing traffic calming measures along Main Street in order to make the street more pedestrian-friendly. | Medium   | Vancouver Dept. of Public Works   |
| 4.5.2. Request that the city Department of Public Works consider reducing the speed limit on Main Street to 25 MPH between 45th Street and Fourth Plain.                   | Medium   | Vancouver<br>Community Development Dept,<br>Vancouver Dept. of Public Works |

|  |        |                                 |
|--|--------|---------------------------------|
| 4.5.3. Seek to make Main Street pedestrian-friendly by widening sidewalks, planting street trees, and adding crosswalks in locations that will provide easier access to transit stops and services such as grocery stores. | Medium | Vancouver Dept. of Public Works |
|--|--------|---------------------------------|

**Objective 4.6: Improve safety of neighborhood streets.**

Some neighborhood streets, such as Lincoln, Kauffman, 36th (near Kauffman), Columbia, Washington, 45th and 44th, are prone to speeding and careless driving. Particular traffic problems exist on streets leading to large housing developments within or near the neighborhood. At some times of the day, traffic volume is very high. Also, some of these streets have incomplete or no sidewalks.

| Action Steps  | Priority | Responsible Parties        |
|---|----------|----------------------------|
| 4.6.1. Work with Vancouver Department of Public Works to monitor traffic speeds and volumes where this is a problem.  | High     | LNA, Dept. Of Public Works |
| 4.6.2. Work with Vancouver Department of Public Works to design and implement traffic calming as needed. Retain on-street parking and encourage legal lane sharing as an option for bicycles. | High     | LNA, Dept. Of Public Works |
| 4.6.3. Make sure there are favorable conditions for pedestrians, including safe crossings, especially along school walk routes. Safer walk routes may help reduce traffic volume.             | Medium   | LNA, Dept. Of Public Works |

**Objective 4.7: Provide, improve, and maintain sidewalks, complete with curbs and ADA compliant ramps, along neighborhood streets.**

A continuous system of sidewalks along neighborhood streets will help connect our residents, ensure safety and security of pedestrians, especially schoolchildren, and they contribute to the neat, orderly appearance of the neighborhood. ADA compliant ramps improve accessibility to nearby services, such as transit stops, grocery stores, and schools. Many of our sidewalks have historical date stamps, horse rings, and buggy bumpers which should be preserved.

| Action Steps  | Priority | Responsible Parties                             |
|---|----------|---|
| 4.7.1. Identify specific priorities for sidewalk additions, to emphasize continuity on one side of each street first, and priority on high-traffic arterials and routes most used to schools. | Medium   | LNA   |
| 4.7.2. Seek grants to extend sidewalks and install ADA compliant ramps.   | Medium   | LNA   |
| 4.7.3. Identify safe school routes and work with the school to improve and maintain the walk routes.  | Medium   | Transportation Chair, Vancouver School District |
| 4.7.4. Seek to preserve historical date stamps and other historical features of sidewalks while improving ADA compliance.   | High     | Vancouver Department of Public Works            |
| 4.7.5. Paint white stripes where sidewalk cement cracks exceed ½ inch high  | Medium   | LNA   |
| 4.7.6. Encourage home and business owners to keep sidewalks clear of foliage, branches and moss to ensure safety of pedestrians.  | Medium   | LNA   |
| 4.7.7. Encourage home and business owners to repair broken and uneven sidewalks and curbs on their property.  | Medium   | LNA   |
| 4.7.8. Educate homeowners to plant appropriate-sized trees to avoid sidewalk buckling.  | Medium   | LNA, VUF  |

**Objective 4.8: Reduce automobile traffic through encouragement of alternate forms of transportation.**

Use of alternative forms of transportation such as buses and bicycles help reduce problems and costs related to increased automobile use. With increasing use of bicycles as a valid form of transportation, and considering the large number of children who ride bicycles to and from school, safe bicycle routes providing connections to common destinations are needed. The neighborhood, however, is concerned that measures taken to increase bicycle safety do not overly impact homeowners.

| Action Steps  | Priority | Responsible Parties   |
|---|----------|---|
| 4.8.1. Work with CTRAN to make the bus service better known and more useful to the neighborhood by such means as providing bus schedules in cooperating and adjacent places of business.  | Medium   | LNA, C-TRAN   |
| 4.8.2. Coordinate with CTRAN to increase access to high capacity transit as it is established nearby, while restricting such to suitable corridors without reducing neighborhood livability.  | Medium   | LNA, C-TRAN   |
| 4.8.3. Add bus shelters at neighborhood stops.  | Medium   | C-TRAN  |
| 4.8.4. Review the city bicycle plan and, when appropriate, work with the city to designate key linkage streets as bicycle routes. Encourage the city to consider alternatives to routing all traffic onto single streets as a way of lessening impacts. | Medium   | LNA, Vancouver Community Development Dept.                            |
| 4.8.5. Request that the city Department of Public Works consider "sharrows," instead of dedicated bicycle lanes, as a way to retain on-street parking.  | High     | LNA, Vancouver Department of Public Works                             |
| 4.8.6. Request that the city consult with the neighborhood association when considering any transportation project that will alter the character of the neighborhood.   | High     | Vancouver Community Development Dept., Vancouver Dept of Public Works |
| 4.8.7. Encourage bicycle linkages to local schools, the Columbia River Renaissance Trail, Discovery Trail, Burnt Bridge Trail, and Downtown.  | High     | Vancouver Parks Department  |
| 4.8.8. Publish in the newsletter motorist guidelines for sharing the road with bicycles.  | High     | LNA   |

**Objective 4.9: Improve connections to city-wide multiuse paths.**

Vancouver has invested tremendously in acquiring right-of-way and laying down miles of paved multi-use paths. This network adjoins Lincoln in the vicinity of the north end of the Kiggins Bowl Complex, but its accessibility to bicycles and pedestrians from the neighborhood is poor. As a result, this connection is under-utilized.

| Action Steps   | Priority | Responsible Parties             |
|--|----------|---------------------------------|
| 4.9.1. As part of the parks strategy, encourage direct connection of the Discovery Trail and Interstate 5 pedestrian/bicycle bridge to the Kiggins Bowl multiuse path. | High     | Vancouver Parks Department      |
| 4.9.2. Work with Vancouver Parks Department and local agencies to promote and connect local trails and paths.  | Medium   | Vancouver Parks Department, LNA |



## 5. Housing

- Goal 5.A: Ensure that increases in residential density, both in the neighborhood and nearby, do not compromise the character or livability of the neighborhood.
- Goal 5.B: Provide housing options for an aging population.
- Goal 5.C: Minimize or eliminate construction of new apartment projects by providing for accessory dwelling units instead.
- Goal 5.D: Maintain and preserve existing quality housing, keep diversity of housing (modest homes to more expensive).

### **Objective 5.1: Ensure that new construction or home improvements are consistent with the historic character of the neighborhood.**

New housing and homes improvements should be compatible with surrounding homes in terms of scale and street orientation and complement the neighborhood's historic character.

| Action Steps  | Priority | Responsible Parties                                |
|---|----------|--|
| 5.1.1. Review city planning ordinances to determine whether they provide adequate protection against inappropriate buildings.   | High     | LNA  |
| 5.1.2. If they do not, consult with city planners to amend or update ordinances.  | Low      | LNA  |
| 5.1.3. Like other home improvements, residential renewable energy projects should not overly distract from the historic character of the neighborhood in scale or appearance. Also, homeowners will need to ensure that improvements to their homes do not jeopardize quality of life at neighboring homes. | Medium   | LNA, Vancouver Department of Community Development |

### **Objective 5.2: Minimize the adverse impacts of increased density.**

Increased population density can bring with it increased car traffic, crowded schools, lack of open space, increased noise, and increased friction between neighbors. Large housing developments have had significant negative impact on existing residential streets. The neighborhood supports growth, but only as long as it is smart growth.

| Action Steps   | Priority | Responsible Parties  |
|--|----------|--|
| 5.2.1. Encourage new multi-family housing to be constructed within a reasonable walking distance from a store and a C-TRAN transit stop.   | High     | Vancouver Department of Community Development                        |
| 5.2.2. Consult with school district to ensure that new housing units do not negatively impact schools by bringing in new children that cannot be accommodated. If necessary, add housing units that appeal primarily to adults without children. | Medium   | Vancouver Department of Community Development                        |
| 5.2.3. Request that city planners and transportation engineers work with developers to evaluate the impact of increased traffic due to the proposed development and incorporate street and sidewalk improvements into permit issuance criteria.  | High     | Vancouver Department of Community Development, Dept. Of Public Works |

**Objective 5.3: Retain on-street parking.**

A majority of the houses in our neighborhood were built at a time when there was less traffic and most families owned, and needed, just one car. Now, with families needing multiple incomes and the presence of more multi-generational households, single car driveways do not offer sufficient parking space. This applies to those living within our residential core as well as to those living along our arterials. The neighborhood recognizes that the city has a responsibility to meet the growing transportation needs of the community at large, but wishes to balance those needs with the needs of residents.

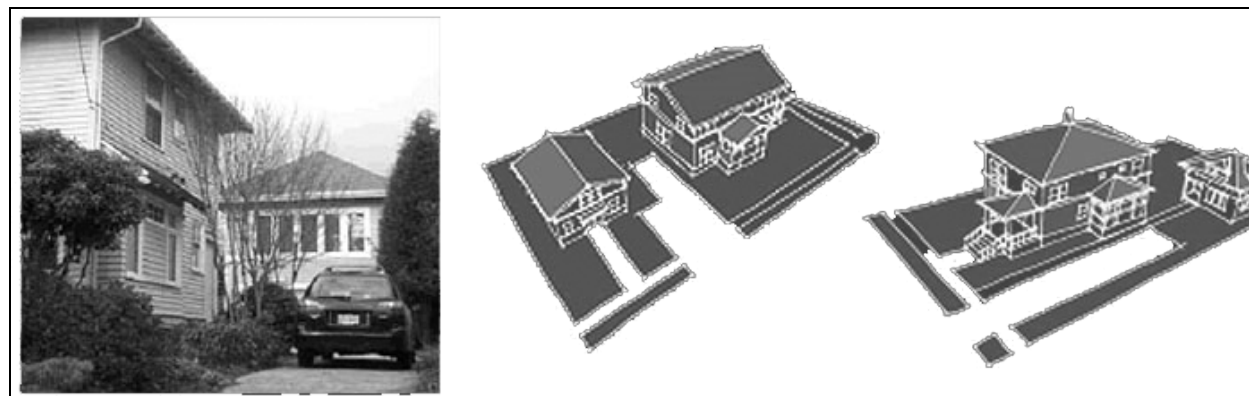
| Action Steps   | Priority | Responsible Parties  |
|--|----------|--|
| 5.3.1. Work with city planners and transportation engineers to preserve on-street parking to the greatest extent possible while balancing the need for safety on our busier streets. | High     | Vancouver<br>Community<br>Development Dept,<br>Dept. Of Public Works |

**Objective 5.3: Promote creation of accessory dwelling units.**

Accessory dwellings units (ADUs, also known as accessory apartments, guest apartments, in-law apartments, family apartments or secondary units) provide supplementary housing that can be integrated into existing single family neighborhoods to provide a typically lower priced housing alternative with little or no negative impact on the character of the neighborhood. Because the units are usually small, they are more affordable than full-size rentals.

Current zoning regulations allow for ADUs in the single family zones that cover most of Lincoln's residential blocks. Two example over-garage ADUs can be found at 205 W 39th Street (built 2009) and 217 W 39th Street (built 2005).

| Action Steps   | Priority | Responsible Parties                                      |
|--|----------|--|
| 5.3.1. Review city zoning ordinances to determine if ADUs are adequately accommodated.   | Medium   | LNA  |
| 5.3.2. Ensure that ADU rules include an on-site owner occupancy requirement to encourage home ownership and ensure that houses with ADUs do not become 100% rental properties.   | High     | LNA  |
| 5.3.3. Publish periodic news pieces in the newsletter promoting the benefits of ADUs.  | Low      | LNA  |
| 5.3.4. Encourage the city to promote ADUs as an alternative to apartment buildings. <i>[Note from City: The city permits these in single family and multi-family residential districts; recently a code change reduced the lot area required for an ADU to 4,500 s.f., which may result in more ADU's being built. Apartments are allowed, however, and it is not the city's role to indicate a preference of one type of housing over another.]</i> | High     | LNA, Vancouver<br>Community<br>Development<br>Department |



**Figure 7. Illustrations of detached accessory dwelling units (ADUs). (Courtesy State of Massachusetts and the City of Santa Cruz, California)**

### **Accessory Dwelling Units**

There are three types of accessory dwelling units:

1. Interior - using an interior part of a dwelling;
2. Interior with modifications where the outside of the dwelling is modified to accommodate a separate unit (this could include a unit over the garage if the garage is attached);
3. Detached - a structure on a residential lot that is separate from the main dwelling, yet by definition still "accessory" and so smaller than the main unit (this would include a unit over the garage if the garage is detached).

Accessory apartments help to increase the supply of affordable housing and enhance the social stability and mix of neighborhoods. They effectively improve the affordability of housing for both homeowners and renters at all stages in their lives. Accessory dwelling units also help to maximize use of existing public infrastructure and services and reduce the pressure on open space and farmlands from sprawling development. The practice of allowing accessory units helps communities achieve several sustainable development principles:

- **Expand Housing Opportunities:** An accessory unit program helps promote rehabilitation of housing and increases the supply of rental housing for a wider range of physical abilities, stages in life, and income levels.
- **Concentrate Development and Mix Uses:** An accessory unit program helps promote more compact forms of development thus conserving land. Accessory units promote use of existing infrastructure, rehabilitation of existing housing and can also assist in the preservation of historic buildings. Accessory units also help to preserve the existing physical character of neighborhoods and enable residents to stay in their community throughout all stages of their lives.
- **Use Natural Resources Wisely:** Accessory units help to concentrate development and thus use land, energy, water, and materials more efficiently. Accessory apartments ease development pressure on farmland and open space, improve drainage with a smaller footprint, and increase energy efficiency with a more compact living space.



**Figure 8. Street (left) and alley (right) views of 205 West 35th Street. The owner has built an over-garage accessory dwelling unit (ADU) apartment on her 50x100 foot city lot.**

## 6. Noise, Pollution, and Nuisances

Goal 6.A: Minimize the impact of noise, smells, light spill, and pollution on residential areas of the neighborhood.

| <b>Objective 6.1: Reduce transportation-related noise and pollution.</b><br>Noise and sometimes odor from street traffic, freeway traffic, railroad yard, and aircraft make the neighborhood less pleasant to live in.                  |                 |   |
|---|-----------------|---|
| <b>Action Steps</b>   | <b>Priority</b> | <b>Responsible Parties</b>                          |
| 6.1.1. Work with applicable railroads to reduce railroad yard noise and pollution.  | Medium          | LNA, BNSF, SW Clean Air Agency                      |
| 6.1.2. Install suitable barriers along railway and freeway corridors to minimize noise and pollution.   | Medium          | LNA, BNSF, Dept. Of Public Works, WSDOT             |
| 6.1.3. Address the need for a green screen for the Columbia Crest addition.   | Medium          | LNA, VUF  |
| 6.1.4. Monitor aircraft noise and do what is possible to reduce it when it is a problem in the neighborhood.  | Medium          | LNA   |
| 6.1.5. Monitor noise and pollution from trucks and commuters accessing industries in Fruit Valley and Port of Vancouver. <i>[Note: The city has indicated that it does not have the staffing or equipment to monitor traffic noise]</i> | Medium          | Community Development Dept., SW WA Clean Air Agency |
| 6.1.6. Through improved signage, encourage trucks to use routes established for them on Fourth Plain and Mill Plain.  | High            | Dept. Of Public Works                               |
| 6.1.7. Encourage carpool and transit use by industry commuters.   | Medium          | C-Tran, Port of Vancouver                           |
| 6.1.8. Reduce traffic noise and speed along arterial streets through traffic calming techniques, including planting street trees.   | High            | Dept. Of Public Works, VUF                          |

| <b>Objective 6.2: Identify and mandate clean up of environmental hazards within or near neighborhood that could affect the health and well-being of residents. These hazards may include ground water contamination, soil contamination, air pollution, and more.</b> |                 |   |
|---|-----------------|---|
| <b>Action Steps</b>   | <b>Priority</b> | <b>Responsible Parties</b>  |
| 6.2.1. The neighborhood association needs to be notified of any environmental hazards found to exist within or near the neighborhood.   | High            | Vancouver Community Development Department, WA State Dept. of Ecology (DOE)                           |
| 6.2.2 Seek air quality monitoring along industrial area on west side of neighborhood, along I-5 corridor, and along Main and 39th Streets.  | Medium          | Vancouver Community Development Department, SW Clean Air Agency, Vancouver Department of Public Works |

|  |      |  |
|--|------|--|
| 6.2.3 Seek clean-up and mitigation of environmental hazards. | High | Vancouver<br>Community<br>Development<br>Department, WSDOT |
|--|------|--|

**Objective 6.3. Control light spill pollution emitting from the industrial area located to the west of the neighborhood.**

Over the past ten years, light pollution from the industrial area has become markedly worse, compromising quality of life for homes located along our western border. Many jurisdictions in the United States have adopted ordinances to control light pollution and we urge the City of Vancouver to adopt a similar ordinance.

| Action Steps   | Priority | Responsible Parties                                  |
|--|----------|--|
| 6.3.1. Assist the City of Vancouver in adopting a light pollution ordinance. | High     | Vancouver<br>Community<br>Development<br>Department, |

## 7. Public Safety

Goal 7.A: Augment the valued work of public safety agencies (police, fire/rescue, emergency management) by making use of their citizen programs to improve the safety of the neighborhood with regard to crime, terrorism, life-threatening accidents, and natural disasters such as fires, chemical releases, and earthquakes.

| <b>Objective 7.1: Increase the number of Neighbors on Watch volunteers and other "eyes on the street".</b> |                 |                                  |
|--|-----------------|----------------------------------|
| <b>Action Steps</b>  | <b>Priority</b> | <b>Responsible Parties</b>       |
| 7.1.1. Promote the Police Department's Neighbors on Watch program.   | Medium          | LNA, Vancouver Police Department |
| 7.1.2. Develop programs to encourage immediate neighbors to become acquainted with each other.             | Low             | LNA                              |

| <b>Objective 7.2: Promote emergency preparedness through a neighborhood CERT group.</b><br>The Community Emergency Response Teams (CERT) program is part of FEMA. It trains citizens to respond to emergencies and disasters. In an earthquake, for example, the fire department will be too busy to respond to emergency calls at single family homes for days, assuming the old firehouse does not collapse in the quake. |                 |                                |
|---|-----------------|--------------------------------|
| <b>Action Steps</b>   | <b>Priority</b> | <b>Responsible Parties</b>     |
| 7.2.1. Form a neighborhood CERT group by soliciting names of existing trainees through a newsletter appeal.   | Medium          | LNA                            |
| 7.2.2. Make sure a periodic note appears in the newsletter asking new CERT trainees to let us know who they are.  | Medium          | LNA                            |
| 7.2.3. Publish preparedness information items in newsletter (profiles of more significant risks, info about getting training or building emergency kits, or getting involved in CERT, amateur radio, or volunteer fire department).   | Medium          | LNA                            |
| 7.2.4. Add preparedness to the annual agenda of neighborhood meetings with revisit once each year (ask someone informed, e.g. CRESA manager or Fire Dept CERT trainer, to speak).   | High            | LNA, Vancouver Fire Department |
| 7.2.5. Task neighborhood CERT leader with finding a volunteer to lead a neighborhood mapping program following Citizen Corp guidelines.   | Low             | LNA                            |

| <b>Objective 7.3: Develop an all-hazards neighborhood disaster response plan.</b><br>Possible railroad and highway chemical spills, earthquakes, fires, and volcanic eruptions are significant local hazards. |                 |                            |
|---|-----------------|----------------------------|
| <b>Action Steps</b>   | <b>Priority</b> | <b>Responsible Parties</b> |
| 7.3.1. Review evacuation plans of the city for areas adjacent to the railroad yards, highways, and truck routes.  | Medium          | LNA, City of Vancouver     |
| 7.3.2. Address adequacy of escape routes from all parts of the neighborhoods.   | Medium          | LNA, City of Vancouver     |
| 7.3.3. Establish a group of neighbors who are CERT trained.   | Medium          | LNA                        |
| 7.3.4 Implement the Map Your Neighborhood program to prepare neighbors to assist each other.  | High            | LNA                        |

**Objective 7.4: Create Community Emergency Response Cache on Lincoln School grounds.**

At least one neighborhood in Vancouver, the Airport Green neighborhood, has been able to obtain grant funding for purchasing emergency supplies for the neighborhood to assist with disaster response. They store these supplies in a building at their local school. Should Lincoln develop an active FEMA Community Emergency Response Team, we would all benefit from having a central location, perhaps on the grounds of Lincoln School, to cache these supplies. This site would be the designated meeting place for post-disaster triage and response coordination. This objective is contingent on establishing an active Community Emergency Response Team to manage the cache.

| Action Steps  | Priority | Responsible Parties |
|---|----------|---------------------|
| 7.4.1. Get city signature on memorandum of agreement to allow a secure shed or storage container to be sited on Lincoln School grounds.   | Low      | LNA                 |
| 7.4.2. Develop a list of needed supplies for the cache in priority order and solicit grant funding to purchase these supplies. Do the same for the shed/container. (Contact Vancouver Fire and Airport Green NH CERT for assistance). | Low      | LNA                 |

**Objective 7.5: Reduce graffiti and vandalism in the neighborhood.**

Gang graffiti and spray paint "tags", and other vandalism frequently show up in out-of-the-way places in the neighborhood such as alley ways, unsupervised pedestrian paths (such as the pass-through path between Daniels and Grant from 33rd to 36th Street), parks, and vacant buildings.

| Action Steps  | Priority | Responsible Parties                                      |
|---|----------|--|
| 7.5.1. In conjunction with the local police, create a volunteer tagging quick response team to paint over reported gang graffiti within 24 hours of it appearing. <i>[Note from City: Typically graffiti response on private property is the responsibility of the property owner.]</i> | Medium   | LNA, Vancouver Police Department, NOW                    |
| 7.5.2. As funding becomes available, work with the police department or Office of Neighborhoods to transfer ownership of the graffiti response team to the city.  | Medium   | LNA, Vancouver Office of Neighborhoods, Vancouver Police |
| 7.5.3. Promote development of carriage house accessory dwelling unit conversions in alley-facing garages.   | Medium   | Vancouver Community Development Department               |
| 7.5.4. In areas prone to frequent graffiti, involve the community in seeking creative ways to discourage tagging, such as installing public art or green walls.   | Medium   | LNA  |

## 8. Open Space and Recreation

Goal 8.A: Provide and promote accessible, safe, well-maintained locations for walking, bicycling, skating, casual sports, and outdoor socializing.

### Objective 8.1: Improve and increase use of Hidden Park.

Neighbors find that Hidden Park is neither easily accessible nor easily supervised. Some adjacent residents perceive that its infrequent use, out-of-the-way location, and lack of regular supervision make it easy for illegal overnight camping and illicit drug use. We believe we can increase use and enjoyment of the park through both direct and indirect actions.

| Action Steps   | Priority | Responsible Parties             |
|--|----------|---------------------------------|
| 8.1.1. Install a few picnic tables in Hidden Park in a variety of locations to enable use for birthday parties, etc. (Ask park neighbors for suggestions on best locations.)   | High     | Vancouver Parks Department      |
| 8.1.2. Seek to encourage positive use of park space by working with Parks Department and other organizations.  | Low      | Vancouver Parks Department, LNA |
| 8.1.3. Work with nearby residents, Vancouver Police, and NOW (Neighbors On Watch) to effectively address crime and safety concerns.  | Medium   | VPD, LNA                        |
| 8.1.4. Several trees at the north and south borders of the park (along the alleys) have died due to disease or vandalism. Replace with appropriate variety and number of trees to allow for healthy border to the park while maintaining visibility. | Low      | Vancouver Parks Department, VUF |
| 8.1.5. Schedule a park clean-up day at least once a year.  | Medium   | LNA                             |

### Objective 8.2: Reduce inappropriate, disruptive, and destructive use of Lincoln School grounds.

The school grounds at Lincoln Elementary are the largest and most accessible recreational facilities within the neighborhood. Community members of all ages use the fields, tennis courts, basketball hoops, and playground. It is an important site for youth sports teams. It is a popular destination at all times of the year and is a valued asset to the neighborhood.

With this high rate of use, there have been some problems. At the school, youth engage in skateboarding, rollerblading, and basketball games, sometimes late into the night. On occasion, these activities have gotten out of hand and facilities have sustained damage. Some younger children have been verbally harassed or intimidated by older kids. Some neighbors do not enjoy the noise associated with teen-age activity on the school grounds, especially at night.

Some of the activities considered disruptive by some neighbors, such as playing basketball, are in fact allowed uses. Reducing friction between youth and neighbors, then, will be most successfully accomplished through a combination of encouraging appropriate and respectful use of the school facilities, and drawing inappropriate uses to a more appropriate location.

| Action Steps   | Priority | Responsible Parties                              |
|--|----------|--|
| 8.2.1. Post rules concerning hours and activities at Lincoln Elementary.   | High     | Vancouver School District                        |
| 8.2.2. Publish these rules in the Lincoln newsletter.  | Medium   | LNA  |
| 8.2.3. Help to make sure that the Lincoln community uses the space in a positive manner. Install garbage receptacles in key locations to encourage responsible clean up by public. Enlist NOW representatives to help with managing security issues. | Medium   | Vancouver School District, LNA, Vancouver Police |
| 8.2.4. Invite the Lincoln School principal to attend LNA monthly meetings and to participate in the neighborhood association.  | High     | LNA  |



**Objective 8.3: Develop the western portion of the WSDOT site as a park.**

If and when the Washington State Department of Transportation (WSDOT) property at 4201 Main Street is slated for redevelopment, the neighborhood seeks to have the western portion of the site (abutting but not including the municipal water facility at 4201 NW Washington) developed as a park. This site would be easily accessible to those on the east side of our neighborhood who are not currently served by a nearby park. Its location and setting would allow for visibility by the public to assist in safety of park users. *[Note from City: As stated in earlier section, this would require a partnership with WSDOT for use, development and maintenance. The city currently cannot develop this property unless we change our standards.]*

| Action Steps   | Priority | Responsible Parties                    |
|--|----------|--|
| 8.3.1. Continue to express interest in this site to city planners and to WSDOT leadership.   | High     | LNA, WSDOT                             |
| 8.3.2. If the site is obtained, work with the city and parks department to design a park that would respond to the needs of the community. Involve the stakeholders (including youth) in the design process. Seek grants and mount a neighborhood fund raising campaign to purchase capital equipment (picnic tables, swing set, playground equipment) for the site. | Medium   | LNA, WSDOT, Vancouver Parks Department |

**Objective 8.4: Promote awareness of the Kiggins Bowl Complex as a park-like recreation space within the neighborhood.**

Though it is isolated from the core of the neighborhood by busy traffic on Main Street, the Kiggins Bowl Complex is a substantial green space and recreational site within our neighborhood boundaries. It has an illuminated walking path through trees and native vegetation. The complex's large sports fields (north of the stadium's field) could be used by the neighborhood. Yet Kiggins Bowl remains frequently overlooked by neighborhood residents..

| Action Steps  | Priority | Responsible Parties  |
|---|----------|--|
| 8.4.1. Trim vegetation blocking the sign at the north entrance.   | Medium   | Vancouver School District, Vancouver Parks Department        |
| 8.4.2. Repaint and restore the sign.  | Medium   | Vancouver School District, Vancouver Parks Department        |
| 8.4.3. Publish a schedule of events in the newsletter for the Kiggins Bowl fields and any adjacent parklands or paths.  | Low      | LNA  |
| 8.4.4. Establish an opening schedule for the north access road gate and interior north parking lot during daylight hours on weekends until such time as adjacent facilities can be developed. | High     | Vancouver School District, Vancouver Parks Department        |
| 8.4.5 Support extending bicycle and pedestrian trail through WSDOT property to connect Discovery and Burnt Bridge Trails with Kiggins Bowl trail.   | High     | Vancouver School District, Vancouver Parks Department, WSDOT |

**Objective 8.5: Promote use and safety of nearby green spaces like Carter Park, Brickyard Park, Leverich Park, Stewart Glen, and the Ellen Davis Trail.**

The Lincoln Neighborhood boasts easy pedestrian and bicycle access to several larger parks and trails on the perimeter of the neighborhood. These facilities augment the small parks and school grounds in the neighborhood core, but they are not well known and are somewhat underutilized.

| Action Steps   | Priority | Responsible Parties             |
|--|----------|---------------------------------|
| 8.5.1. Solicit neighborhood runners, walkers, and bicyclists to write periodic pieces for the newsletter highlighting specific routes (with map, distance, description, and difficulty). Since trail connections can be confusing the first time, they would provide clear instructions. In addition to parkland, routes could also simply be on-street circuits with nice vegetation or good views.   | Medium   | LNA                             |
| 8.5.2. Get permission from Clark County to reprint and attach to the Lincoln newsletter the pages from the annual county atlas that cover Leverich Park, the Burnt Bridge Creek Trail, Discovery Trail, and the Ellen Davis Trail. <i>[Note from City: Trail maps are available on line and can be used by the neighborhood association. Go to Parks website and click on Trails.]</i>   | Medium   | LNA, Vancouver Parks Department |
| 8.5.3. Contact the Vancouver Police Department and obtain crime statistics for these parks and trails. Publish them in the newsletter so all of us can fairly gauge the safety of these places.  | Medium   | LNA, Vancouver Police           |
| 8.5.4. Organize a monthly neighborhood ramble during which someone familiar with these places leads a walk through one of them. Meet near the center of the neighborhood. Highlight the established yet sometimes hard to find trail connections (e.g. the Burnt Bridge Creek connector at the north end of Franklin or the maze around the I-5 pedestrian overpass). Offer to partner with the Northwest, Carter Park, Shumway, and Rose Village Neighborhood Associations on this. | Medium   | LNA                             |



Figure 9. Pedestrian and bicycle bridge over Interstate 5, north of Kiggins Bowl.

**Objective 8.6: Develop community gardens in select unused open spaces.**

Community gardening promotes healthier diets and builds community cohesiveness by providing outdoor socializing opportunities. Possible sites could include public or private land in or near LNA (west of Kauffman near Columbia Crest development, at Brickyard Park, or at the new Lynch Park in Northwest neighborhood).

| Action Steps  | Priority | Responsible Parties             |
|---|----------|---------------------------------|
| 8.6.1. Research feasibility and support for community gardening in LNA. If there is support for such a project, seek grant funds to assist in the creation and maintenance of a community garden. <i>[Note from City: Gardens can now be installed in neighborhood parks. Go to parks website and click on Community Gardens. Neighborhood Food Garden policy and application is towards the bottom of the web page.]</i> | Medium   | LNA, Vancouver Parks Department |

**Objective 8.7: Promote awareness of recreational opportunities.**

For many people, being more active is just a matter of being better informed about the recreational opportunities that already exist.

| Action Steps  | Priority | Responsible Parties |
|---|----------|---------------------|
| 8.7.1. Contact local recreation clubs and organizations (e.g. Vancouver Bicycle Club, Vancouver Audubon, Clark County Running Club, Clark-Vancouver Parks and Recreation Department) to solicit monthly items for a brief recreation calendar to be published in the Lincoln newsletter.                    | Low      | LNA                 |
| 8.7.2. If and when we again have a central neighborhood gathering place (as T-P Market used to be), offer to manage a public bulletin board or outdoor kiosk on which neighbors can post announcements of local events and other news of interest. Seek a neighborhood volunteer to spearhead this project. | High     | LNA                 |

## 9. Tree Canopy, Vegetation, and Wildlife

Goal 9.A: Improve air and water quality, reduce the urban "heat island" effect, and provide habitat for birds, insects, and small mammals.

### Objective 9.1: Preserve and maintain existing tree canopy.

Mature vegetation is one element of Lincoln Neighborhood's attractiveness. Neighbors find it important to encourage preservation and maintenance of that vegetation. Our most significant green belt, with mature trees and native vegetation, is located in the Kiggins Bowl area and serves as an important buffer to freeway noise and pollution.

| Action Steps  | Priority | Responsible Parties |
|---|----------|---------------------|
| 9.1.1. Maintain and publish an inventory of larger trees throughout the neighborhood.   | Medium   | LNA                 |
| 9.1.2. Maintain and publish an inventory of newly-planted trees.  | Medium   | LNA                 |
| 9.1.3. Educate the neighbors on the value of mature, large trees in the neighborhood and publicize resources for proper tree maintenance and discourage the improper practice of tree topping                                   | High     | LNA, VUF            |
| 9.1.4. Recognize the value of and preserve the green spaces within the neighborhood such as the Kiggins Bowl area and the water tower area.   | High     | LNA                 |
| 9.1.5. Encourage at least one resident to participate in the NeighborWoods program annually. Utilize the NeighborWoods Steward as a resource to help educate residents about the benefits of trees and assist with tree issues. | High     | LNA, VUF            |

### Objective 9.2: Encourage tree planting in public right of ways and private property.

While trees already grace many of the neighborhood planting strips, some strips are bare while others have trees that are lifting the sidewalks or are no longer of appropriate appearance as planting strip trees. Some trees are nearing the end of their lifespan and are due for replacement.

| Action Steps  | Priority | Responsible Parties |
|---|----------|---------------------|
| 9.2.1. Develop and maintain a map of rights-of-way and public lands showing vegetation status (suitable, unsuitable, vacant)  | Medium   | LNA                 |
| 9.2.2. Continue partnership with Friends of Trees and their annual tree plantings.  | High     | LNA, FOT            |
| 9.2.3. Continue to seek grants for neighborhood tree planting efforts.  | Medium   | LNA                 |
| 9.2.4. Encourage homeowners whose large yard trees have been removed due to age or disease to replace the trees, as appropriate, with trees that will provide a similar high tree canopy. | High     | LNA, VUF            |
| 9.2.5. Work to get more trees planted on rental properties and at businesses.   | Medium   | LNA                 |
| 9.2.6. Increase plantings of street trees along busier corridors to assist in traffic calming and to create a more favorable environment for pedestrians and residents.                   | High     | VUF, LNA            |
| 9.2.7. Publicize the city's concerns and official positions on the ownership and care of trees in the planting strips.  | Medium   | VUF, LNA            |
| 9.2.8. Work with the City's Urban forester to inform home owners of suitable trees for planting strips.   | Medium   | LNA, VUF            |
| 9.2.9. Seek to preserve larger street trees where sidewalks have  | High     | City of Vancouver,  |

|  |      |          |
|--|------|----------|
| buckled. Instead of removing trees, where possible repair and modify the sidewalk to accommodate the tree and pedestrians. |      | VUF      |
| 9.2.10. Increase tree canopy at Columbia Crest along the railroad corridor, as a buffer to railroad noise and pollution.   | High | LNA, VUF |
| 9.2.11. Increase tree canopy and native vegetation in vicinity of new 39th St. overpass.                                   | High | LNA, VUF |

| <b>Objective 9.3: Educate neighbors on responsible gardening practices.</b>   |                 |                            |
|---|-----------------|----------------------------|
| <b>Action Steps</b>   | <b>Priority</b> | <b>Responsible Parties</b> |
| 9.3.1. Remind neighbors to keep sidewalks accessible to pedestrians by removing tree branches growing lower than 8 feet.  | High            | LNA, VUF                   |
| 9.3.2. Educate neighbors about invasive plants (such as ivy, blackberry and holly) that should be removed while plants are still small. Print photos of invasive species in the newsletter. | Low             | LNA, VUF                   |
| 9.3.3. Encourage neighbors to use environmentally responsible gardening techniques to protect our watershed.  | High            | LNA, VUF                   |

## 10. Community Building

Goal 10.A: Create the conditions in which all residents, regardless of age, gender, disability, income, race, religion, or sexual orientation, can be active and engaged.

| <b>Objective 10.1: Maintain an active neighborhood association.</b><br>An active neighborhood association can facilitate communication between the neighborhood and governmental agencies, businesses, and other organizations. The neighborhood association is a forum through which residents can volunteer, interact, and be engaged in their community. The neighborhood association is also able to seek grants to enable the neighborhood to achieve its goals. |          |                     |
|---|----------|---------------------|
| Action Steps  | Priority | Responsible Parties |
| 10.1.1. Continue to hold neighborhood association meetings that address the interests and needs of the neighborhood. Use the elements of this Neighborhood Action Plan as a framework for identifying issues, tracking progress on them, and staying focused on what's important to the neighborhood.   | High     | LNA                 |
| 10.1.2. Encourage active participation in the neighborhood association as a board member, on a committee, or delivering newsletters.  | High     | LNA                 |
| 10.1.3. Facilitate opportunities for residents of all ages, including our youth, to exchange ideas and share expertise and skills.  | High     | LNA                 |
| 10.1.4. Continue publishing and distributing neighborhood newsletter, both in paper and email form. Seek to increase distribution to businesses, schools, churches, and absentee landlords.   | High     | LNA, OON            |
| 10.1.5. Consider other means of increasing communication between community members, such as a neighborhood website or installing informational kiosks at central locations in the neighborhood.   | Medium   | LNA                 |
| 10.1.6. Encourage and publicize activities within or nearby the neighborhood that will increase neighborhood engagement. These activities can include neighborhood tree plantings, neighborhood garage sales, neighborhood clean-up days, potlucks or other neighborhood social gatherings, organized neighborhood sports activities, and participation in neighborhood safety programs such as CERT training or Neighbors On Watch.                                  | Medium   | LNA                 |
| 10.1.7. Seek grants to enable neighborhood to achieve its goals. Consider seeking 501.c.3 status.   | High     | LNA                 |
| 10.1.8. Strengthen ties with adjoining neighborhoods by having board members periodically visit other neighborhoods' monthly meetings and invite board members from other neighborhoods to attend our meetings. Seek opportunities to collaborate with adjoining neighborhoods to address common interests and concerns.  | Medium   | LNA                 |
| 10.1.9. Develop a partnership with neighborhood schools, businesses, and churches.  | Medium   | LNA, VSD            |
| 10.1.10. Make sure there is representation of the neighborhood in matters that are of importance to the neighborhood. This can include the Columbia River Crossing project and other city or regional transportation and/or land use projects or issues.  | High     | LNA                 |

| <b>Objective 10.2: Encourage conditions that will promote a healthy community and more walkable neighborhood.</b>  |                 |                                       |
|--|-----------------|---------------------------------------|
| <b>Action Steps</b>  | <b>Priority</b> | <b>Responsible Parties</b>            |
| 10.2.1. Make sure there are favorable conditions for pedestrians, including tree-lined sidewalks, safe crosswalks, and enforced speed limits.  | High            | LNA, City Public Works Department     |
| 10.2.2. Recognize the importance of destinations and gathering places within the neighborhood, such as parks, schools, churches, community gardens, and stores.  | High            | LNA                                   |
| 10.2.3. Encourage and publicize recreational opportunities within or near the neighborhood.  | Medium          | LNA                                   |
| 10.2.4. Work with Vancouver Police Department to assure a sense of personal safety in the neighborhood.  | High            | LNA, VPD                              |
| 10.2.5. Encourage new or existing neighborhood markets or restaurants to offer nutritional food choices. Make sure businesses are accessible to those who are unable or do not wish to drive.                    | Medium          | LNA                                   |
| 10.2.6. Explore the feasibility of and support for establishing community gardens in the neighborhood, especially in areas where there are more rental properties and people have little access to garden space. | Medium          | LNA                                   |
| 10.2.7. Make sure future land use and transportation projects support our goal of creating a more walkable neighborhood.   | High            | LNA, Community Development Department |



Figure 10. Monument located along 4100 block of Main Street. It was erected in 1931 by the Columbia District Federation of Women's Clubs.