

<b>MEETING TITLE:</b>	<b>Portland Working Group</b>
<b>DATE:</b>	<b>April 14, 2010 4-6 p.m.</b>
<b>LOCATION:</b>	<b>Jantzen Beach SuperCenter Community Room</b> 1405 Jantzen Beach Center • Portland The Community Room is located inside the mall across from the carousel, next to the Radio Shack store.

TIME	AGENDA ITEM	LEAD STAFF
4:00	<b>Welcome</b> <b>Hayden Island Light rail Station, Conceptual Design Plan Report</b>	Chris Novotny, CRC
4:05	<b>Supporting the Island Community</b> What to expect during Construction	Jeff Heilman, CRC
4:35	<b>Commerce &amp; Services Concepts:</b> Beginning discussions on Transit Orientated Development, Streetscape, Access and Open Space.	Greg Baldwin, ZGF
5:45	<b>Public Comment</b>	
5:55	<b>Wrap-up / next meeting</b>	Chris Novotny

How to get there:

**Ride Transit:** From Portland ride the #6 - M L King Jr. to Jantzen Beach  
 From Vancouver connect with the #4 - Fourth Plain to Jantzen Beach

**Driving Directions:** Jantzen Beach SuperCenter is located in north Portland adjacent to the Interstate Bridge on the Oregon/Washington border. Take Exit 308 off Interstate 5.

Meeting facilities are wheelchair accessible. Individuals requiring reasonable accommodations may request written material in alternative formats or sign language interpreters by calling the project team at

the project office (360-737-2726 and 503-256-2726) or through the 711 TTY system one week before the meeting.

**MEETING**      **Portland Working Group (PWG)**  
**DATE:**        March 10, 4:00 – 6:00 pm  
**LOCATION:**     Jantzen Beach SuperCenter Community Room  
                      1405 Jantzen Beach Center

**PORTLAND WORKING GROUP MEMBERS:**

Richard Carhart	HiNooN
Tom Dana	Hayden Island Livability Project
Pam Ferguson	Hayden Island Mobile Home Community
Bill Jackson	Safeway
Peg Johnson	Member at Large
Sam Judd	Edens and Avant – Jantzen Beach SuperCenter
Brad Howton	Columbia Crossings
Steve Kayfes	Kenton Neighborhood
Barb Nelson	Jantzen Beach Moorage
Deborah Robertson	Bridgeton Neighborhood Association
Walter Valenta	Waterside Condo
Victor Viets	Hayden Bay Condominiums

**STAFF MEMBERS:**

Jillian Detweiler	TriMet
Coral Egnew	CRC
Talia Jacobson	ODOT
Andrew Johnson	ODOT
Barry Manning	City of Portland
Chris Novotny	CRC
Patrick Sweeney	City of Portland
Steve Witter	CRC

**Note:** Meeting materials and handouts referred to in this summary can be accessed online at:  
<http://www.columbiarivercrossing.org/ProjectPartners/PWGMeetingMaterials.aspx>

**[Welcome, Introductions and meeting / packet overview– Chris Novotny, Community Relations](#)**

Reviewed meeting agenda and information packet for tonight’s meeting. Packet contains copies of:

- March 10, 2010 meeting agenda
- February 16, 2010 letter from Oregon and Washington Governors – Local Officials
- February 17, 2010 Columbian article | Governors take initiative in crossing debate
- Potential Vancouver Light Rail Alignment map

Chris acknowledged that both Tom Kelly and Colin McLaren have resigned from the Portland Working Group due to schedule conflicts. Tom Dana, Peg Johnson, Leslie Sawyer and Victor Viets have accepted membership to the Portland Working Group.

### Moving Forward – Steve Witter, Transit Manager

Over one hundred people attended the Hayden Island Open House last month. The attendance was largely due to the efforts of the Portland Working Group members rallying their neighbors. In January four local officials sent a letter to the Oregon and Washington Governors regarding the project. The Governors recently responded to the letter instructing the project to move forward with the current refinement package. The project is moving forward with these refinements in the FEIS.

### **Discussion**

**PWG comment:** How much of the refinements are up for discussion? HILP is concerned with the 22 lanes across the island.

**CRC response:** The current refinements call for a 10-lane bridge. Reducing the 22 lanes across is currently not in the discussion. Project engineers have worked hard to reduce the size of the ring road.

**Additional PWG comment:** You can't move forward without the approval from the PSC.

**CRC response:** The Governors of Oregon and Washington formed the Project Sponsors Council (PSC) to advise the departments of transportation on project developments. The PSC is an advisory panel to the project. The letter from the governors means the project continues to move forward.

**Additional PWG comment:** PSC advises the DOT's and cannot overrule them.

**CRC response:** The governors are convening an independent advisory panel to ensure that key project assumptions and methods are reasonable for this one-of-kind transportation project. The states have requested input on potential panel candidates.

Recent feedback received which is specific to Hayden Island:

- Eliminate the interchange on Hayden Island
  - PWG comment: this option is coupled with a third bridge to North Portland, landing near Marine Drive.
  - CRC response: The idea of a separate bridge is not new. These options have been explored and ruled out.
- Reduce the size of the highway interchange and move to the ramps to the north of the island
  - CRC response: This option results in environmental impacts.

**Additional PWG comment:** Andy Cutugno has brought his ideas to a PWG member and this member has shared Andy's ideas with roughly half of the PWG members. His ideas include stretching the collector distributors and making the ring road smaller, not just on the number of lanes. We are still looking for a friendly, more livable, better designed, more workable bridge; this can be accomplished by the project making some fundamental changes.

**CRC response:** The project will continue to work through the design. Reducing the number of lanes across Hayden Island would most likely be accomplished only if you give up the interchange.

**Additional PWG comment:** Do you mean the interchanges are frozen and there is no room for debate?

**CRC response:** The project is not going to add things to the revised LPA. There is still a lot of work to do with the design. We will continue to engage the public throughout the design process. Where there is room for negotiations, the project will work with PWG and the public on these issues.

**Additional PWG comment:** We would like a little more fundamental changes to make the Hayden Island interchange footprint smaller. It would be helpful to have someone take a fresh look at this.

**CRC response:** Casey Liles will attend a future meeting to discuss the details of the highway design.

### **Transit Orientated Development (TOD) – Jillian Detweiler, TriMet Senior Planner**

Jillian gave a Transit Oriented Development presentation to the PWG members. Refer to the PowerPoint presentation materials.

#### **Discussion**

**PWG comment:** How big are the sites TriMet usually acquires?

**Jillian's response:** All sites are less than an acre.

**PWG comment:** TriMet is on the leading edge of Transit Oriented Developments.

**Jillian's response:** There are other transit agencies which own property. The key is to have a level of transit service that helps support a TOD lifestyle. Most areas are lacking a community redevelopment plan. It is wonderful that you have the Hayden Island Plan to provide guidance.

**PWG comment:** Are there other incentives available to developers?

**Barry Manning, City of Portland response:** There are programs out there that may assist with funding. For example, PDC Urban Renewal Advisory Committee has affordable housing and other tax abatement programs. You must qualify for the tax abatement programs, such as, providing a minimum density to leverage the percentage of units to qualify as affordable housing.

**PWG comment:** Will the project assist with the displacements?

**CRC response:** The project will follow the Uniform Relocation Act for all displacements.

**PWG comment:** We encourage the project to define and design in order to achieve the Hayden Island Plan goals and create more developable and valuable land. Does TriMet do anything with parks?

**Jillian's response:** TriMet has not historically dealt with parks. TriMet is interested in finding a way to increase the amenities and increase livability.

**PWG comment:** What does TriMet know about developable rights on highway properties vs. transit properties? Is it more difficult to purchase highway properties? What is the biggest challenge?

**Jillian's response:** This is not our first project in a freeway environment. TOD makes a good site better, makes a bad site good. It improves pedestrian connectivity.

**PWG comment:** What is your experience with commuters / shoppers? Will they break up their trip and get off transit to shop? Do you know the capture rates or what is the market?

**Jillian's response:** A percentage shoppers will take transit. Transit pulls both riders of choice and transit dependent riders. Design can influence people who have a choice. The design goal is to create a convenient positive choice for people. Grocery stores and shopping malls will still need auto access.

**PWG comment:** Safeway and pharmacy needs to be on the island for the aging community.

### **IAMP Workshop Announcement – Andrew Johnson, ODOT IAMP Manager**

The IAMP workshop is currently scheduled for Tuesday, April 6<sup>th</sup> 6 pm to 8 pm in the SuperCenter Community Room. ODOT will be sending out notification in the next few weeks.

**PWG comment:** A portion of the time should be allotted to take formal comments.

### **Vancouver Alignment Update – Steve Witter, Transit Manager**

City of Vancouver has recommended 17<sup>th</sup> Avenue to the CRC project as the east- west light rail connection. This recommendation went through a substantial public process, including the Vancouver Working Group (VWG).

### **Public Comments - None**

### **What's Next – Schedule – Chris Novotny, Community Relations**

Greg Baldwin will look at the design of the streets.

PWG comment: Can we get a scope for Greg Baldwin?

### **Next Meeting**

Wednesday, April 14, 2010 | 4:00 – 6:00 p.m.

Jantzen Beach SuperCenter Community Room, 1540 Jantzen Beach Center, Portland, OR

Members of the Public

Keith Benjamin, Deanne Kastine, Jim McKenny



## OFFICES OF THE GOVERNORS

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THEODORE R. KULONGOSKI

OREGON

CHRISTINE O. GREGOIRE

WASHINGTON

### **NEWS RELEASE** **FOR IMMEDIATE RELEASE** **April 13, 2010**

Media Contact:

Washington Governor's Communications Office, 360-902-4136

Oregon Governor's Communications Office, 503-378-6169 or 503-378-5040

### **Governors Kulongoski and Gregoire Announce Independent Panel to Review Columbia River Crossing Project**

*Oregon and Washington Governors Announce Eight Panel Members*

*Salem, OR/Olympia, WA* – Oregon Governor Ted Kulongoski and Washington Governor Chris Gregoire today announced the appointment of eight transportation experts to an independent panel to review the Columbia River Crossing project. The governors convened the panel to ensure that key project assumptions and methods are reasonable for this one-of-kind transportation project.

“Replacing the bridge over the Columbia River is essential to maintaining the economies and enhancing the livability of the communities in our two states. The project combines light rail, bike and pedestrian facilities, and will improve the movement of people and goods all in a little over five miles,” said Gregoire. “The independent expert review will provide us assurance that the project has the implementation and financial plans in place to get the job done on time and on budget.”

“The CRC is an investment that is critical to the economy of the entire Pacific Northwest because of its importance as the major north-south transportation link of the western United States,” Governor Ted Kulongoski said “We have selected the members of this panel because they each bring key areas of expertise to assess this unique project and ensure the project meets our goals of improved flow of commerce and goods, new green transportation alternatives for commuters, and improved safety at the most dangerous interchange in Oregon.”



The panel has been asked to:

- Assess the implementation plan for the CRC project
- Review the financial plan for the project
- Review and evaluate post-construction performance measures

The panel will meet for the first time May 19-20, 2010, and will meet at least three more times throughout the summer. The panel is charged with reporting its findings to the governors by July 30, 2010.

Panelists include experts with national and international experience in project financing and delivery, environmental law and land use, risk management, transit project planning, context sensitive design, and bridge design and construction.

The panel will be chaired by Tom Warne, a civil engineer and with expertise in transportation project financing, project delivery and context sensitive design. Mr. Warne has over 30 years of experience funding and delivering light rail and highway infrastructure projects. For the past nine years he has worked as a consultant assisting public agencies and private companies. His projects include light rail systems, significant design-build efforts, major bridges, strategic planning, partnering facilitation, and process improvement initiatives. Warne is known for his work on complex projects and programs such as the Woodrow Wilson Bridge in the Washington D.C. area, I-35W Bridge Replacement in Minneapolis and University Light Rail in Utah.

Also serving on the panel are:

**Rodney L. Brown, Jr.** - Areas of expertise include Northwest environmental issues; environmental law and land use; National Environmental Policy Act (NEPA)

**E. Robert Ferguson** - Areas of expertise include bridge construction; contracting methods

**Patricia D. Galloway, P.E., Ph.D** - Areas of expertise include performance measures; project and risk management; mega-project planning and delivery

**Diana Mendes, AICP** - Areas of expertise include federally-funded transit project planning; environmental analysis and management

**Michael D. Meyer, P.E., Ph.D** - Areas of expertise include transportation engineering; public works economics and finance; environmental impact assessments and greenhouse gas analysis

**Timothy Ray Neuman, P.E.** - Areas of expertise include context sensitive design and solutions; urban transportation design

**Mary Lou Ralls, P.E.** – Areas of expertise include bridge design and construction

The design of the Columbia River Crossing project began in 2005 to address existing and growing safety and congestion problems on I-5 between Portland and Vancouver. In 2008, local

and regional governments decided to replace the I-5 bridge over the Columbia River and extend the regional light rail system into Washington.

More information is available on the project Web site, [www.ColumbiaRiverCrossing.org](http://www.ColumbiaRiverCrossing.org)

Full biographies of the appointments are below:

**Thomas R. Warne, P.E., Chair**

Areas of Expertise: Project financing and delivery; Context Sensitive Design

Location: South Jordan, Utah

Mr. Warne has over 30 years of experience funding and delivering light rail and highway infrastructure projects. For the past nine years he has worked as a consultant assisting public agencies and private companies. Clients include the Federal Highway Administration, American Association of State Highway and Transportation Officials (AASHTO), metropolitan planning/regional transportation organizations and authorities, departments of transportation and contractors. Mr. Warne is known for his work on complex projects and programs. His projects include light rail systems, significant design-build efforts, major bridges, strategic planning, partnering facilitation, process improvement initiatives, and more. Mr. Warne was one of the early leaders in starting Context Sensitive Design in the late 1990s and this was one of his emphasis areas as President of AASHTO. For the past seven years, he has been the transportation advisor to Daybreak, a smart growth development in Salt Lake County. Other projects include the Woodrow Wilson Bridge, the 35 W Bridge Replacement in Minneapolis and University Light Rail in Utah. While serving as the Executive Director of the Utah Department of Transportation, he was responsible for delivering the \$1.325 billion I-15 Reconstruction project three months ahead of schedule and more than \$30 million under budget. He has an M.S. in Civil Engineering from Arizona State University and a B.S. in Civil Engineering from Brigham Young University.

**Rodney L. Brown, Jr.**

Areas of Expertise: Northwest environmental issues; environmental law and land use; National Environmental Policy Act (NEPA)

Location: Seattle, Washington

Mr. Brown is an environmental lawyer with over 20 years of experience advising clients and decision makers in Washington and Oregon. He serves on Washington Governor Christine Gregoire's Climate Action Team, a group charged with reducing the state's dependence on greenhouse gases, increasing a clean energy economy, and moving toward energy independence. With a law degree from the University of Texas School of Law, Mr. Brown represents clients on issues related to environmental impact statements and permits; pollution control and waste management regulations; Endangered Species Act requirements, and environmental liabilities. Mr. Brown is a member of the Washington Department of Ecology's Regulatory Performance Advisory Group, and served on the Blue Ribbon Commission for Transportation. Best Lawyers in America named Mr. Brown "2010 Lawyer of the Year" for environmental law in Seattle. He is

President of the Washington Environmental Council, a member of the Cascade Agenda Leadership Team, and serves on the board of the Pacific Northwest Pollution Prevention Resource Center. Mr. Brown is a founding partner of Cascadia Law Group PLLC.

**E. Robert Ferguson**

Areas of Expertise: Bridge construction; contracting methods

Location: Palm Desert, California

Mr. Ferguson is a nationally and internationally recognized construction professional with over 50 years of experience in the execution of major civil engineering projects. His major concentration has been transportation infrastructure, including highways, bridges, tunnels, airports, ports and railroads. Special emphasis has been in the continued development of concrete placement techniques and concrete bridge innovations. He has conducted value analysis, developed cost estimates and recommended contracting methods for projects around the country. Mr. Ferguson has worked as an International Infrastructure Consultant for the past 12 years. Additional experience includes acting in executive management positions for 29 years in some of the nations largest infrastructure companies serving as Regional Vice President, President, Chief Operating Officer, Chief Executive Officer, and Chairman of the Board. Mr. Ferguson has a B.S. in Civil Engineering from the University of Michigan and has served in the United States Marine Corps as an Engineering Officer on active duty and in the Reserve.

**Dr. Patricia D. Galloway, P.E., CPENG, PMP, MRICS, CFCC**

Areas of Expertise: Performance measures; project and risk management; mega-project planning and delivery

Location: Cle Elum, Washington

Dr. Galloway is an internationally recognized leader in the civil engineering and construction arenas with over 30 years of experience managing project delivery and providing advice to public agencies, industry and private sector firms on significant infrastructure projects. Her management consulting experience includes performance and management audits, strategic advice regarding governance, management structures and processes, performance operations, contract development, project/program management, project controls, contract administration, and others. She has worked on multiple rail, transit, roadway, and bridge projects, including the Sound Transit Light Rail program in Puget Sound, Australia's Melbourne Citylink project, Phoenix, Arizona's Light Rail Transit program and the Tsing Ma Bridge in Hong Kong. Prior to joining Pegasus-Global, Dr. Galloway was the Chief Executive Officer and principal of the Nielsen-Wurster Group Inc., an international management consulting firm specializing in management consulting, risk management and dispute resolution. Dr. Galloway has a Ph.D. in Infrastructure Systems Civil Engineering from Kochi University of Technology in Japan, an M.B.A. from the New York Institute of Technology, and a B.S. in Civil Engineering (double major in Structures and Construction Management) from Purdue University in Indiana.

**Diana Mendes, AICP**

Areas of Expertise: Federally funded transit project planning; environmental analysis and management

Location: Washington DC

Ms. Mendes is a Senior Vice President with AECOM with over 25 years of experience working in the transportation industry. She is a nationally recognized expert in the development of major multi-modal and transit projects, and specializes in the land use and environmental management aspects of the design and implementation of major capital projects. She has extensive experience in the environmental analysis and management for large-scale, federally funded transit improvements, and has successfully coordinated controversial projects with government agencies, interest groups, and citizens. Ms. Mendes has served as project manager on several major corridor studies and planning processes for New Starts projects nationwide, and has a proven track record working with multidisciplinary teams to design sustainable transportation systems and improvements that meet agency needs, are well integrated into the community, are environmentally responsible, and are acceptable to the public. She is a leader in the field of environmental streamlining and stewardship, and developed the environmental management system to support the redevelopment of \$4.5 billion of transportation projects needed to rebuild Lower Manhattan in the aftermath of September 11. Ms. Mendes has an M.A. of City Planning from the University of Pennsylvania and a B.A. in Sociology from Mount Holyoke College in Massachusetts. She is a certified planner through the American Institute of Certified Planners.

**Dr. Michael D. Meyer, P.E.**

Areas of Expertise: Transportation engineering; public works economics and finance; environmental impact assessments and greenhouse gas analysis

Location: Atlanta, Georgia

For the past 40 years, Dr. Meyer has worked in the transportation field, including five years as the director of the Bureau of Transportation Planning and Development for the Massachusetts Department of Public Works. He has also been an associate professor for the Massachusetts Institute of Technology and a professor for the School of Civil and Environmental Engineering at the Georgia Institute of Technology. Recent research and consulting includes incorporating greenhouse gas analysis into transportation decision making, developing non-traditional performance measures, congestion pricing, revenue estimation and freight planning. He is a member of the Institute of Transportation Engineers Steering Committee on Transportation Operations and has served on dozens of national committees, peer review panels and professional advisory groups. In 2006, he was chairman of the executive committee of the Transportation Research Board. Dr. Meyer is currently the director of the Georgia Transportation Institute and an advisor to Parsons Brinckerhoff, Inc. His degrees in Civil Engineering include a Ph.D. from the Massachusetts Institute of Technology, an M.S. from Northwestern University in Chicago, and a B.S. from the University of Wisconsin-Madison.

**Timothy Ray Neuman, P.E.**

Areas of Expertise: Context Sensitive Design and Solutions; Urban freeway and interchange design

Location: Chicago, Illinois

With over 34 years of experience, Mr. Neuman is a nationally recognized expert in Context Sensitive Design/Solutions and urban freeway and interchange design. He authored the widely-used reference on Context Sensitive Design and Context Sensitive Solutions published by the Transportation Research Board National Cooperative Highway Research Program, "A Guide to Best Practices for Achieving Context Sensitive Solutions," and served as technical editor for the American Association of State Highway and Transportation Officials (AASHTO) on "A Guide to Achieving Flexibility in Highway Design." He is a member of the Transportation Research Board Task Force on Development of a Highway Safety Manual and has served on the National Thinking Beyond the Pavement/Context Sensitive Design Action Plan Committee by AASHTO. Mr. Neuman has served as senior consultant, technical director or project manager for planning and preliminary design studies for complex urban highway corridors and interchanges across the country. Currently, he is Vice President and Chief Highway Engineer for CH2M HILL. Mr. Neuman has a B.S. in Civil Engineering and an M.S. in Engineering from the University of Michigan, and is a Registered Professional Engineer.

**Mary Lou Ralls, P.E.**

Areas of Expertise: Bridge design and construction

Location: Austin, Texas

Ms. Ralls has more than 25 years experience, include bridge design, structural engineering, project management, and accelerated bridge construction. She was the project manager for development of the FHWA Framework for Prefabricated Bridge Elements and Systems (PBES) Decision-making and PBES Cost Study and is currently a course instructor for the National Highway Institute. Her research and expertise is nationally recognized and she has served on multiple independent review panels and advisory groups for projects in Maryland, Massachusetts, Rhode Island, and others. Ms. Ralls has received numerous awards including the *Administrator's Public Service Award* from FHWA, the *AASHTO President's Award in Research Category*, and the *Design Award for Best Bridge with Spans Greater than 135 feet*, presented by the Precast/Prestressed Concrete Institute. Prior to her current position of Engineering Consultant with Ralls Newman, LLC, she directed the Bridge Division of the Texas Department of Transportation. Ms. Ralls has an M.S. in Engineering, Structures, and a B.S. in Civil Engineering with Highest Honors from the University of Texas at Austin.

###



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## Memo

Date March 15, 2010

Project No. P90631.01

Project Name Columbia River Crossing  
Task AH

Page No. 1

To Steve Witter; Lyn Wylder

From Paddy Tillett; Nolan Lienhart

Subject ZGF Proposal for Task AH Additional Services: Hayden Island Transit Oriented Development

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This task is a continuation of work proposed for Hayden Island TOD, which will be completed in March and April, 2010. ZGF will continue to work with TriMet and CRC to develop concepts and strategies for transit-oriented development in the district surrounding the Hayden Island I-5 interchange and transit station. The studies described below represent an outline of work areas. The sequence and scope of individual tasks will be determined and executed as requested to support meetings of the Portland Working Group and other needs of TriMet and CRC staff.

### **PWG Meeting [MAY 12, 2010]**

- Review what has been developed in March and April
- Make decisions/recommendations providing context for next steps
- Establish specific tasks and refine approach

### **PWG Meeting [JUNE 9, 2010]**

- Review what has been developed
- Make decisions/recommendations providing context for next steps
- Establish specific tasks and refine approach

### **PWG Meeting [JULY 14, 2010]**

- Review what has been developed
- Make final decisions/recommendations
- Establish specific tasks and resolve remaining issues and work products

## **DELIVERABLES**

- Access Plan Diagrams
  - Identify method and extent of access to properties, LRT station, public spaces and community amenities , for users of all modes
- A Concept for Commerce & Services [Local Commercial Zone and its relationships to adjacent neighborhoods]
  - Illustration of Concept Framework Plan
  - Strategic Concept
  - Action Plan
- The Architecture of Streets (Tomahawk, Hayden Island Drive, Jantzen Drive, key connections)
  - Sections
  - Plans
  - Selected details
  - Views as necessary
  - Examples where appropriate



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**Memo**

Date March 15, 2010  
Project No. P90631.01  
Project Name Columbia River Crossing  
Task AH  
Page No. 2

The Role of the Park and project-related open space [CRC ROW, Stormwater treatment, Park user needs, etc]

Strategic Concept

Acquisition

Management

Open Space Concept

Illustration of component parts

Connections to streets, infrastructure, adjacent development



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## Memo

Date March 15, 2010

Project No. P90631.01

Project Name Columbia River Crossing  
Task AF

Page No. 1

To Steve Witter; Lyn Wylder

From Paddy Tillett; Nolan Lienhart

Subject ZGF Proposal for Task AF Additional Services: Hayden Island Transit Oriented Development

---

ZGF will work with TriMet and CRC to develop concepts and strategies for transit-oriented development in the district surrounding the Hayden Island I-5 interchange and transit station. The studies described below represent an outline of work areas. The sequence and scope of individual tasks will be determined and executed as requested to support meetings of the Portland Working Group and other needs of TriMet and CRC staff.

### APPROACH

#### Kick-off [MARCH TBD]

- Support preliminary discussions between TM and stakeholders
- Establish specific tasks for April PWG meeting

#### PWG Meeting [APRIL 14, 2010]

- Review what has been developed
- Make decisions/recommendations providing context for next steps
- Establish specific tasks and refine approach

### DELIVERABLES

#### Access Plan

- DRAFT Diagram(s)
- Identify method and extent of access to properties, LRT station, public spaces and community amenities, for users of all modes

#### A Concept for Commerce & Services [Local Commercial Zone and its relationships to adjacent neighborhoods]

- DRAFT Illustration of Concept Framework Plan

#### The Architecture of Streets (Tomahawk, Hayden Island Drive, Jantzen Drive, key connections)

- DRAFT Plans
- Examples where appropriate

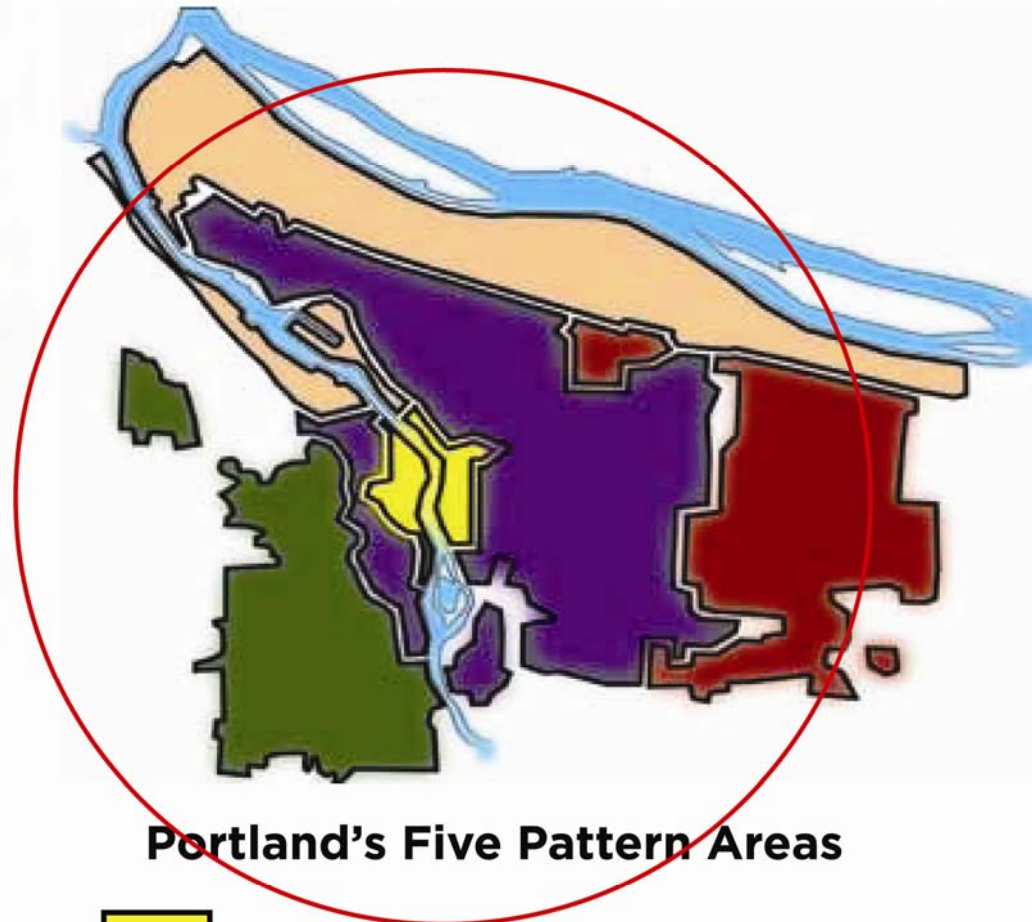
#### The Role of the Park and project-related open space [CRC ROW, Stormwater treatment, Park user needs, etc]

- DRAFT Open Space Concept
- Illustration of component parts
- Connections to streets, infrastructure, adjacent development



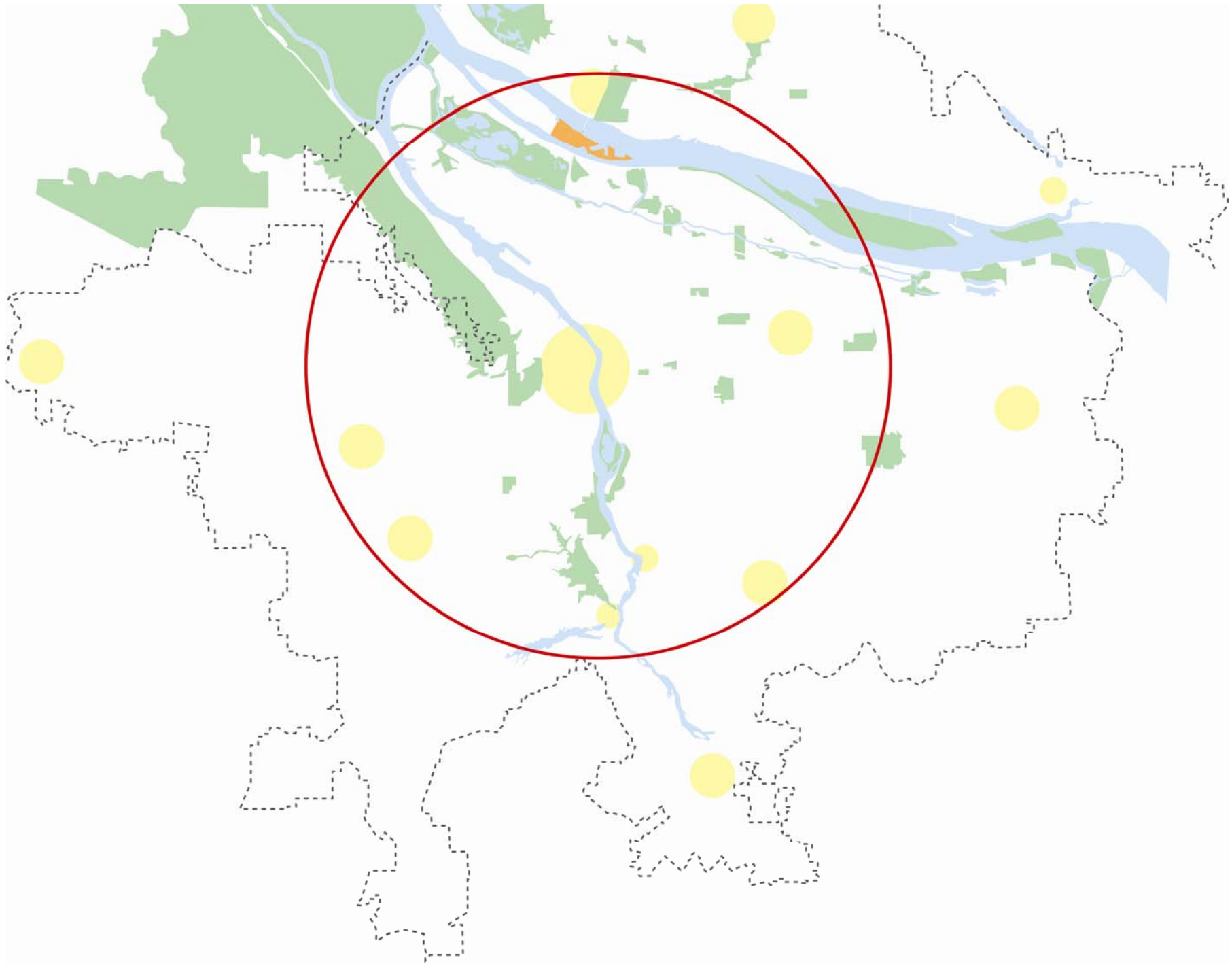
**a new opportunity:  
making an island whole,  
establishing its center ....  
and starting to do so....  
during construction**

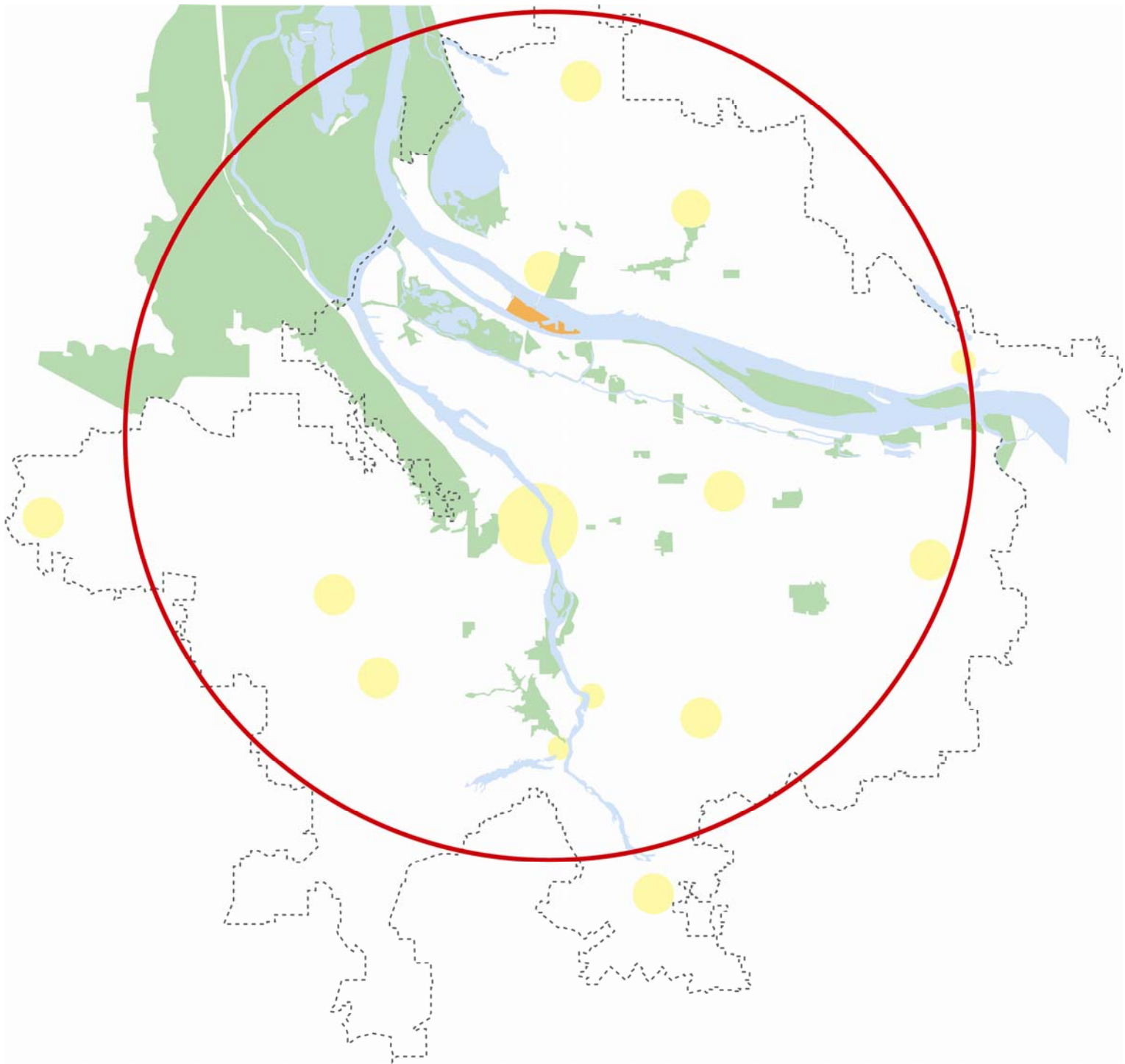
April 6, 2010

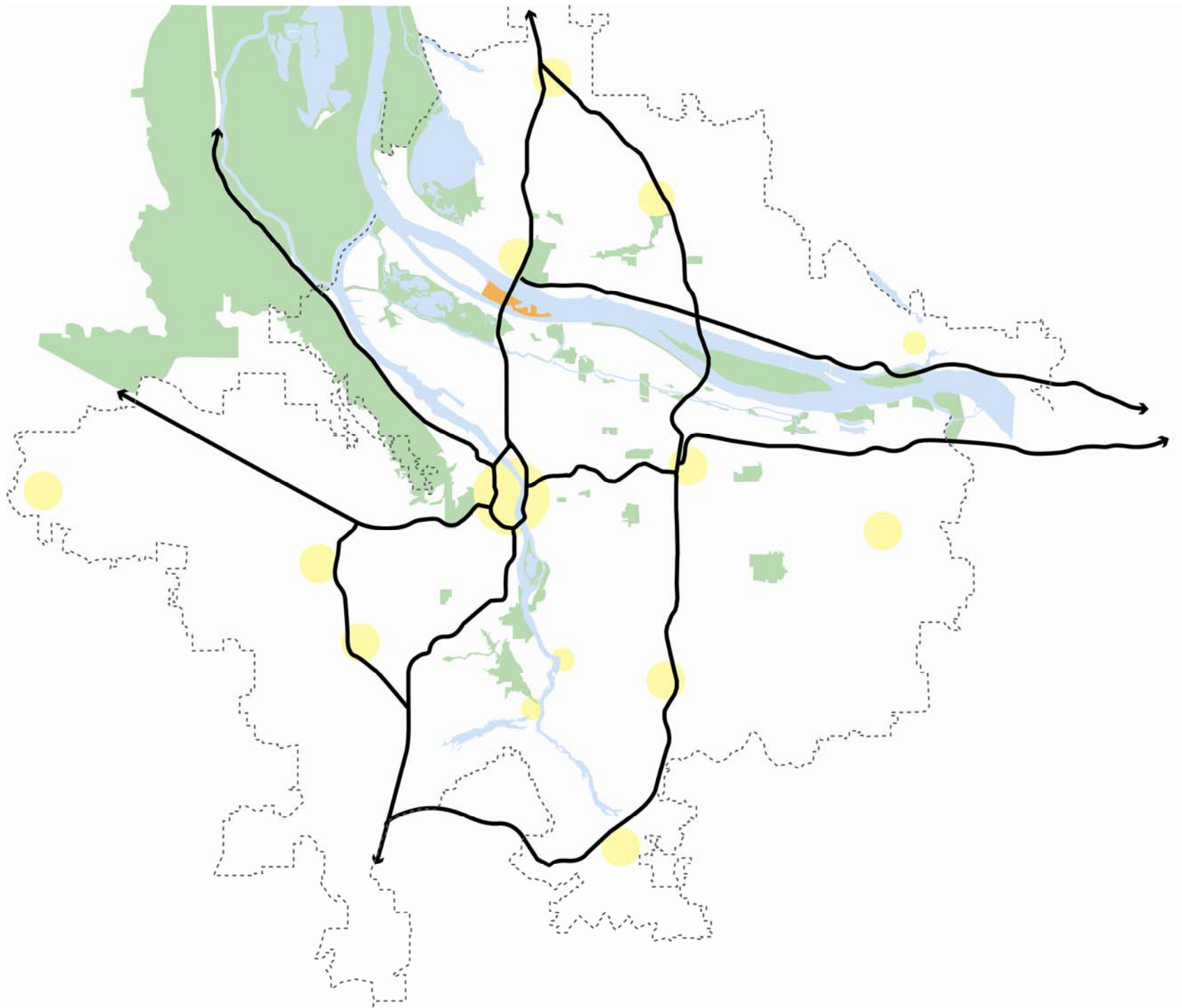


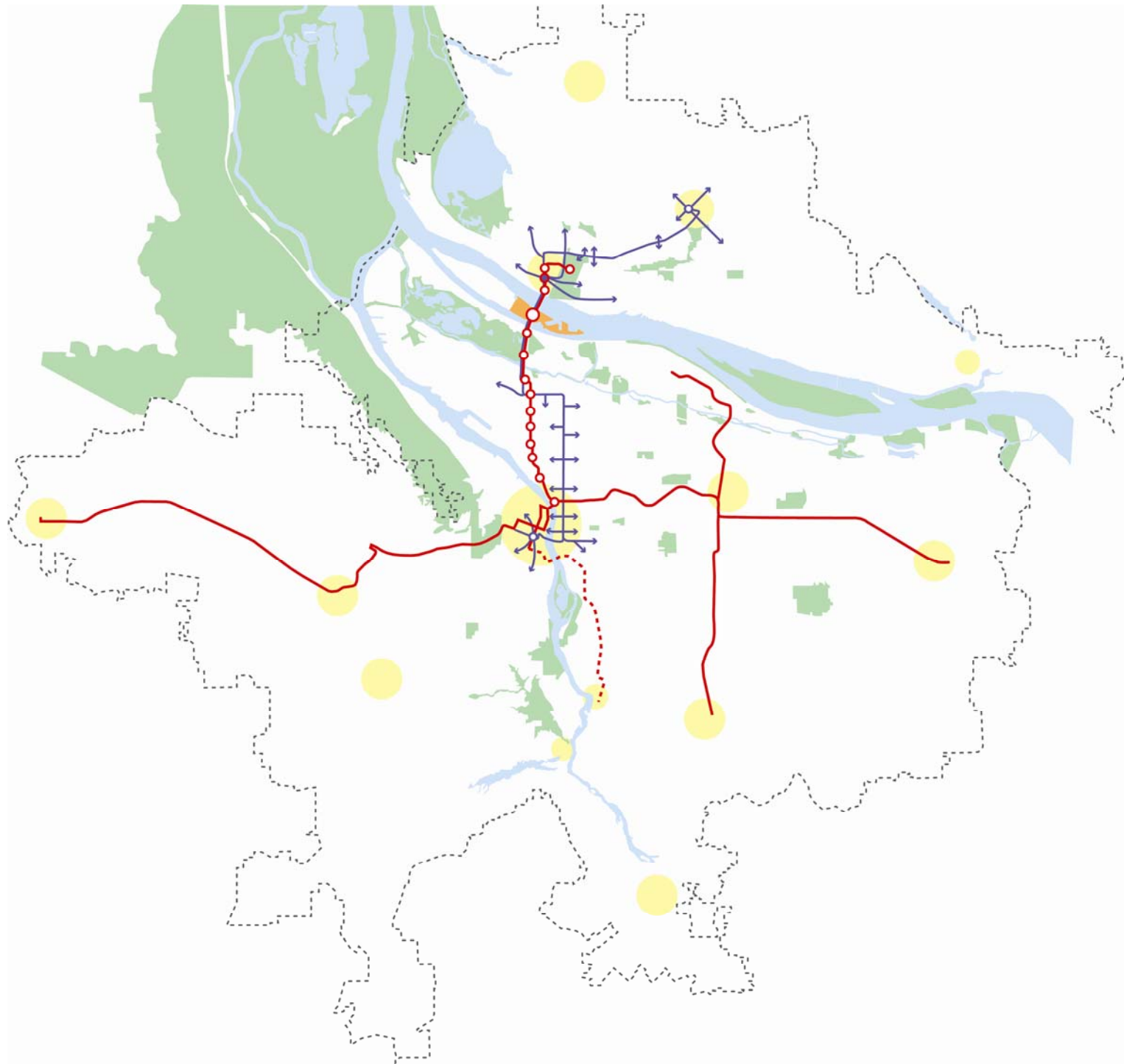
**Portland's Five Pattern Areas**

-  **Central City**
-  **Industrial Districts**
-  **Western Neighborhoods**
-  **Inner Neighborhoods**
-  **Eastern Neighborhoods**









# ASSUMPTIONS

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# ASSUMPTIONS

you are the **heart** of a region

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# JANTZEN HOP

WORDS BY DON DE FOREST      MUSIC BY IRVING GROTY  
Successfully introduced at Jantzen Beach, Portland, Ore., by Don de Forest and his Orchestra



# ASSUMPTIONS

you are the **heart** of a region

to be so ...you need **to be connected within...**as well as to and from...  
during and after construction

-

# ASSUMPTIONS

you are the **heart** of a region

to be so ...you need **to be connected within...**as well as to and from...  
during and after construction

- to be so ...you need to be **socially and economically healthy...**  
during and after construction

# ASSUMPTIONS

you are the **heart** of a region

to be so ...you need **to be connected within...**as well as to and from...  
during and after construction

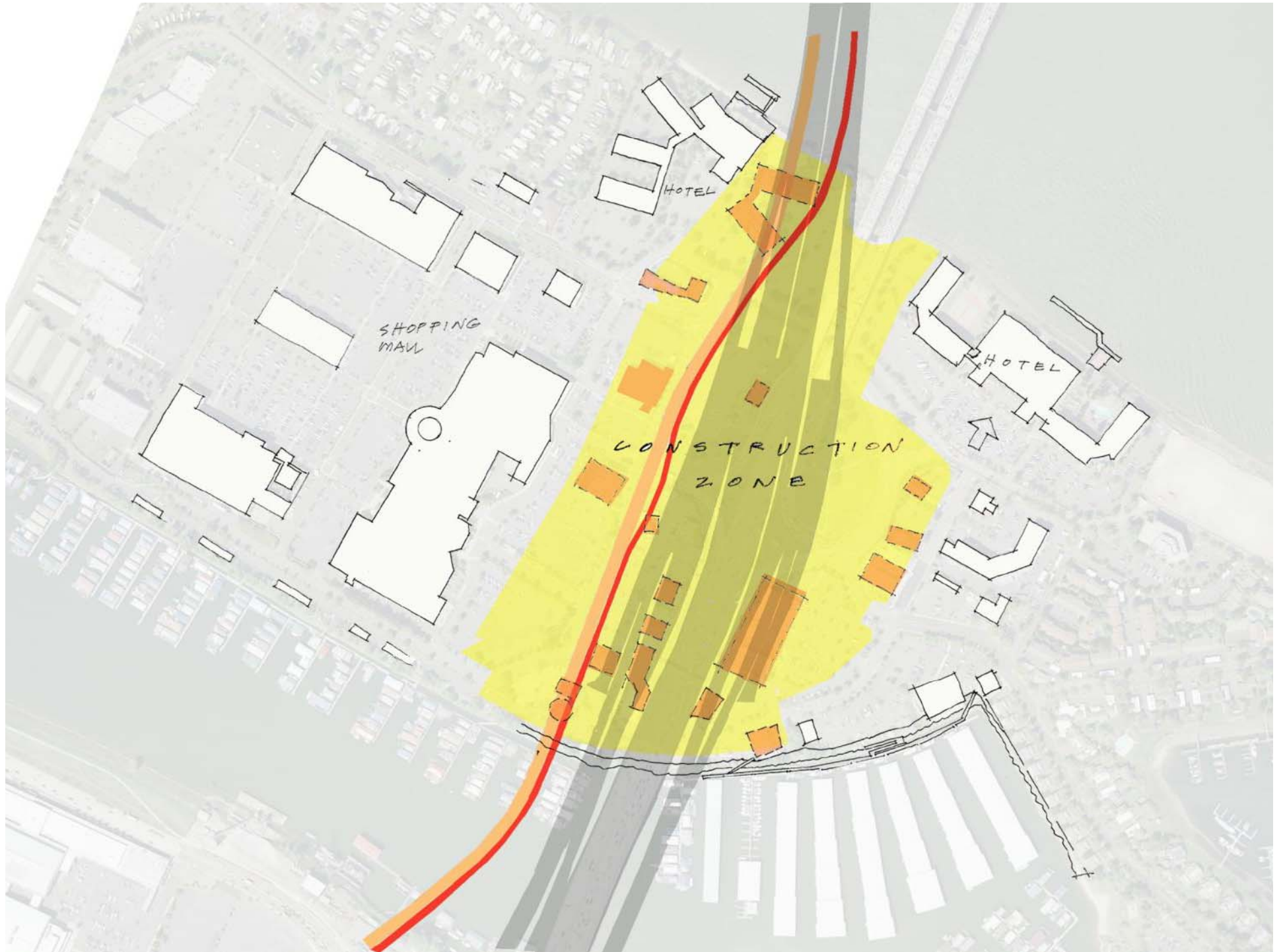
• to be so ...you need to be **socially and economically healthy...**  
during and after construction

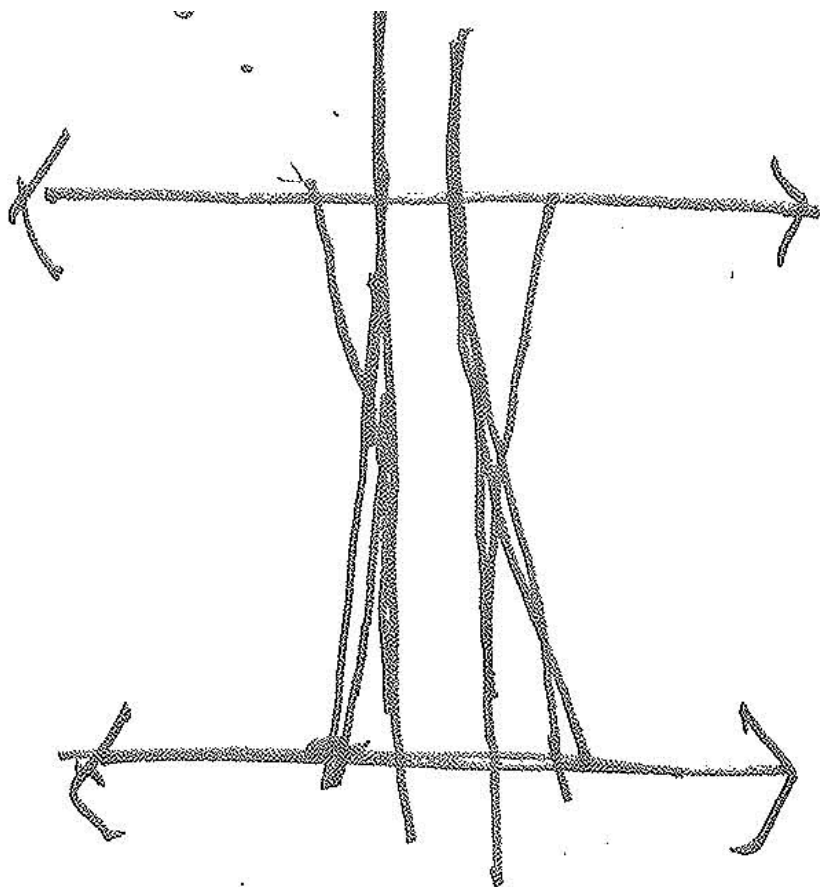
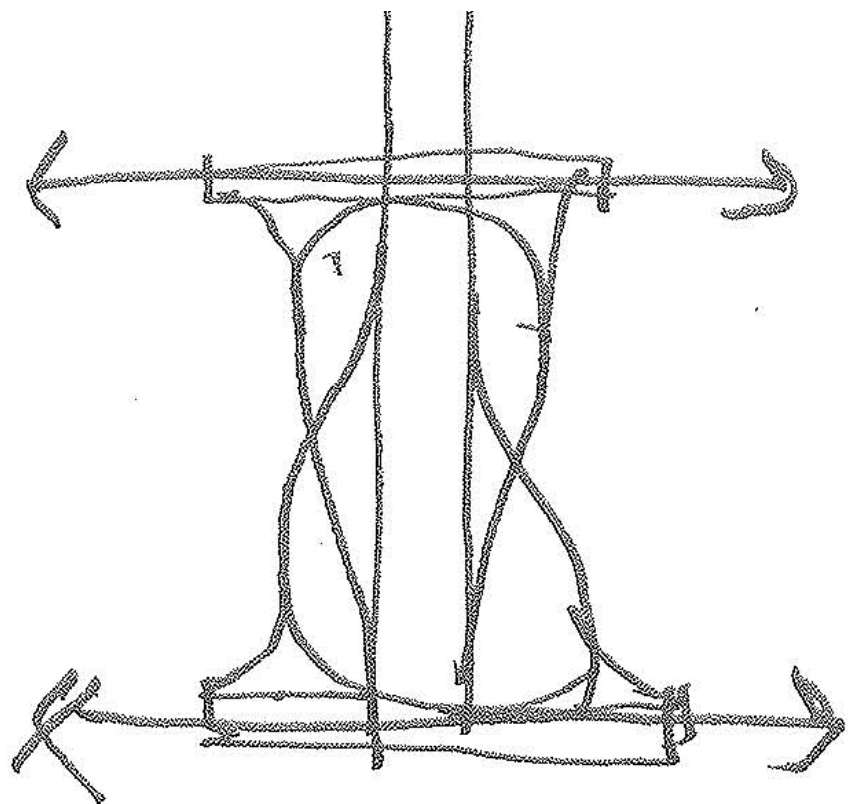
to be so ... you need to be **designing and implementing your future...**  
during and after construction.



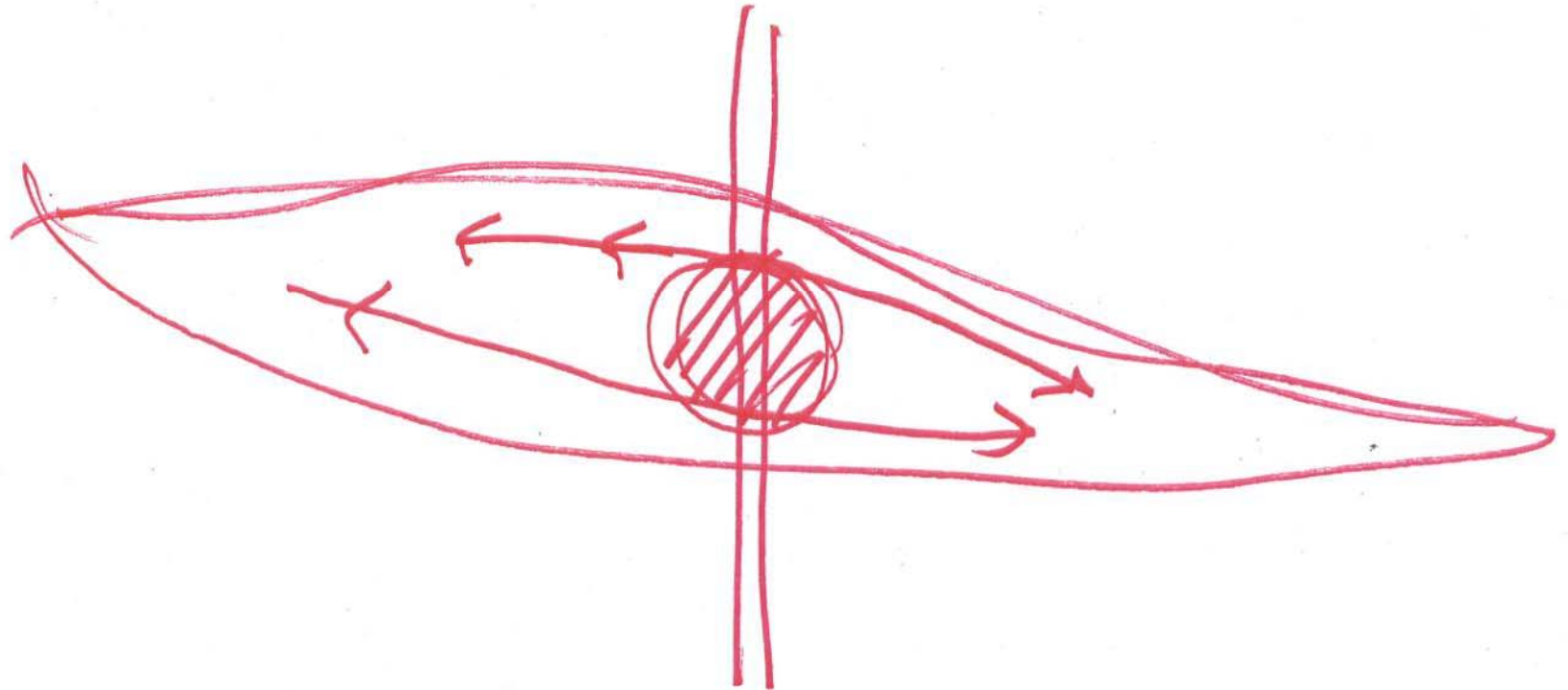




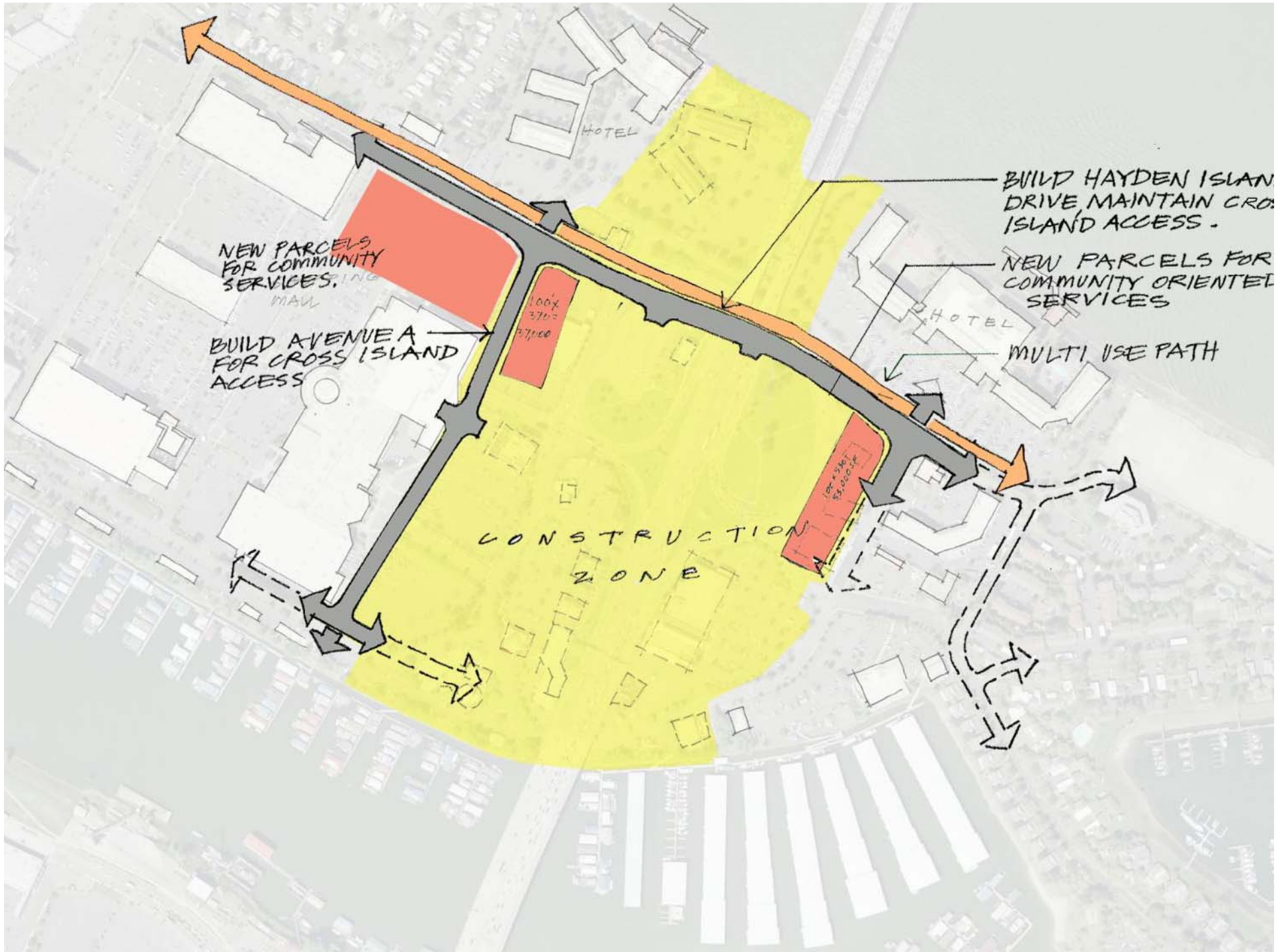




Add goals before this







NEW PARCELS FOR COMMUNITY SERVICES.

BUILD AVENUE A FOR CROSS ISLAND ACCESS

CONSTRUCTION ZONE

BUILD HAYDEN ISLAND DRIVE MAINTAIN CROSS ISLAND ACCESS.

NEW PARCELS FOR COMMUNITY ORIENTED SERVICES

MULTI USE PATH

HOTEL

HOTEL







HOTEL

SHOPPING MALL

100x3700  
37100

HOTEL

MULTI USE PATH

NEW PARCELS FOR  
COMMUNITY ORIENTED  
SERVICES

100x3700  
37100

CONSTRUCTION  
ZONE

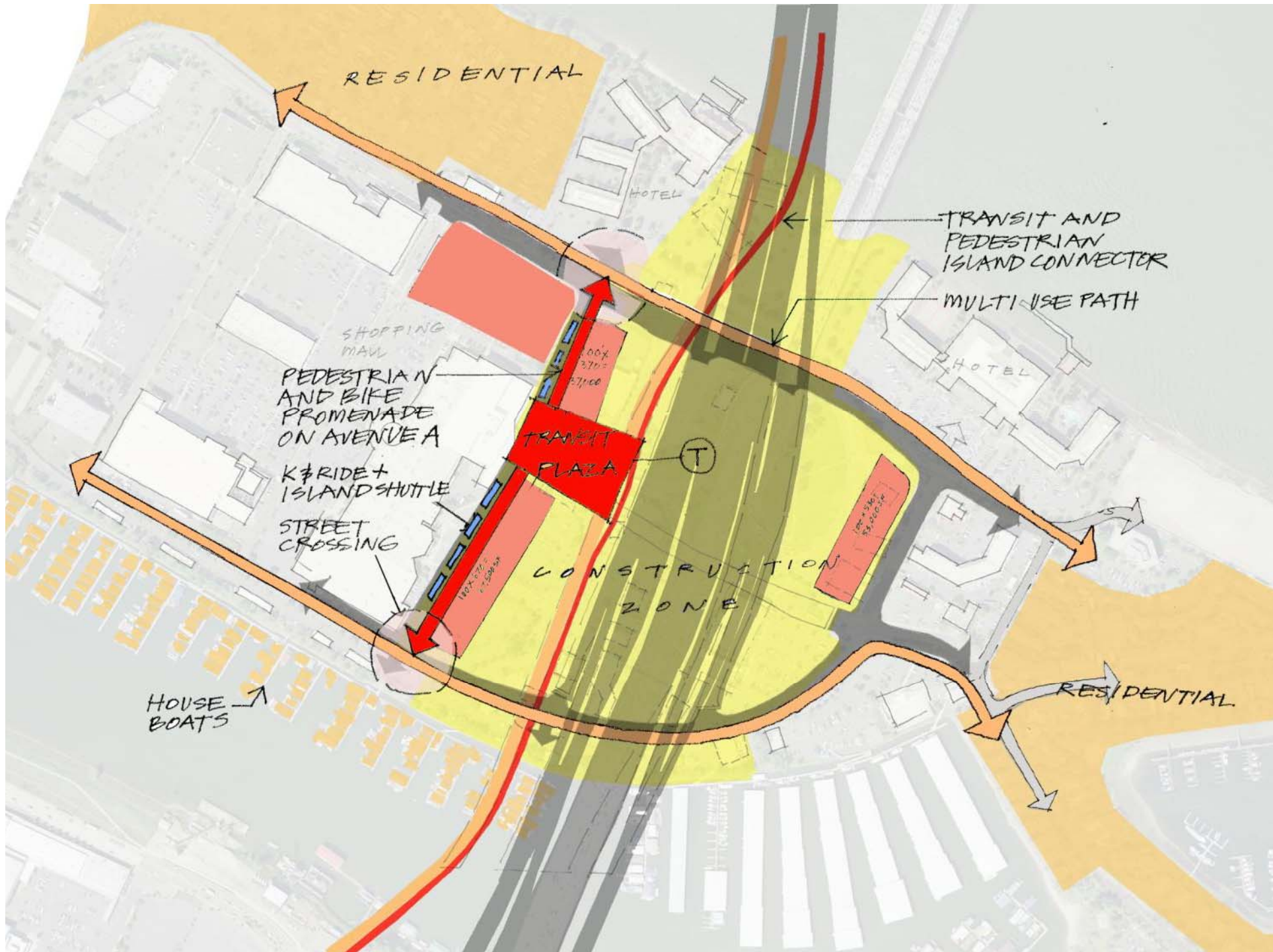
100x3700  
37100

BUILD JANTZEN  
BEACH DRIVE  
FOR CROSS ISLAND  
ACCESS

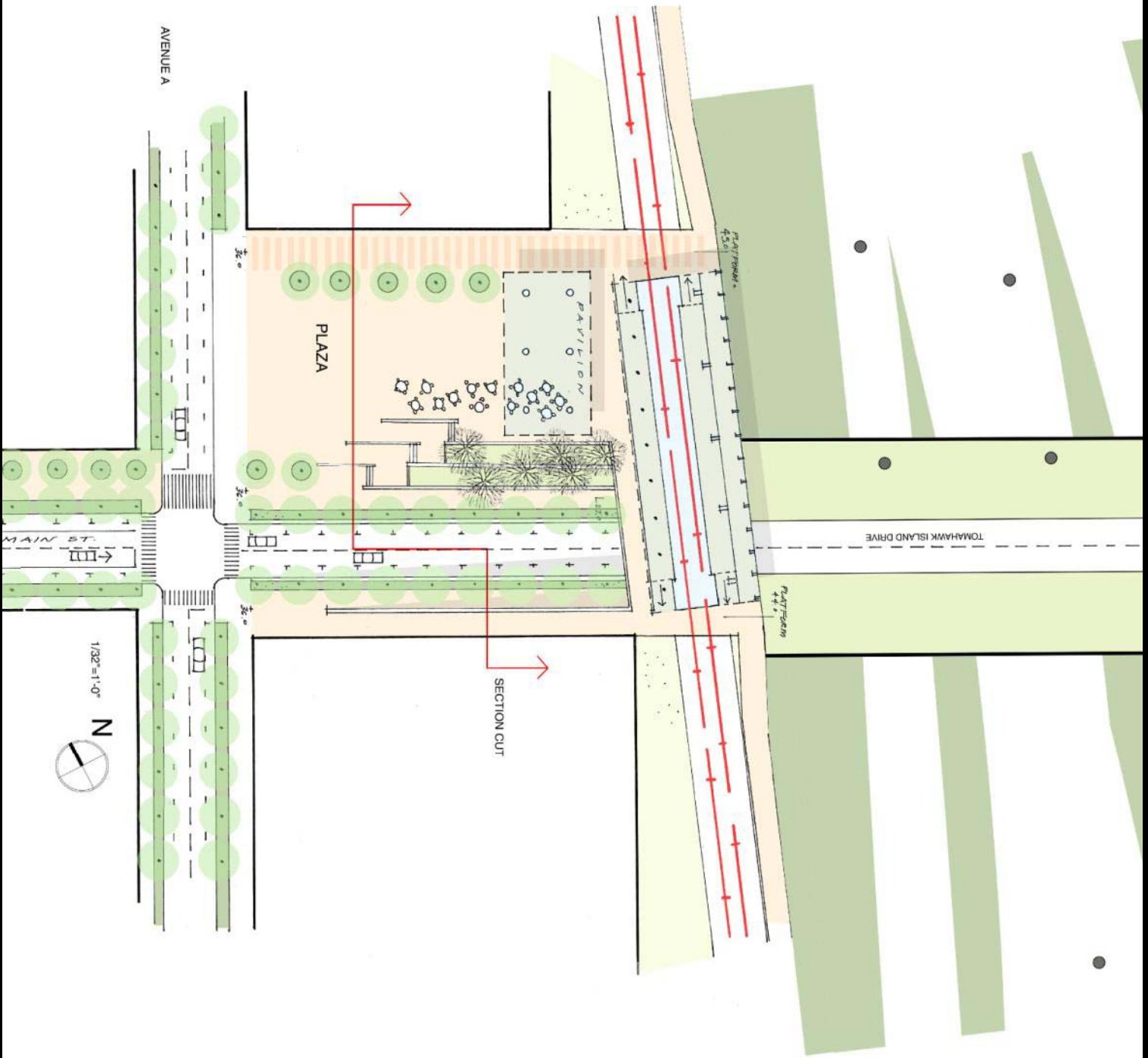




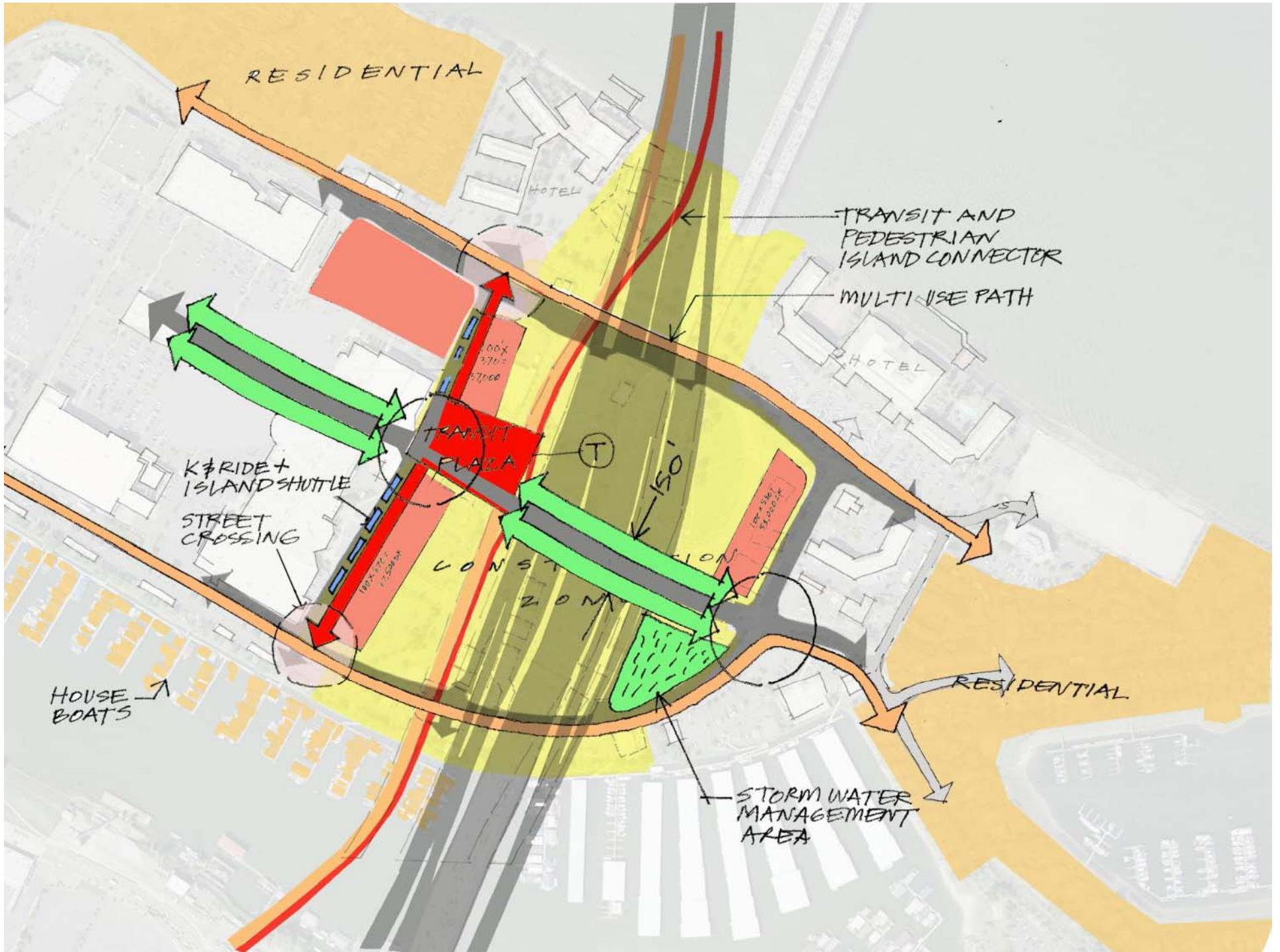




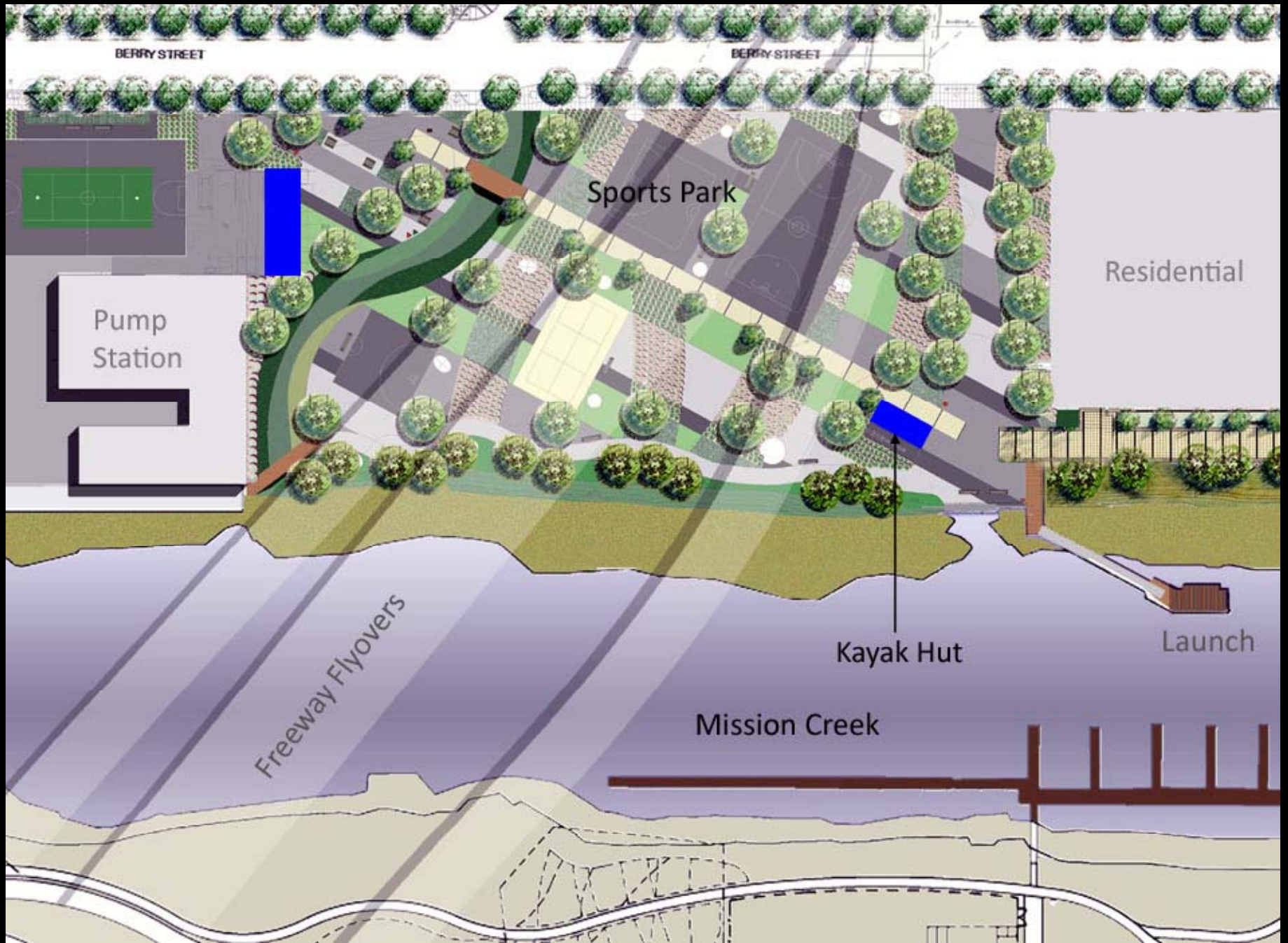












BERRY STREET

BERRY STREET

Sports Park

Residential

Pump Station

Freeway Flyovers

Kayak Hut

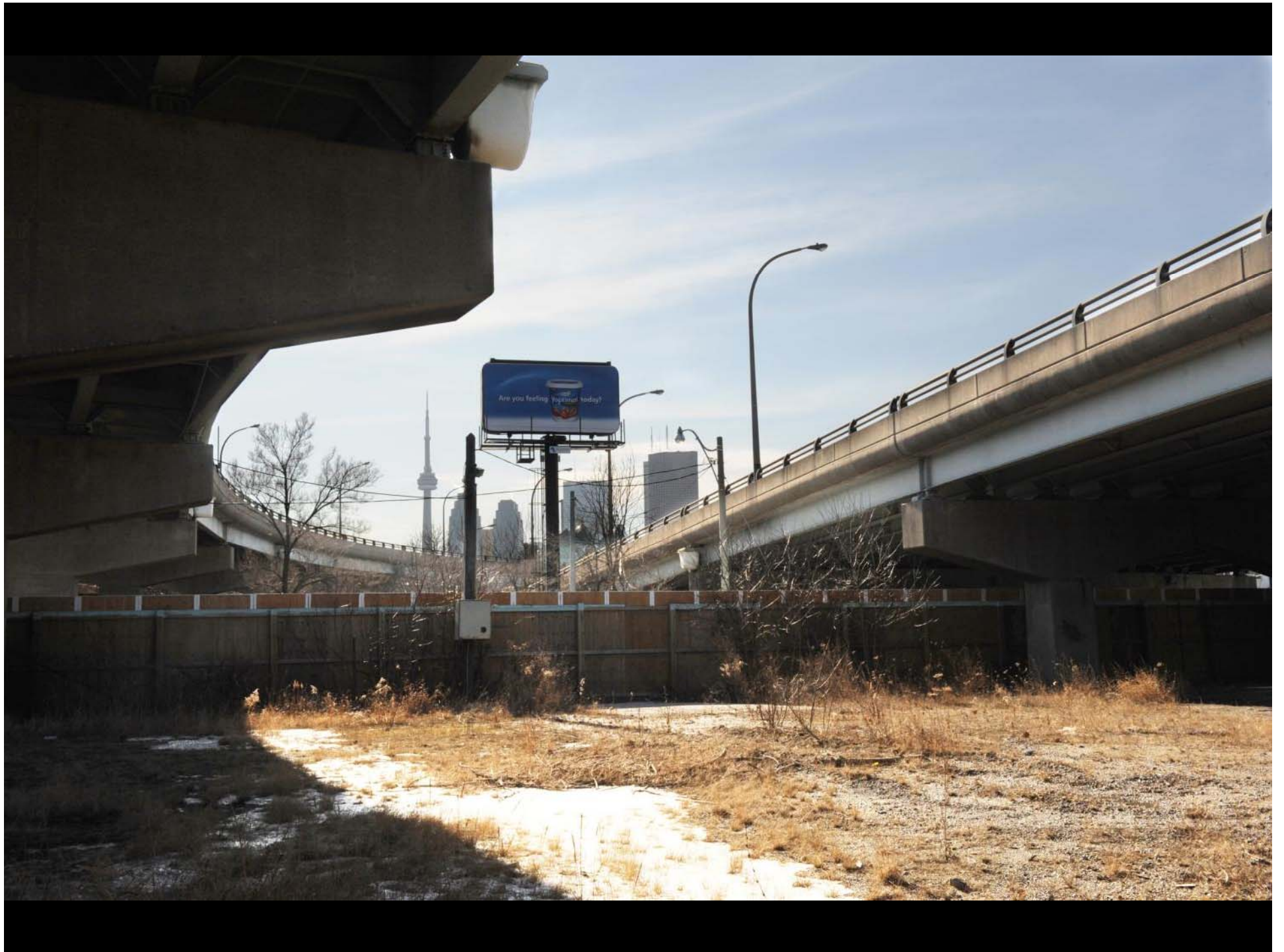
Launch

Mission Creek



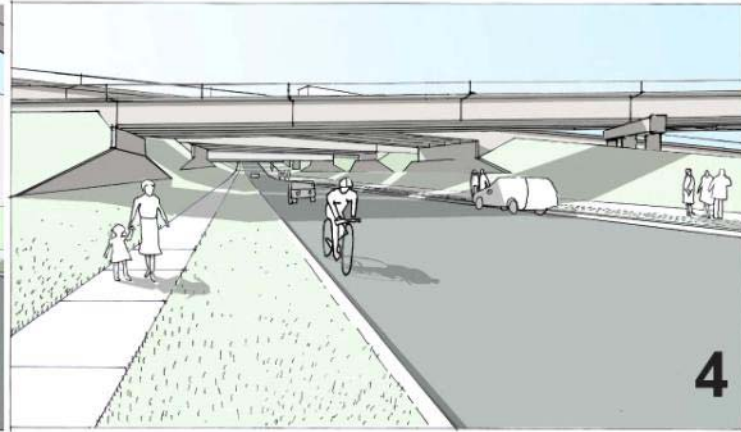




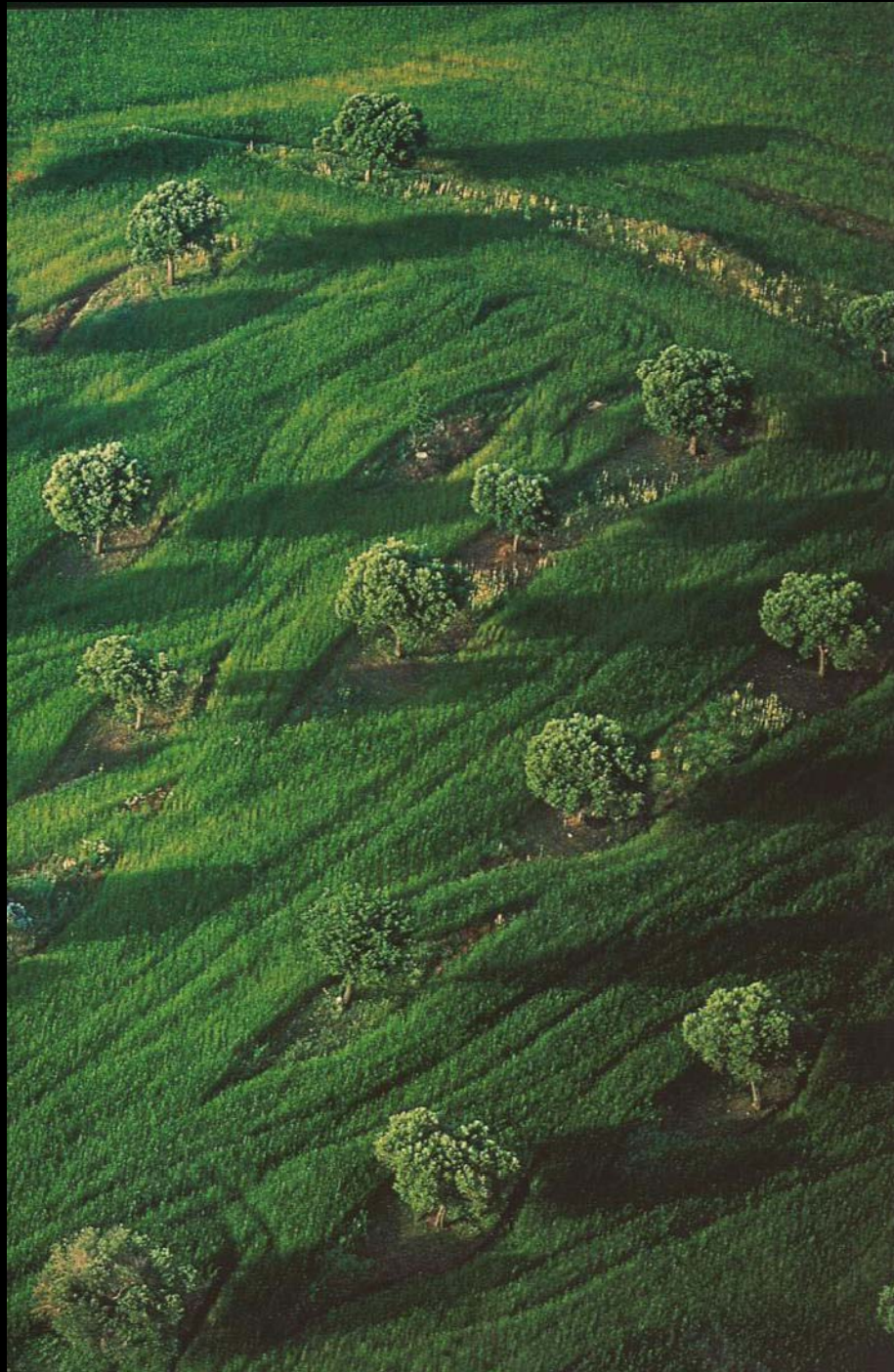














whitney museum of american art



HE GOES BACK IN FOR  
HE GOES BACK IN FOR  
HIS CRUMMY GLOVES.

THIRTEEN TWENTY EXACTLY  
THIS WAITING  
IT'S TAKING FOREVER.  
ANY SECOND NOW.  
NO, NOT YET.  
YES NOW.  
THE BOMB IT EXPLODES.







